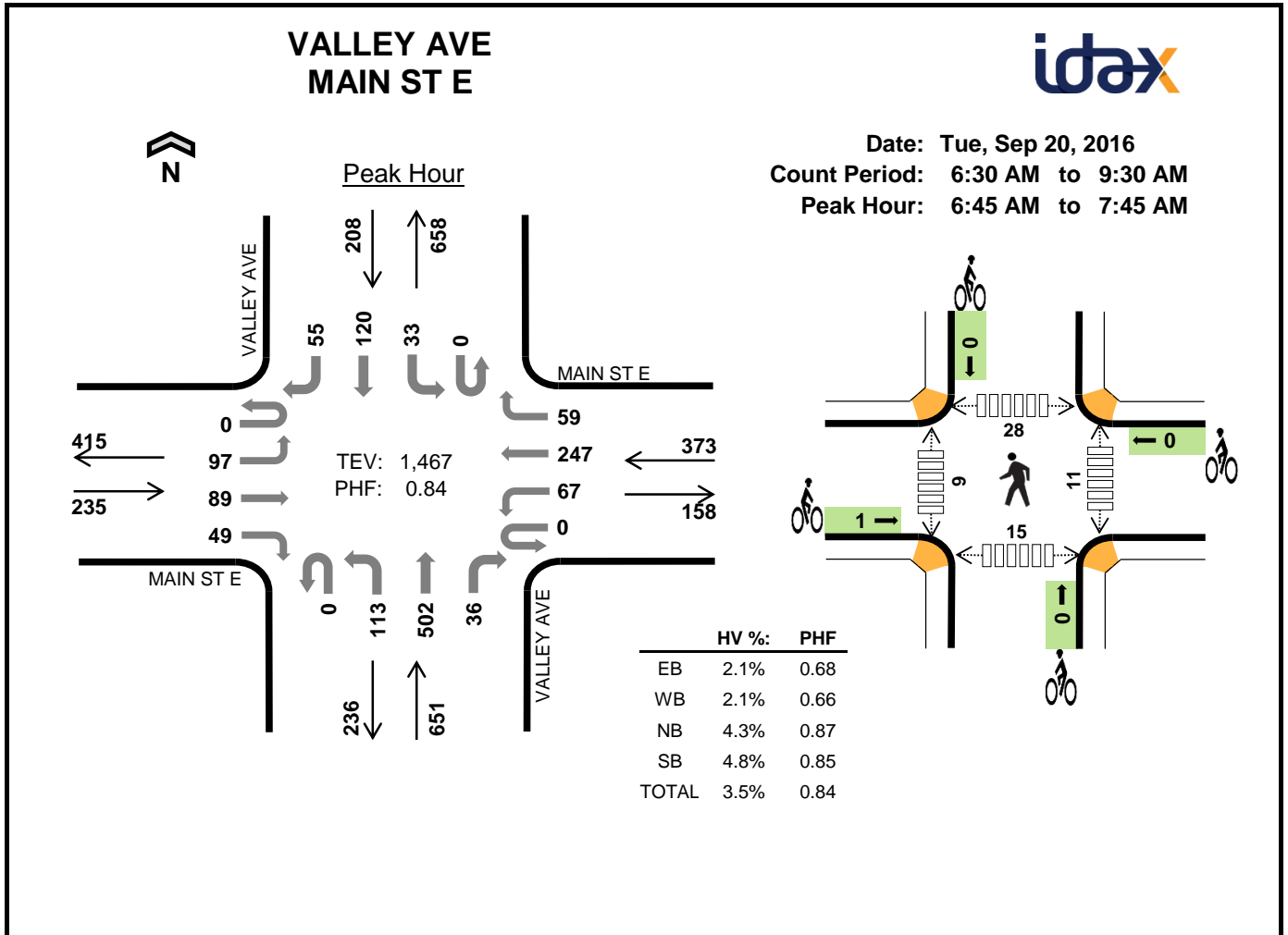


Appendix A: Traffic Counts



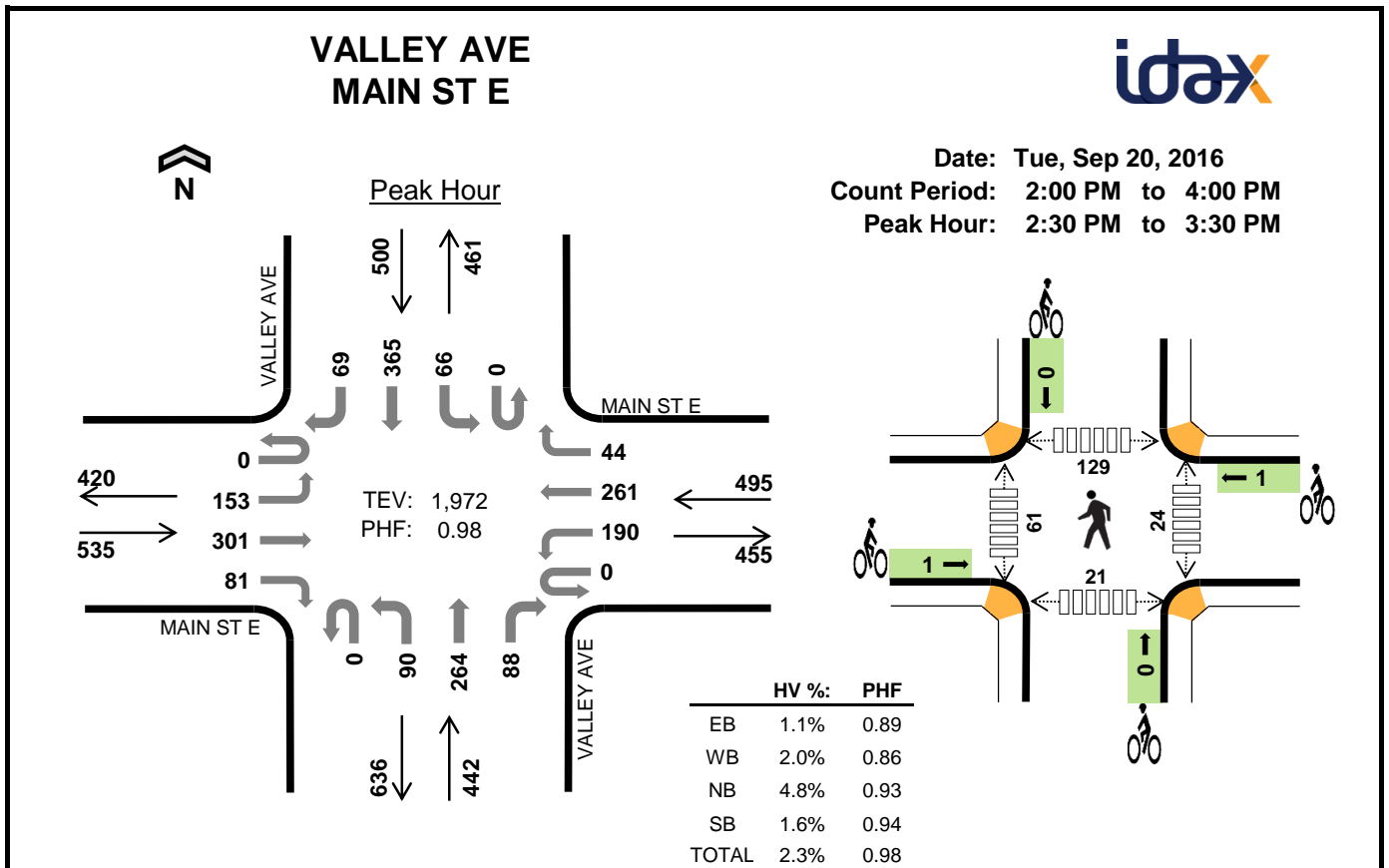
Three-Hour Count Summaries

Interval Start	MAIN ST E Eastbound				MAIN ST E Westbound				VALLEY AVE Northbound				VALLEY AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:45 AM	0	12	13	6	0	16	62	13	0	32	144	11	0	5	32	16	362	0
7:00 AM	0	25	25	22	0	19	99	24	0	40	114	6	0	11	37	13	435	0
7:15 AM	0	36	35	15	0	14	54	14	0	24	133	11	0	11	31	15	393	0
7:30 AM	0	24	16	6	0	18	32	8	0	17	111	8	0	6	20	11	277	1,467
Peak Hour	0	97	89	49	0	67	247	59	0	113	502	36	0	33	120	55	1,467	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:45 AM	0	3	5	1	9	0	0	0	0	0	3	1	5	6	15
7:00 AM	1	3	11	6	21	0	0	0	0	0	4	4	17	7	32
7:15 AM	1	2	6	1	10	0	0	0	0	0	4	3	4	2	13
7:30 AM	3	0	6	2	11	1	0	0	0	1	0	1	2	0	3
Peak Hour	5	8	28	10	51	1	0	0	0	1	11	9	28	15	63

Three-Hour Count Summaries																		
Interval Start	MAIN ST E				MAIN ST E				VALLEY AVE				VALLEY AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	14	7	7	0	14	25	17	0	26	137	6	0	0	16	6	275	0
6:45 AM	0	12	13	6	0	16	62	13	0	32	144	11	0	5	32	16	362	0
7:00 AM	0	25	25	22	0	19	99	24	0	40	114	6	0	11	37	13	435	0
7:15 AM	0	36	35	15	0	14	54	14	0	24	133	11	0	11	31	15	393	1,465
7:30 AM	0	24	16	6	0	18	32	8	0	17	111	8	0	6	20	11	277	1,467
7:45 AM	0	21	22	5	0	20	26	7	0	11	101	10	0	3	22	13	261	1,366
8:00 AM	0	25	23	4	0	12	18	9	0	12	70	18	0	4	21	12	228	1,159
8:15 AM	0	27	21	14	0	24	29	7	0	12	104	12	0	9	28	6	293	1,059
8:30 AM	0	26	26	10	0	22	40	20	0	17	97	24	0	7	28	9	326	1,108
8:45 AM	0	23	37	6	0	18	30	20	0	17	93	18	0	16	48	17	343	1,190
9:00 AM	0	21	21	10	0	28	41	9	0	22	86	14	0	5	22	9	288	1,250
9:15 AM	0	18	27	11	0	23	40	9	0	15	70	16	0	7	35	11	282	1,239
Count Total	0	272	273	116	0	228	496	157	0	245	1,260	154	0	84	340	138	3,763	0
Peak Hour	0	97	89	49	0	67	247	59	0	113	502	36	0	33	120	55	1,467	0
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
6:30 AM	0	2	1	2	5	0	1	0	0	1	0	0	5	1	6			
6:45 AM	0	3	5	1	9	0	0	0	0	0	3	1	5	6	15			
7:00 AM	1	3	11	6	21	0	0	0	0	0	4	4	17	7	32			
7:15 AM	1	2	6	1	10	0	0	0	0	0	4	3	4	2	13			
7:30 AM	3	0	6	2	11	1	0	0	0	1	0	1	2	3				
7:45 AM	0	2	3	3	8	0	0	0	0	0	0	1	1	2				
8:00 AM	2	1	6	1	10	0	0	0	0	0	0	1	2	3				
8:15 AM	2	2	6	3	13	0	0	0	0	0	0	0	2	2				
8:30 AM	2	5	9	2	18	0	0	0	0	0	0	1	4	5				
8:45 AM	1	4	3	12	20	0	0	0	0	0	2	3	0	5				
9:00 AM	3	4	6	0	13	0	0	0	0	0	1	3	0	4				
9:15 AM	3	1	2	2	8	0	0	0	0	0	0	3	2	5				
Count Total	18	29	64	35	146	1	1	0	0	2	14	21	44	22	101			
Peak Hour	5	8	28	10	51	1	0	0	0	1	11	9	28	15	63			

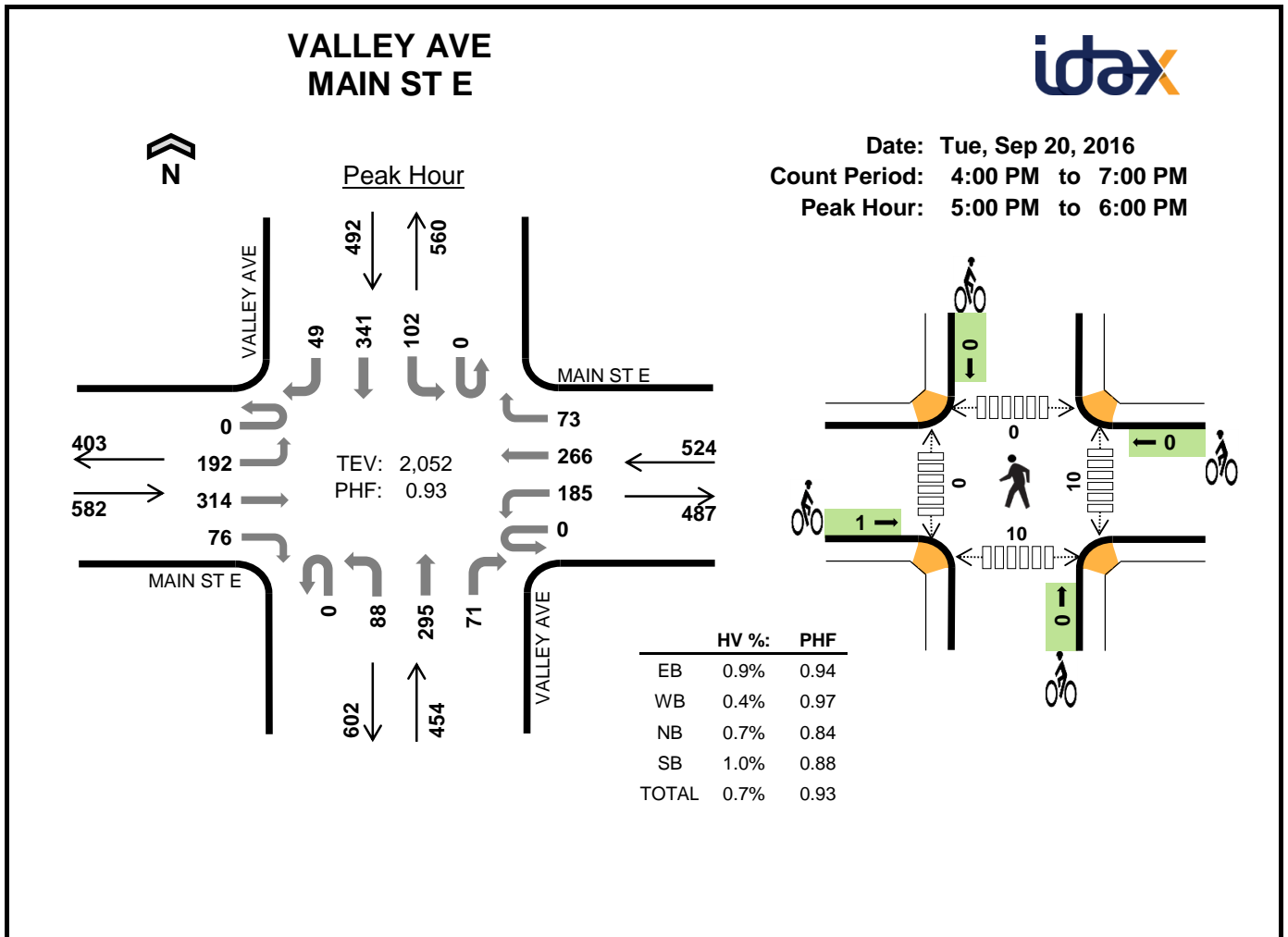


Two-Hour Count Summaries

Interval Start	MAIN ST E Eastbound				MAIN ST E Westbound				VALLEY AVE Northbound				VALLEY AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	38	38	19	0	57	58	5	0	40	71	17	0	18	75	24	460	0
2:15 PM	0	41	51	21	0	53	63	18	0	29	46	17	0	21	93	16	469	0
2:30 PM	0	36	96	18	0	48	61	11	0	31	64	17	0	22	79	13	496	0
2:45 PM	0	32	63	20	0	68	66	10	0	19	65	26	0	11	100	22	502	1,927
3:00 PM	0	49	73	29	0	39	73	7	0	21	56	24	0	19	93	19	502	1,969
3:15 PM	0	36	69	14	0	35	61	16	0	19	79	21	0	14	93	15	472	1,972
3:30 PM	0	50	59	23	0	51	55	7	0	22	69	10	0	12	97	10	465	1,941
3:45 PM	0	42	72	18	0	51	77	11	0	27	69	15	0	27	90	19	518	1,957
Count Total	0	324	521	162	0	402	514	85	0	208	519	147	0	144	720	138	3,884	0
Peak Hour	0	153	301	81	0	190	261	44	0	90	264	88	0	66	365	69	1,972	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	1	1	13	3	18	0	0	0	0	0	1	2	3	4	10
2:15 PM	0	4	2	2	8	0	0	0	0	0	1	0	14	9	24
2:30 PM	3	6	10	2	21	0	0	0	0	0	8	18	57	7	90
2:45 PM	0	3	4	1	8	0	0	0	0	0	1	25	35	5	66
3:00 PM	1	1	1	3	6	0	1	0	0	1	5	18	27	3	53
3:15 PM	2	0	6	2	10	1	0	0	0	1	10	0	10	6	26
3:30 PM	1	1	2	3	7	1	0	0	0	1	3	4	9	4	20
3:45 PM	0	1	3	3	7	0	0	0	0	0	26	3	7	11	47
Count Total	8	17	41	19	85	2	1	0	0	3	55	70	162	49	336
Peak Hour	6	10	21	8	45	1	1	0	0	2	24	61	129	21	235



Three-Hour Count Summaries

Interval Start	MAIN ST E Eastbound				MAIN ST E Westbound				VALLEY AVE Northbound				VALLEY AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM	0	47	90	18	0	45	72	15	0	17	42	21	0	22	80	13	482	0
5:15 PM	0	43	77	17	0	49	70	16	0	20	74	16	0	32	71	10	495	0
5:30 PM	0	57	73	18	0	45	63	24	0	21	98	16	0	26	102	11	554	0
5:45 PM	0	45	74	23	0	46	61	18	0	30	81	18	0	22	88	15	521	2,052
Peak Hour	0	192	314	76	0	185	266	73	0	88	295	71	0	102	341	49	2,052	0

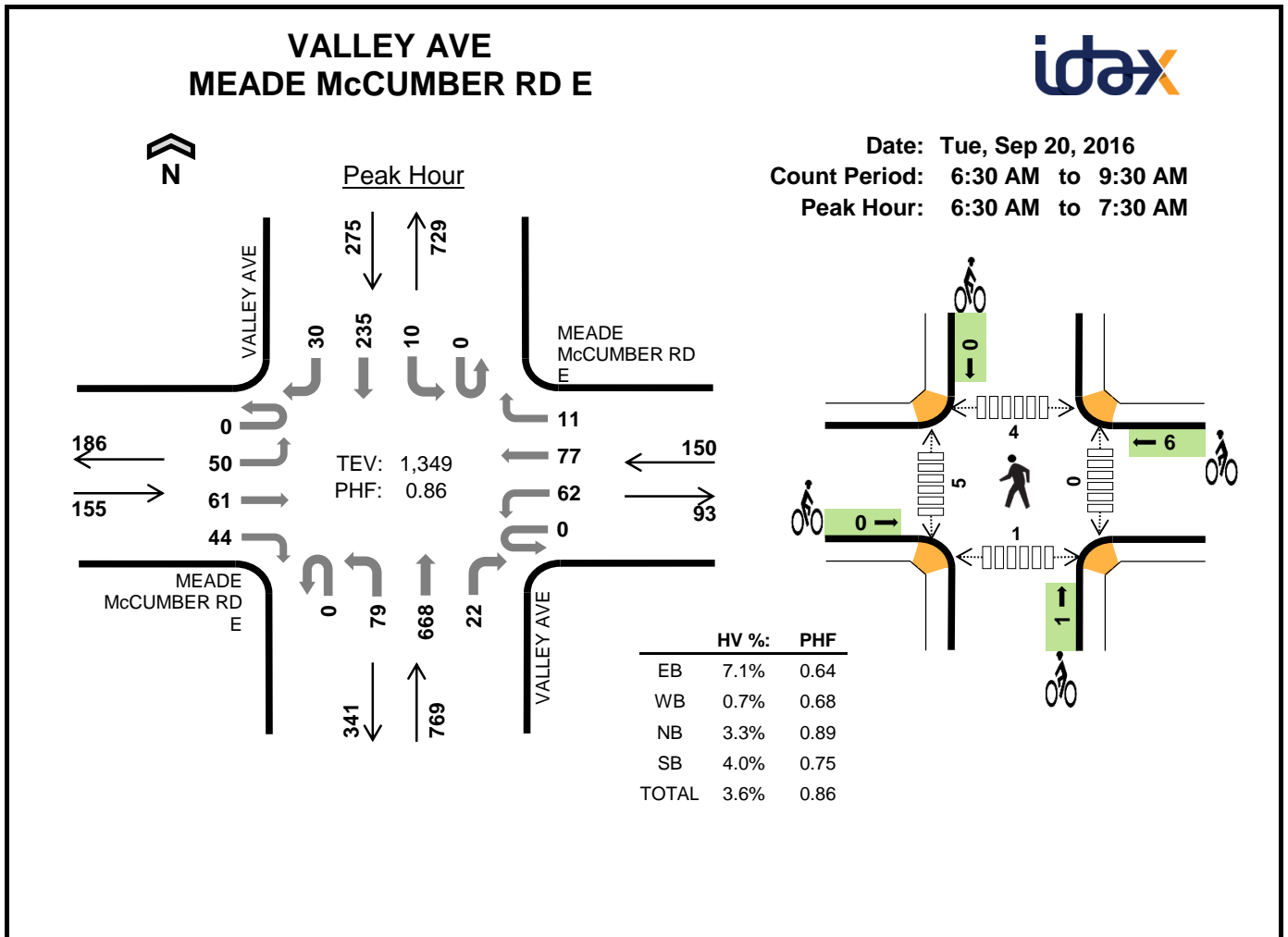
Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
5:00 PM	2	2	0	1	5	0	0	0	0	0	2	0	0	1	3
5:15 PM	0	0	2	0	2	0	0	0	0	0	4	0	0	6	10
5:30 PM	2	0	1	3	6	1	0	0	0	1	2	0	0	1	3
5:45 PM	1	0	0	1	2	0	0	0	0	0	2	0	0	2	4
Peak Hour	5	2	3	5	15	1	0	0	0	1	10	0	0	10	20

Three-Hour Count Summaries																		
Interval Start	MAIN ST E				MAIN ST E				VALLEY AVE				VALLEY AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	48	73	29	0	48	71	6	0	20	60	21	0	28	82	18	504	0
4:15 PM	0	37	71	11	0	38	62	8	0	24	57	32	0	18	99	21	478	0
4:30 PM	0	38	100	22	0	29	76	21	0	11	57	20	0	19	94	19	506	0
4:45 PM	0	34	85	19	0	35	67	7	0	22	59	13	0	22	86	7	456	1,944
5:00 PM	0	47	90	18	0	45	72	15	0	17	42	21	0	22	80	13	482	1,922
5:15 PM	0	43	77	17	0	49	70	16	0	20	74	16	0	32	71	10	495	1,939
5:30 PM	0	57	73	18	0	45	63	24	0	21	98	16	0	26	102	11	554	1,987
5:45 PM	0	45	74	23	0	46	61	18	0	30	81	18	0	22	88	15	521	2,052
6:00 PM	0	54	72	18	0	51	54	9	0	15	81	13	0	12	88	15	482	2,052
6:15 PM	0	56	64	21	0	63	47	10	0	14	57	27	0	19	71	17	466	2,023
6:30 PM	0	47	60	20	0	38	59	4	0	16	50	19	0	9	88	19	429	1,898
6:45 PM	0	36	49	21	0	47	59	14	0	18	75	15	0	10	74	28	446	1,823
Count Total	0	542	888	237	0	534	761	152	0	228	791	231	0	239	1,023	193	5,819	0
Peak Hour	0	192	314	76	0	185	266	73	0	88	295	71	0	102	341	49	2,052	0

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	6	5	2	13	0	0	0	0	0	6	3	7	5	21
4:15 PM	5	2	1	1	9	0	0	0	0	0	6	1	2	5	14
4:30 PM	0	3	2	1	6	0	0	0	0	0	5	6	4	3	18
4:45 PM	0	0	1	1	2	0	0	0	0	0	3	3	2	5	13
5:00 PM	2	2	0	1	5	0	0	0	0	0	2	0	0	1	3
5:15 PM	0	0	2	0	2	0	0	0	0	0	4	0	0	6	10
5:30 PM	2	0	1	3	6	1	0	0	0	1	2	0	0	1	3
5:45 PM	1	0	0	1	2	0	0	0	0	0	2	0	0	2	4
6:00 PM	0	0	0	3	3	0	0	0	0	0	2	4	13	6	25
6:15 PM	0	1	1	0	2	0	0	0	0	0	0	2	4	2	8
6:30 PM	0	0	0	0	0	0	0	0	0	0	1	5	4	4	14
6:45 PM	1	1	1	2	5	0	0	0	0	0	7	2	12	4	25
Count Total	11	15	14	15	55	1	0	0	0	1	40	26	48	44	158
Peak Hour	5	2	3	5	15	1	0	0	0	1	10	0	0	10	20



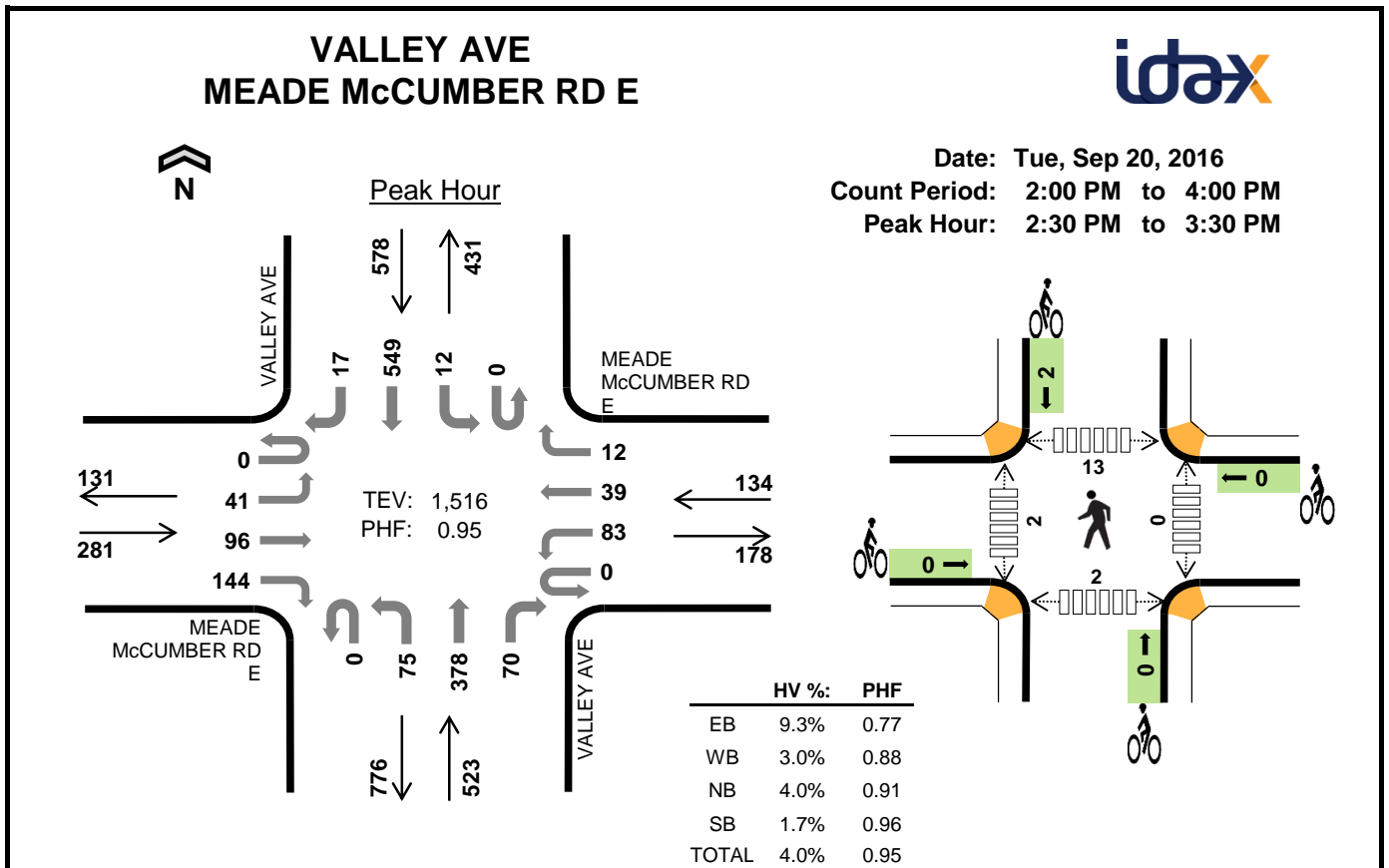
Three-Hour Count Summaries

Interval Start	MEADE McCUMBER RD E				MEADE McCUMBER RD E				VALLEY AVE				VALLEY AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	1	5	4	0	20	8	1	0	12	182	5	0	3	39	1	281	0
6:45 AM	0	12	6	12	0	13	17	3	0	24	184	7	0	1	48	9	336	0
7:00 AM	0	18	20	16	0	16	33	6	0	26	164	2	0	1	75	16	393	0
7:15 AM	0	19	30	12	0	13	19	1	0	17	138	8	0	5	73	4	339	1,349
Peak Hour	0	50	61	44	0	62	77	11	0	79	668	22	0	10	235	30	1,349	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	1	0	1	5	7	0	1	0	0	1	0	0	0	0	0
6:45 AM	1	1	9	2	13	0	2	1	0	3	0	1	1	0	2
7:00 AM	3	0	12	2	17	0	3	0	0	3	0	2	2	1	5
7:15 AM	6	0	3	2	11	0	0	0	0	0	0	2	1	0	3
Peak Hour	11	1	25	11	48	0	6	1	0	7	0	5	4	1	10

Three-Hour Count Summaries																		
Interval Start	MEADE McCUMBER RD E				MEADE McCUMBER RD E				VALLEY AVE				VALLEY AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	1	5	4	0	20	8	1	0	12	182	5	0	3	39	1	281	0
6:45 AM	0	12	6	12	0	13	17	3	0	24	184	7	0	1	48	9	336	0
7:00 AM	0	18	20	16	0	16	33	6	0	26	164	2	0	1	75	16	393	0
7:15 AM	0	19	30	12	0	13	19	1	0	17	138	8	0	5	73	4	339	1,349
7:30 AM	0	2	7	11	0	20	11	4	0	21	136	7	0	0	42	2	263	1,331
7:45 AM	0	3	3	10	0	15	4	2	0	12	109	9	0	1	52	5	225	1,220
8:00 AM	0	5	7	10	0	9	20	2	0	16	106	4	0	2	38	3	222	1,049
8:15 AM	0	11	21	24	0	13	7	6	0	9	113	14	0	1	51	6	276	986
8:30 AM	0	5	8	6	0	17	5	0	0	5	141	12	0	0	65	5	269	992
8:45 AM	0	1	1	8	0	12	7	3	0	10	127	12	0	2	55	8	246	1,013
9:00 AM	0	9	10	9	0	14	4	3	0	10	108	19	0	0	62	1	249	1,040
9:15 AM	0	6	8	6	0	18	7	0	0	12	95	16	0	3	56	2	229	993
Count Total	0	92	126	128	0	180	142	31	0	174	1,603	115	0	19	656	62	3,328	0
Peak Hour	0	50	61	44	0	62	77	11	0	79	668	22	0	10	235	30	1,349	0
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
6:30 AM	1	0	1	5	7	0	1	0	0	1	0	0	0	0	0	0	0	0
6:45 AM	1	1	9	2	13	0	2	1	0	3	0	1	1	0	0	0	0	2
7:00 AM	3	0	12	2	17	0	3	0	0	3	0	2	2	1	0	0	0	5
7:15 AM	6	0	3	2	11	0	0	0	0	0	0	2	1	0	0	0	0	3
7:30 AM	4	0	5	3	12	0	0	0	0	0	1	2	0	2	0	0	0	5
7:45 AM	3	0	1	5	9	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	2	2	10	3	17	0	0	0	0	0	0	0	2	0	0	0	0	2
8:15 AM	6	1	3	4	14	0	0	0	0	0	0	0	1	0	0	0	0	1
8:30 AM	0	0	8	2	10	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	1	1	7	5	14	0	0	0	0	0	0	0	0	0	0	1	0	1
9:00 AM	7	1	3	6	17	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	1	0	3	5	9	0	0	0	0	0	1	0	4	0	0	0	0	5
Count Total	35	6	65	44	150	0	6	1	0	7	2	7	11	5	0	0	0	25
Peak Hour	11	1	25	11	48	0	6	1	0	7	0	5	4	1	0	0	0	10

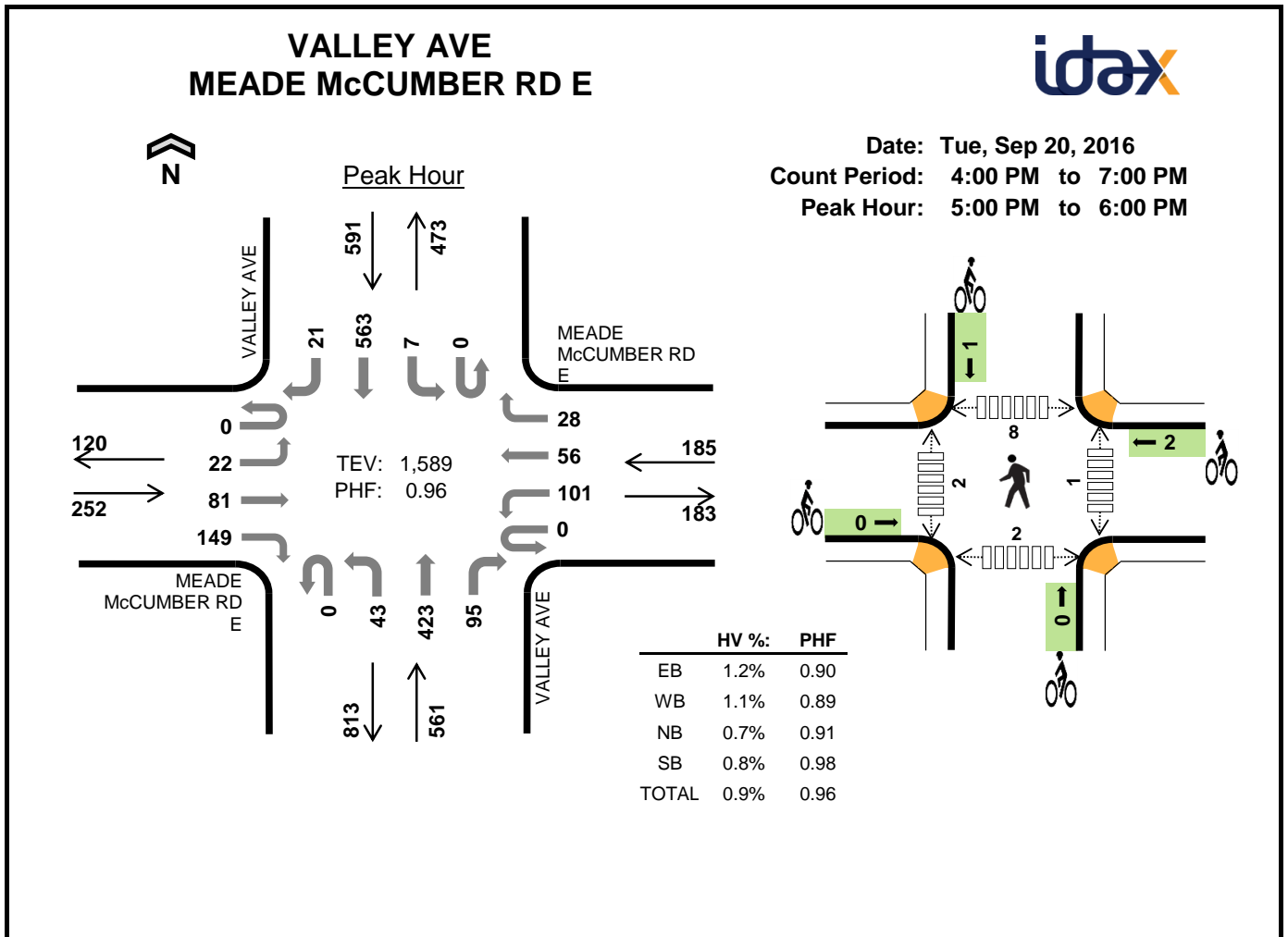


Two-Hour Count Summaries

Interval Start	MEADE McCUMBER RD E				MEADE McCUMBER RD E				VALLEY AVE				VALLEY AVE				15-min Total	Rolling One Hour
	Eastbound		Westbound		Northbound		Southbound		UT		RT		UT		RT			
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	4	5	14	0	9	7	4	0	14	118	16	0	2	121	12	326	0
2:15 PM	0	4	10	21	0	17	12	4	0	8	87	17	0	3	147	4	334	0
2:30 PM	0	20	30	41	0	26	7	3	0	10	90	20	0	5	143	3	398	0
2:45 PM	0	8	8	24	0	25	12	1	0	26	90	15	0	3	139	7	358	1,416
3:00 PM	0	4	26	39	0	17	11	3	0	26	91	12	0	2	143	3	377	1,467
3:15 PM	0	9	32	40	0	15	9	5	0	13	107	23	0	2	124	4	383	1,516
3:30 PM	0	8	24	30	0	21	14	4	0	17	88	27	0	1	128	2	364	1,482
3:45 PM	0	7	18	30	0	18	15	4	0	7	100	23	0	3	158	9	392	1,516
Count Total	0	64	153	239	0	148	87	28	0	121	771	153	0	21	1,103	44	2,932	0
Peak Hour	0	41	96	144	0	83	39	12	0	75	378	70	0	12	549	17	1,516	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	23	4	27	1	0	0	0	1	0	2	3	0	5
2:15 PM	4	0	4	2	10	0	0	0	0	0	0	0	1	0	1
2:30 PM	16	1	5	4	26	0	0	0	2	2	0	1	8	0	9
2:45 PM	3	0	5	1	9	0	0	0	0	0	0	0	5	1	6
3:00 PM	2	2	6	3	13	0	0	0	0	0	0	0	0	1	1
3:15 PM	5	1	5	2	13	0	0	0	0	0	0	1	0	0	1
3:30 PM	2	3	2	3	10	0	0	0	0	0	0	1	43	0	44
3:45 PM	2	0	3	2	7	0	0	0	0	0	1	2	6	0	9
Count Total	34	7	53	21	115	1	0	0	2	3	1	7	66	2	76
Peak Hour	26	4	21	10	61	0	0	0	2	2	0	2	13	2	17



Three-Hour Count Summaries

Interval Start	MEADE McCUMBER RD E				MEADE McCUMBER RD E				VALLEY AVE				VALLEY AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM	0	5	23	42	0	33	14	5	0	9	87	22	0	0	146	3	389	0
5:15 PM	0	2	20	44	0	20	11	7	0	13	106	29	0	1	146	4	403	0
5:30 PM	0	9	21	36	0	26	14	8	0	10	118	26	0	4	137	5	414	0
5:45 PM	0	6	17	27	0	22	17	8	0	11	112	18	0	2	134	9	383	1,589
Peak Hour	0	22	81	149	0	101	56	28	0	43	423	95	0	7	563	21	1,589	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
5:00 PM	0	0	1	2	3	0	0	0	0	0	1	0	2	0	3
5:15 PM	1	2	2	0	5	0	0	0	0	0	0	2	4	0	6
5:30 PM	1	0	1	2	4	0	2	0	1	3	0	0	1	1	2
5:45 PM	1	0	0	1	2	0	0	0	0	0	0	0	1	1	2
Peak Hour	3	2	4	5	14	0	2	0	1	3	1	2	8	2	13

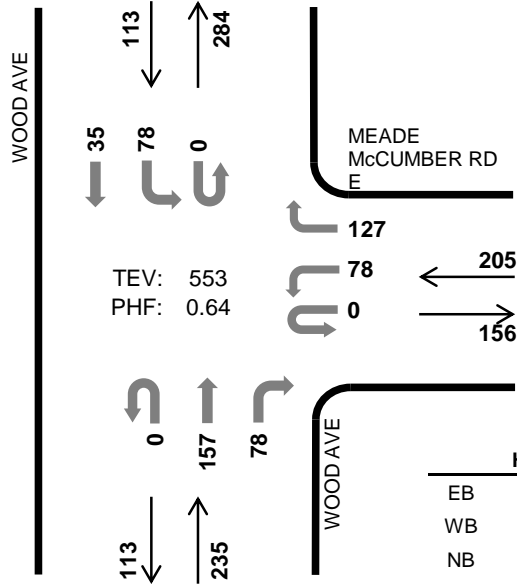
Three-Hour Count Summaries																		
Interval Start	MEADE McCUMBER RD E				MEADE McCUMBER RD E				VALLEY AVE				VALLEY AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	5	28	53	0	18	14	3	0	11	86	28	0	0	128	5	379	0
4:15 PM	0	9	29	50	0	30	7	3	0	10	101	28	0	1	144	2	414	0
4:30 PM	0	6	37	51	0	28	11	4	0	11	78	40	0	3	126	1	396	0
4:45 PM	0	8	29	28	0	25	13	4	0	16	86	29	0	4	130	1	373	1,562
5:00 PM	0	5	23	42	0	33	14	5	0	9	87	22	0	0	146	3	389	1,572
5:15 PM	0	2	20	44	0	20	11	7	0	13	106	29	0	1	146	4	403	1,561
5:30 PM	0	9	21	36	0	26	14	8	0	10	118	26	0	4	137	5	414	1,579
5:45 PM	0	6	17	27	0	22	17	8	0	11	112	18	0	2	134	9	383	1,589
6:00 PM	0	9	20	42	0	19	13	5	0	10	94	22	0	3	141	3	381	1,581
6:15 PM	0	5	21	35	0	23	12	10	0	17	82	25	0	0	145	8	383	1,561
6:30 PM	0	6	14	41	0	21	10	6	0	13	70	19	0	4	149	4	357	1,504
6:45 PM	0	4	9	11	0	22	14	4	0	8	97	26	0	3	126	4	328	1,449
Count Total	0	74	268	460	0	287	150	67	0	139	1,117	312	0	25	1,652	49	4,600	0
Peak Hour	0	22	81	149	0	101	56	28	0	43	423	95	0	7	563	21	1,589	0
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
4:00 PM	4	0	4	4	12	0	1	0	0	1	0	0	4	0	4			
4:15 PM	2	2	2	2	8	0	0	0	0	0	0	1	1	0	2			
4:30 PM	0	0	4	1	5	0	1	0	0	1	0	0	1	1	2			
4:45 PM	1	0	1	2	4	0	1	0	0	1	2	2	1	0	5			
5:00 PM	0	0	1	2	3	0	0	0	0	0	1	0	2	0	3			
5:15 PM	1	2	2	0	5	0	0	0	0	0	0	2	4	0	6			
5:30 PM	1	0	1	2	4	0	2	0	1	3	0	0	1	1	2			
5:45 PM	1	0	0	1	2	0	0	0	0	0	0	0	1	1	2			
6:00 PM	1	0	0	1	2	0	0	0	0	0	0	0	0	4	4			
6:15 PM	0	0	1	0	1	3	0	0	1	4	0	0	2	0	2			
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3			
6:45 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0			
Count Total	11	4	16	16	47	3	5	0	3	11	3	5	20	7	35			
Peak Hour	3	2	4	5	14	0	2	0	1	3	1	2	8	2	13			

WOOD AVE MEADE McCUMBER RD E



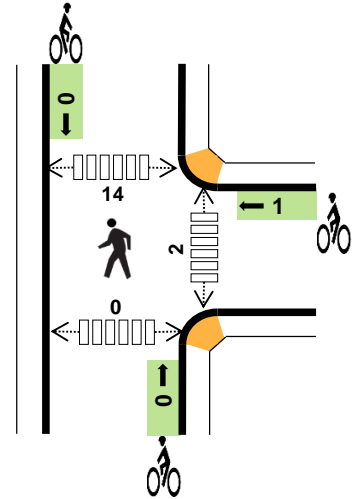
Peak Hour

Date: Tue, Sep 20, 2016
Count Period: 6:30 AM to 9:30 AM
Peak Hour: 6:45 AM to 7:45 AM



TEV: 553
PHF: 0.64

	HV %:	PHF
EB	-	-
WB	3.4%	0.63
NB	1.3%	0.60
SB	11.5%	0.74
TOTAL	4.2%	0.64



Three-Hour Count Summaries

Interval Start	0				MEADE McCUMBER RD E				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:45 AM	0	0	0	0	0	18	0	32	0	0	36	17	0	13	8	0	124	0
7:00 AM	0	0	0	0	0	36	0	45	0	0	72	26	0	25	13	0	217	0
7:15 AM	0	0	0	0	0	18	0	23	0	0	33	30	0	26	10	0	140	0
7:30 AM	0	0	0	0	0	6	0	27	0	0	16	5	0	14	4	0	72	553
Peak Hour	0	0	0	0	0	78	0	127	0	0	157	78	0	78	35	0	553	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:45 AM	0	4	1	0	5	0	1	0	0	1	0	0	5	0	5
7:00 AM	0	2	1	3	6	0	0	0	0	0	2	0	4	0	6
7:15 AM	0	0	1	6	7	0	0	0	0	0	0	0	3	0	3
7:30 AM	0	1	0	4	5	0	0	0	0	0	0	0	2	0	2
Peak Hour	0	7	3	13	23	0	1	0	0	1	2	0	14	0	16

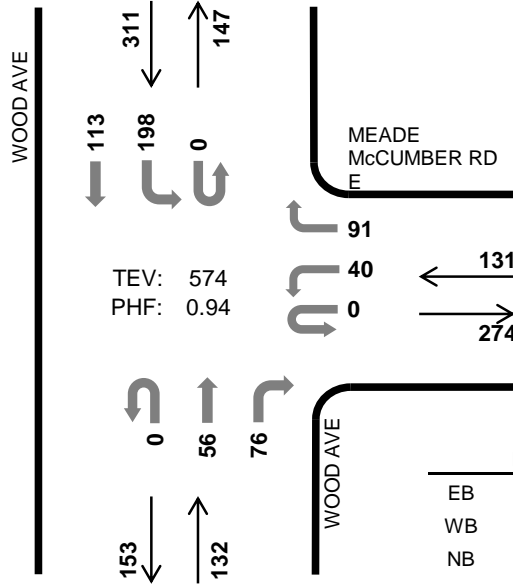
Three-Hour Count Summaries																		
Interval Start	0				MEADE McCUMBER RD E				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	0	0	0	3	0	17	0	0	22	3	0	7	8	0	60	0
6:45 AM	0	0	0	0	0	18	0	32	0	0	36	17	0	13	8	0	124	0
7:00 AM	0	0	0	0	0	36	0	45	0	0	72	26	0	25	13	0	217	0
7:15 AM	0	0	0	0	0	18	0	23	0	0	33	30	0	26	10	0	140	541
7:30 AM	0	0	0	0	0	6	0	27	0	0	16	5	0	14	4	0	72	553
7:45 AM	0	0	0	0	0	9	0	14	0	0	12	2	0	14	10	0	61	490
8:00 AM	0	0	0	0	0	28	0	11	0	0	12	14	0	10	13	0	88	361
8:15 AM	0	0	0	0	0	12	0	9	0	0	34	37	0	15	12	0	119	340
8:30 AM	0	0	0	0	0	4	0	10	0	0	4	8	0	13	4	0	43	311
8:45 AM	0	0	0	0	0	6	0	18	0	0	7	3	0	5	4	0	43	293
9:00 AM	0	0	0	0	0	4	0	11	0	0	11	13	0	12	4	0	55	260
9:15 AM	0	0	0	0	0	2	0	18	0	0	10	9	0	6	6	0	51	192
Count Total	0	0	0	0	0	146	0	235	0	0	269	167	0	160	96	0	1,073	0
Peak Hour	0	0	0	0	0	78	0	127	0	0	157	78	0	78	35	0	553	0
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
6:30 AM	0	1	0	2	3	0	0	0	0	0	0	0	1	0	1			
6:45 AM	0	4	1	0	5	0	1	0	0	1	0	0	5	0	5			
7:00 AM	0	2	1	3	6	0	0	0	0	0	2	0	4	0	6			
7:15 AM	0	0	1	6	7	0	0	0	0	0	0	0	3	0	3			
7:30 AM	0	1	0	4	5	0	0	0	0	0	0	0	2	0	2			
7:45 AM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0			
8:00 AM	0	6	2	3	11	0	0	0	0	0	0	0	3	0	3			
8:15 AM	0	1	7	1	9	0	0	0	0	0	7	0	1	0	8			
8:30 AM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0			
8:45 AM	0	3	0	2	5	0	0	0	0	0	0	0	0	0	0			
9:00 AM	0	0	1	5	6	0	1	0	0	1	0	0	0	0	0			
9:15 AM	0	0	1	0	1	0	0	0	0	0	1	0	0	2	3			
Count Total	0	18	15	30	63	0	2	0	0	2	10	0	19	2	31			
Peak Hr	0	7	3	13	23	0	1	0	0	1	2	0	14	0	16			

WOOD AVE MEADE McCUMBER RD E



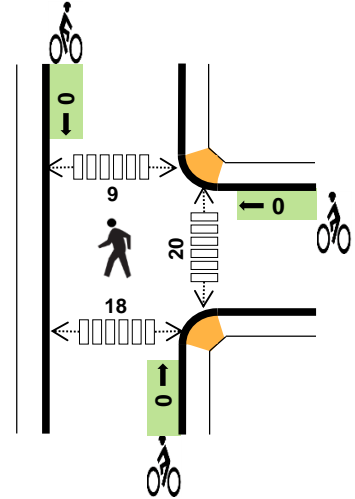
Peak Hour

Date: Tue, Sep 20, 2016
 Count Period: 2:00 PM to 4:00 PM
 Peak Hour: 3:00 PM to 4:00 PM



TEV: 574
 PHF: 0.94

	HV %:	PHF
EB	-	-
WB	6.9%	0.89
NB	7.6%	0.72
SB	2.6%	0.86
TOTAL	4.7%	0.94



Two-Hour Count Summaries

Interval Start	0				MEADE McCUMBER RD E				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	0	0	1	13	0	19	0	0	4	2	0	23	6	0	68	0
2:15 PM	0	0	0	0	0	12	0	10	0	0	14	13	0	40	13	0	102	0
2:30 PM	0	0	0	0	0	4	0	16	0	0	10	21	0	52	28	0	131	0
2:45 PM	0	0	0	0	0	21	0	22	0	0	2	5	0	36	21	0	107	408
3:00 PM	0	0	0	0	0	17	0	20	0	0	9	15	0	60	30	0	151	491
3:15 PM	0	0	0	0	0	3	0	24	0	0	19	27	0	52	28	0	153	542
3:30 PM	0	0	0	0	0	7	0	26	0	0	17	16	0	40	25	0	131	542
3:45 PM	0	0	0	0	0	13	0	21	0	0	11	18	0	46	30	0	139	574
Count Total	0	0	0	0	1	90	0	158	0	0	86	117	0	349	181	0	982	0
Peak Hour	0	0	0	0	0	40	0	91	0	0	56	76	0	198	113	0	574	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

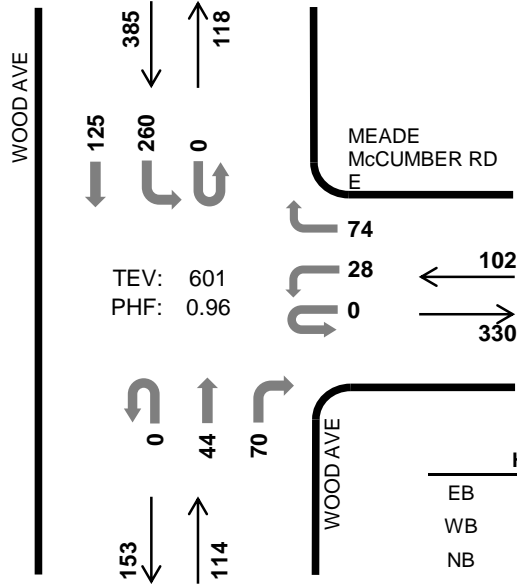
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	8	0	1	9	0	0	0	1	1	1	0	1	0	2
2:15 PM	0	1	0	8	9	0	1	0	0	1	1	0	0	0	1
2:30 PM	0	1	0	13	14	0	0	0	0	0	5	0	10	0	15
2:45 PM	0	2	0	1	3	0	1	0	0	1	2	0	0	0	2
3:00 PM	0	6	2	1	9	0	0	0	0	0	14	0	1	18	33
3:15 PM	0	0	6	1	7	0	0	0	0	0	4	0	2	0	6
3:30 PM	0	1	1	3	5	0	0	0	0	0	0	0	3	0	3
3:45 PM	0	2	1	3	6	0	0	0	0	0	2	0	3	0	5
Count Total	0	21	10	31	62	0	2	0	1	3	29	0	20	18	67
Peak Hr	0	9	10	8	27	0	0	0	0	0	20	0	9	18	47

WOOD AVE MEADE McCUMBER RD E



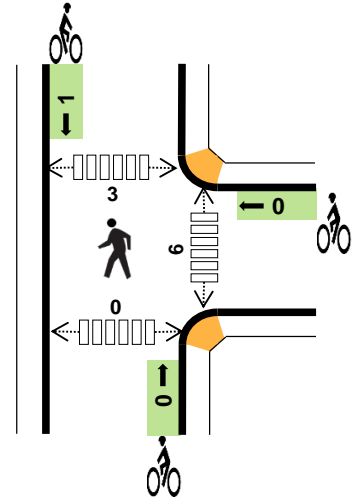
Peak Hour

Date: Tue, Sep 20, 2016
 Count Period: 4:00 PM to 7:00 PM
 Peak Hour: 4:00 PM to 5:00 PM



TEV: 601
 PHF: 0.96

	HV %:	PHF
EB	-	-
WB	0.0%	0.82
NB	2.6%	0.73
SB	1.3%	0.89
TOTAL	1.3%	0.96



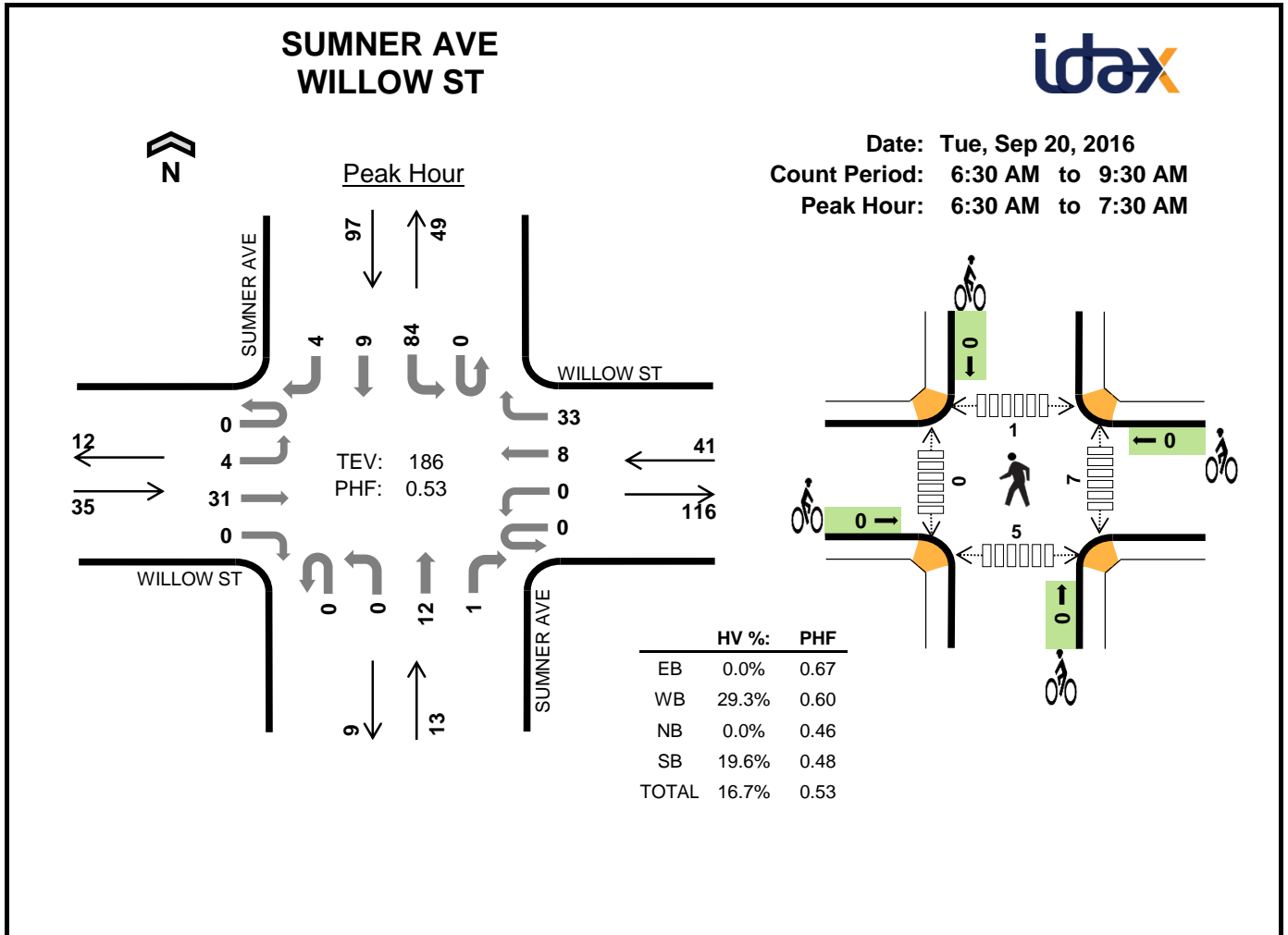
Three-Hour Count Summaries

Interval Start	0				MEADE McCUMBER RD E				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	10	0	21	0	0	10	8	0	75	33	0	157	0
4:15 PM	0	0	0	0	0	5	0	14	0	0	15	24	0	68	29	0	155	0
4:30 PM	0	0	0	0	0	5	0	19	0	0	8	20	0	73	30	0	155	0
4:45 PM	0	0	0	0	0	8	0	20	0	0	11	18	0	44	33	0	134	601
Peak Hour	0	0	0	0	0	28	0	74	0	0	44	70	0	260	125	0	601	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	2	1	3	0	0	0	1	1	5	0	0	0	5
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3
4:45 PM	0	0	1	1	2	0	0	0	0	0	0	0	1	0	1
Peak Hour	0	0	3	5	8	0	0	0	1	1	6	0	3	0	9

Three-Hour Count Summaries																		
Interval Start	0				MEADE McCUMBER RD E				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	10	0	21	0	0	10	8	0	75	33	0	157	0
4:15 PM	0	0	0	0	0	5	0	14	0	0	15	24	0	68	29	0	155	0
4:30 PM	0	0	0	0	0	5	0	19	0	0	8	20	0	73	30	0	155	0
4:45 PM	0	0	0	0	0	8	0	20	0	0	11	18	0	44	33	0	134	601
5:00 PM	0	0	0	0	0	8	0	20	0	0	14	6	0	63	35	0	146	590
5:15 PM	0	0	0	0	0	11	0	17	0	0	13	4	1	69	37	0	152	587
5:30 PM	0	0	0	0	0	10	0	19	0	0	17	8	0	48	29	0	131	563
5:45 PM	0	0	0	0	0	15	0	12	0	0	23	9	0	43	33	0	135	564
6:00 PM	0	0	0	0	0	4	0	12	0	0	14	10	0	57	20	0	117	535
6:15 PM	0	0	0	0	0	9	0	21	0	0	9	6	0	58	31	0	134	517
6:30 PM	0	0	0	0	0	11	0	11	0	0	14	10	0	51	17	0	114	500
6:45 PM	0	0	0	0	0	9	0	10	0	0	6	5	0	23	17	0	70	435
Count Total	0	0	0	0	0	105	0	196	0	0	154	128	1	672	344	0	1,600	0
Peak Hour	0	0	0	0	0	28	0	74	0	0	44	70	0	260	125	0	601	0
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
4:00 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	2	1	3	0	0	0	1	1	5	0	0	0	0	5		
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3			
4:45 PM	0	0	1	1	2	0	0	0	0	0	0	0	1	0	1			
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1			
5:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1			
5:30 PM	0	1	0	1	2	0	1	0	0	1	1	0	0	0	1			
5:45 PM	0	0	0	1	1	0	0	0	0	0	3	0	1	0	4			
6:00 PM	0	0	1	1	2	0	0	0	0	0	1	0	3	0	4			
6:15 PM	0	0	0	0	0	0	0	0	3	3	2	0	0	0	2			
6:30 PM	0	0	0	2	2	0	0	1	1	2	0	0	0	0	0			
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3			
Count Total	0	1	4	11	16	0	1	1	5	7	14	0	11	0	25			
Peak Hr	0	0	3	5	8	0	0	0	1	1	6	0	3	0	9			



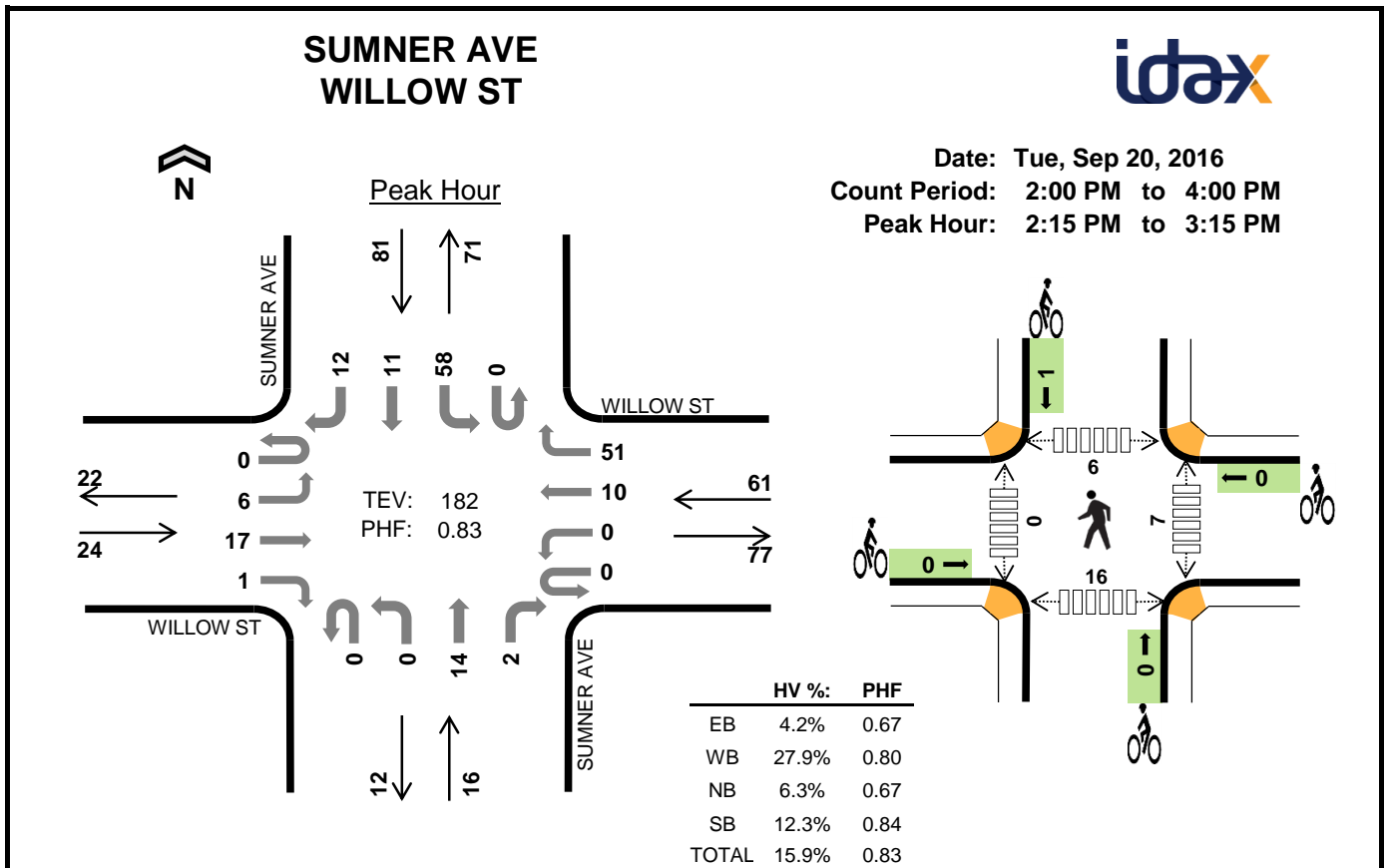
Three-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				SUMNER AVE Northbound				SUMNER AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	1	4	0	0	0	2	1	0	0	2	0	0	6	1	0	17	0
6:45 AM	0	1	10	0	0	0	1	9	0	0	2	0	0	18	2	1	44	0
7:00 AM	0	1	12	0	0	0	3	14	0	0	7	0	0	47	2	2	88	0
7:15 AM	0	1	5	0	0	0	2	9	0	0	1	1	0	13	4	1	37	186
Peak Hour	0	4	31	0	0	0	8	33	0	0	12	1	0	84	9	4	186	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	0	1	0	1	2	0	0	0	0	0	1	0	0	0	1
6:45 AM	0	1	0	5	6	0	0	0	0	0	3	0	1	4	8
7:00 AM	0	7	0	12	19	0	0	0	0	0	3	0	0	1	4
7:15 AM	0	3	0	1	4	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	12	0	19	31	0	0	0	0	0	7	0	1	5	13

Three-Hour Count Summaries																		
Interval Start	WILLOW ST				WILLOW ST				SUMNER AVE				SUMNER AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	1	4	0	0	0	2	1	0	0	2	0	0	6	1	0	17	0
6:45 AM	0	1	10	0	0	0	1	9	0	0	2	0	0	18	2	1	44	0
7:00 AM	0	1	12	0	0	0	3	14	0	0	7	0	0	47	2	2	88	0
7:15 AM	0	1	5	0	0	0	2	9	0	0	1	1	0	13	4	1	37	186
7:30 AM	0	0	1	0	0	0	0	5	0	0	2	0	0	0	0	0	8	177
7:45 AM	0	0	2	0	0	0	0	3	0	0	1	0	0	6	1	1	14	147
8:00 AM	0	0	9	0	0	0	0	6	0	0	4	0	0	16	1	0	36	95
8:15 AM	0	0	9	0	0	2	10	7	0	0	0	0	0	17	0	0	45	103
8:30 AM	0	0	4	0	0	0	0	1	0	0	2	1	0	4	1	1	14	109
8:45 AM	0	1	3	0	0	1	1	1	0	0	1	0	0	6	1	3	18	113
9:00 AM	0	0	3	1	0	0	1	5	0	1	4	0	0	3	0	0	18	95
9:15 AM	0	1	1	0	0	0	0	2	0	0	1	1	0	0	0	0	6	56
Count Total	0	6	63	1	0	3	20	63	0	1	27	3	0	136	13	9	345	0
Peak Hour	0	4	31	0	0	0	8	33	0	0	12	1	0	84	9	4	186	0
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
6:30 AM	0	1	0	1	2	0	0	0	0	0	1	0	0	0	1			
6:45 AM	0	1	0	5	6	0	0	0	0	0	3	0	1	4	8			
7:00 AM	0	7	0	12	19	0	0	0	0	0	3	0	0	1	4			
7:15 AM	0	3	0	1	4	0	0	0	0	0	0	0	0	0	0			
7:30 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0			
7:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	3	1	6			
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	3	0	5			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 AM	0	0	0	5	5	0	0	0	0	0	0	0	2	0	2			
9:00 AM	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0			
9:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0			
Count Total	1	23	1	24	49	0	0	0	0	0	7	4	10	6	27			
Peak Hour	0	12	0	19	31	0	0	0	0	0	7	0	1	5	13			

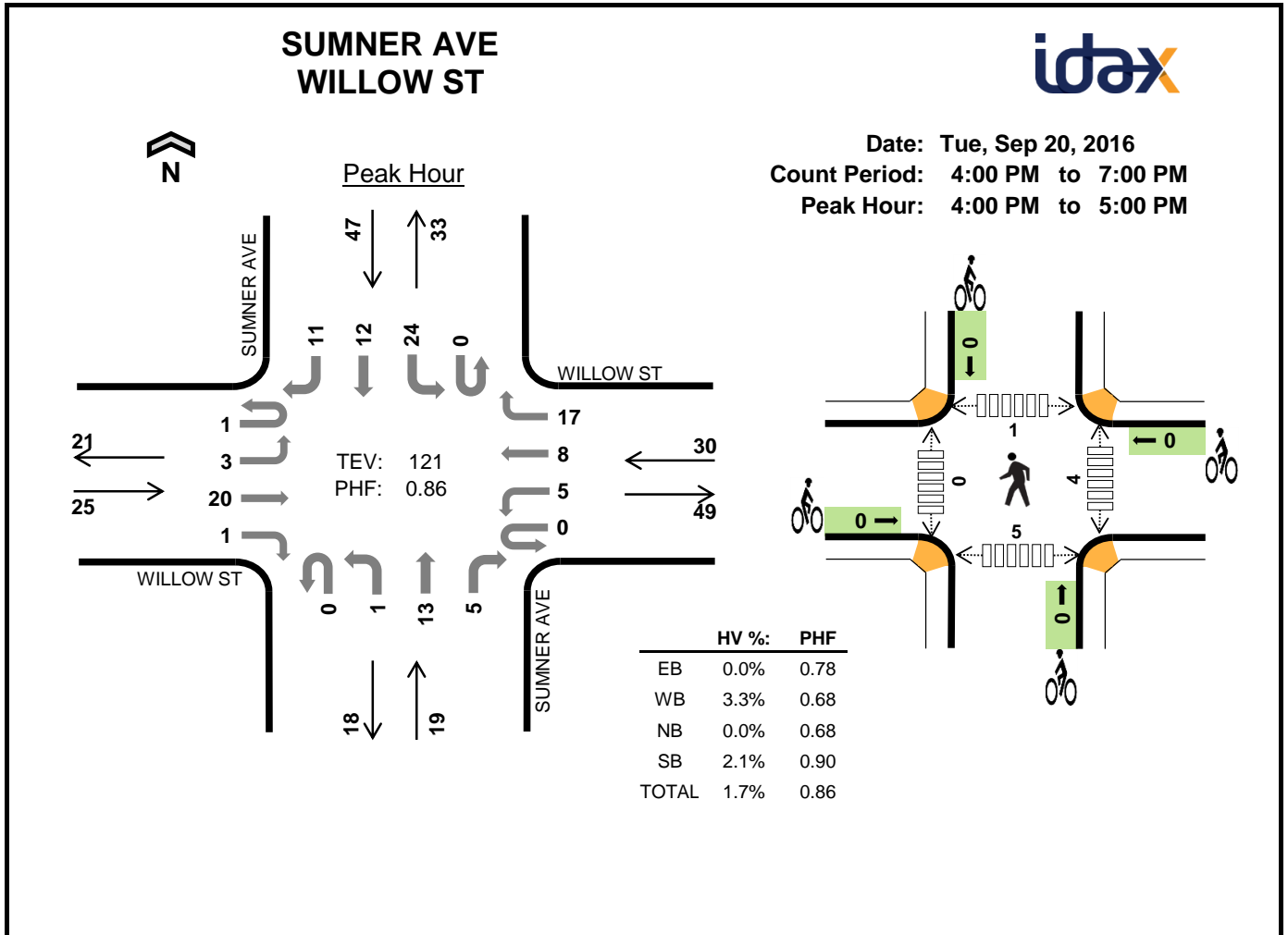


Two-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				SUMNER AVE Northbound				SUMNER AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	2	0	0	0	0	2	0	0	1	0	1	16	0	3	25	0
2:15 PM	0	0	4	0	0	0	2	17	0	0	2	0	0	17	2	2	46	0
2:30 PM	0	1	4	0	0	0	3	14	0	0	3	1	0	11	2	3	42	0
2:45 PM	0	4	2	0	0	0	2	7	0	0	3	1	0	15	1	4	39	152
3:00 PM	0	1	7	1	0	0	3	13	0	0	6	0	0	15	6	3	55	182
3:15 PM	0	0	2	0	0	1	7	18	0	1	4	1	0	5	5	1	45	181
3:30 PM	0	1	2	0	0	0	4	7	0	0	3	4	1	7	1	3	33	172
3:45 PM	0	0	5	0	0	3	2	9	0	0	1	1	0	11	3	3	38	171
Count Total	0	7	28	1	0	4	23	87	0	1	23	8	2	97	20	22	323	0
Peak Hour	0	6	17	1	0	0	10	51	0	0	14	2	0	58	11	12	182	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	6	6	0	0	0	0	0	1	0	0	2	3
2:15 PM	1	9	0	8	18	0	0	0	1	1	1	0	0	7	8
2:30 PM	0	8	1	2	11	0	0	0	0	0	5	0	1	5	11
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3
3:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	3	3	7
3:15 PM	0	0	0	0	0	0	0	0	0	0	7	0	3	3	13
3:30 PM	0	1	0	1	2	0	0	0	0	0	0	0	1	0	1
3:45 PM	0	2	0	4	6	0	0	0	0	0	2	0	0	0	2
Count Total	1	20	1	21	43	0	0	0	1	1	17	0	10	21	48
Peak Hour	1	17	1	10	29	0	0	0	1	1	7	0	6	16	29



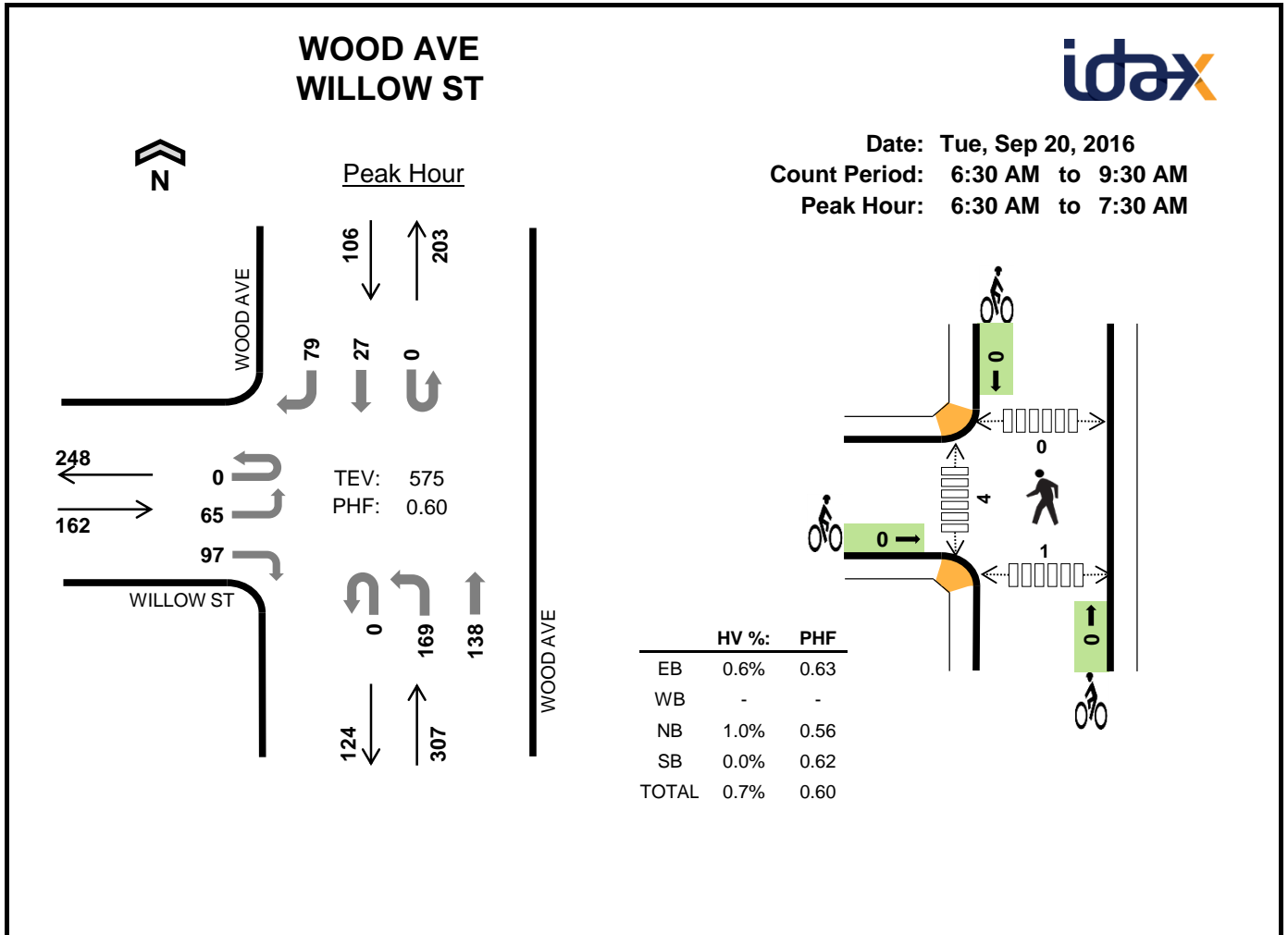
Three-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				SUMNER AVE Northbound				SUMNER AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	1	0	4	0	0	0	1	6	0	0	2	0	0	6	5	2	27	0
4:15 PM	0	1	5	1	0	2	2	7	0	0	3	4	0	6	2	2	35	0
4:30 PM	0	1	4	0	0	2	0	1	0	1	5	0	0	7	2	4	27	0
4:45 PM	0	1	7	0	0	1	5	3	0	0	3	1	0	5	3	3	32	121
Peak Hour	1	3	20	1	0	5	8	17	0	1	13	5	0	24	12	11	121	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	1	0	0	1	0	0	0	0	0	3	0	0	5	8
4:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Peak Hour	0	1	0	1	2	0	0	0	0	0	4	0	1	5	10

Three-Hour Count Summaries																		
Interval Start	WILLOW ST				WILLOW ST				SUMNER AVE				SUMNER AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	1	0	4	0	0	0	1	6	0	0	2	0	0	6	5	2	27	0
4:15 PM	0	1	5	1	0	2	2	7	0	0	3	4	0	6	2	2	35	0
4:30 PM	0	1	4	0	0	2	0	1	0	1	5	0	0	7	2	4	27	0
4:45 PM	0	1	7	0	0	1	5	3	0	0	3	1	0	5	3	3	32	121
5:00 PM	0	0	3	1	0	1	1	5	0	0	5	0	2	4	2	2	26	120
5:15 PM	0	1	2	0	0	0	5	5	0	0	1	3	0	5	3	6	31	116
5:30 PM	0	0	2	0	0	2	3	5	0	0	1	0	0	6	2	1	22	111
5:45 PM	0	3	3	0	0	0	1	2	0	0	1	0	0	2	2	3	17	96
6:00 PM	0	0	4	0	0	0	4	9	0	0	0	0	0	3	4	2	26	96
6:15 PM	0	0	3	1	1	0	1	6	0	0	2	1	0	6	1	1	23	88
6:30 PM	0	1	2	0	0	0	1	7	0	0	4	2	0	2	5	2	26	92
6:45 PM	0	0	5	0	0	0	5	0	0	0	1	0	0	4	0	0	15	90
Count Total	1	8	44	3	1	8	29	56	0	1	28	11	2	56	31	28	307	0
Peak Hour	1	3	20	1	0	5	8	17	0	1	13	5	0	24	12	11	121	0
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
4:00 PM	0	1	0	0	1	0	0	0	0	0	3	0	0	5	8			
4:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1			
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	3	0	4			
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	1	5			
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30 PM	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0			
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2			
Count Total	0	1	0	2	3	0	1	0	0	1	6	0	10	6	22			
Peak Hour	0	1	0	1	2	0	0	0	0	0	4	0	1	5	10			



Three-Hour Count Summaries

Interval Start	WILLOW ST				0				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	3	0	8	0	0	0	0	0	12	26	0	0	0	7	5	61	0
6:45 AM	0	12	0	16	0	0	0	0	0	55	33	0	0	0	8	18	142	0
7:00 AM	0	22	0	37	0	0	0	0	0	80	56	0	0	0	5	38	238	0
7:15 AM	0	28	0	36	0	0	0	0	0	22	23	0	0	0	7	18	134	575
Peak Hour	0	65	0	97	0	0	0	0	0	169	138	0	0	0	27	79	575	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
7:00 AM	0	0	1	0	1	0	0	0	0	0	0	2	0	1	3
7:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
Peak Hour	1	0	3	0	4	0	0	0	0	0	0	4	0	1	5

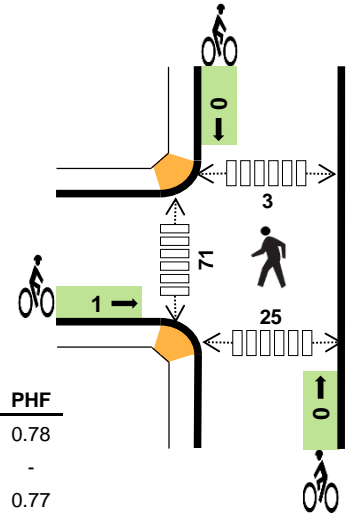
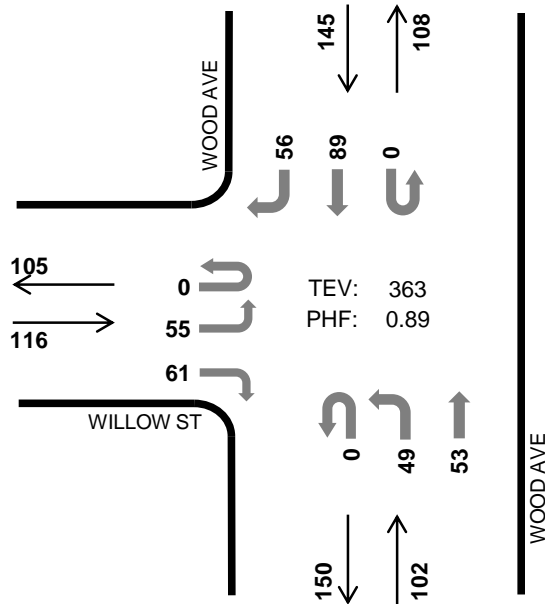
Three-Hour Count Summaries																		
Interval Start	WILLOW ST				0				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	3	0	8	0	0	0	0	0	12	26	0	0	0	7	5	61	0
6:45 AM	0	12	0	16	0	0	0	0	0	55	33	0	0	0	8	18	142	0
7:00 AM	0	22	0	37	0	0	0	0	0	80	56	0	0	0	5	38	238	0
7:15 AM	0	28	0	36	0	0	0	0	0	22	23	0	0	0	7	18	134	575
7:30 AM	0	3	0	2	0	0	0	0	0	6	17	0	0	0	7	4	39	553
7:45 AM	0	2	0	6	0	0	0	0	0	11	11	0	0	0	8	9	47	458
8:00 AM	0	8	0	11	0	0	0	0	0	13	22	0	1	0	14	20	89	309
8:15 AM	0	16	0	9	0	0	0	0	0	14	40	0	0	0	9	16	104	279
8:30 AM	0	2	0	7	0	0	0	0	0	4	7	0	0	0	6	3	29	269
8:45 AM	0	2	0	4	0	0	0	0	0	3	9	0	0	0	7	4	29	251
9:00 AM	0	5	0	4	0	0	0	0	0	4	16	0	0	0	4	2	35	197
9:15 AM	0	4	0	3	0	0	0	0	0	4	9	0	0	0	5	2	27	120
Count Total	0	107	0	143	0	0	0	0	0	228	269	0	1	0	87	139	974	0
Peak Hour	0	65	0	97	0	0	0	0	0	169	138	0	0	0	27	79	575	0
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
6:30 AM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0
7:00 AM	0	0	1	0	1	0	0	0	0	0	0	2	0	1	0	1	3	0
7:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	4	0	1	9	14	0	0	0	0	0	50	0	16	66	0	0	0	0
8:15 AM	2	0	2	0	4	0	0	0	0	0	29	5	23	57	0	0	0	0
8:30 AM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	9	0	9	11	29	0	0	0	0	0	85	5	40	130	0	0	0	0
Peak Hr	1	0	3	0	4	0	0	0	0	0	4	0	1	5	0	0	0	0

WOOD AVE WILLOW ST



Peak Hour

Date: Tue, Sep 20, 2016
 Count Period: 2:00 PM to 4:00 PM
 Peak Hour: 3:00 PM to 4:00 PM



	HV %:	PHF
EB	6.9%	0.78
WB	-	-
NB	3.9%	0.77
SB	6.2%	0.79
TOTAL	5.8%	0.89

Two-Hour Count Summaries

Interval Start	WILLOW ST				0				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	2	0	5	0	0	0	0	0	14	6	0	0	0	7	8	42	0
2:15 PM	0	19	0	17	0	0	0	0	0	18	12	0	0	0	18	11	95	0
2:30 PM	0	10	0	20	0	0	0	0	0	14	3	0	0	0	17	8	72	0
2:45 PM	0	3	0	12	0	0	0	0	0	13	4	0	0	0	14	18	64	273
3:00 PM	0	9	0	14	0	0	0	0	0	11	14	0	0	0	26	20	94	325
3:15 PM	0	17	0	16	0	0	0	0	0	7	12	0	0	0	21	8	81	311
3:30 PM	0	8	0	15	0	0	0	0	0	16	17	0	0	0	19	11	86	325
3:45 PM	0	21	0	16	0	0	0	0	0	15	10	0	0	0	23	17	102	363
Count Total	0	89	0	115	0	0	0	0	0	108	78	0	0	0	145	101	636	0
Peak Hour	0	55	0	61	0	0	0	0	0	49	53	0	0	0	89	56	363	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

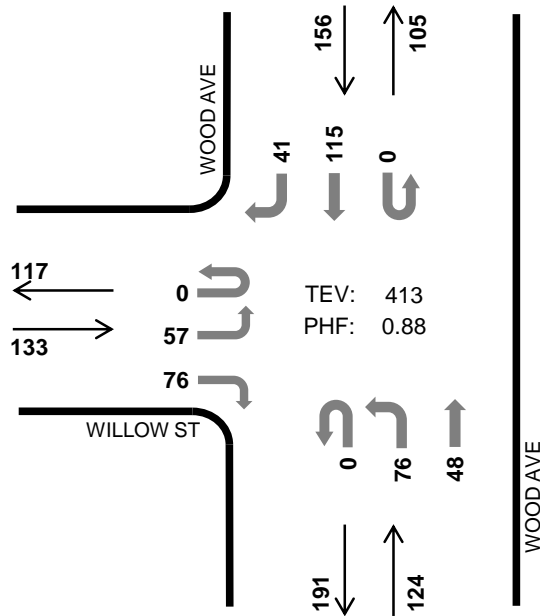
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	1	4
2:30 PM	0	0	1	1	2	0	0	0	0	0	0	7	1	8	16
2:45 PM	0	0	0	2	2	0	0	0	0	0	0	7	2	0	9
3:00 PM	0	0	3	7	10	0	0	0	0	0	0	48	0	18	66
3:15 PM	6	0	0	0	6	1	0	0	0	1	0	20	2	7	29
3:30 PM	0	0	1	1	2	0	0	0	0	0	0	3	0	0	3
3:45 PM	2	0	0	1	3	0	0	0	0	0	0	0	1	0	1
Count Total	8	0	5	13	26	1	0	0	0	1	0	88	6	34	128
Peak Hr	8	0	4	9	21	1	0	0	0	1	0	71	3	25	99

WOOD AVE WILLOW ST

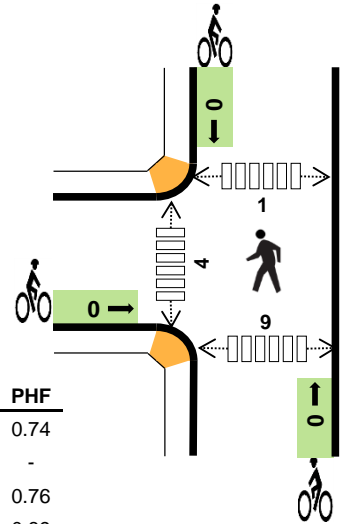


Peak Hour

Date: Tue, Sep 20, 2016
 Count Period: 4:00 PM to 7:00 PM
 Peak Hour: 4:00 PM to 5:00 PM



TEV: 413
 PHF: 0.88



	HV %:	PHF
EB	2.3%	0.74
WB	-	-
NB	0.0%	0.76
SB	0.6%	0.89
TOTAL	1.0%	0.88

Three-Hour Count Summaries

Interval Start	WILLOW ST				0				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	13	0	14	0	0	0	0	0	21	4	0	0	0	26	18	96	0
4:15 PM	0	16	0	29	0	0	0	0	0	21	20	0	0	0	24	8	118	0
4:30 PM	0	10	0	10	0	0	0	0	0	18	12	0	0	0	33	3	86	0
4:45 PM	0	18	0	23	0	0	0	0	0	16	12	0	0	0	32	12	113	413
Peak Hour	0	57	0	76	0	0	0	0	0	76	48	0	0	0	115	41	413	0

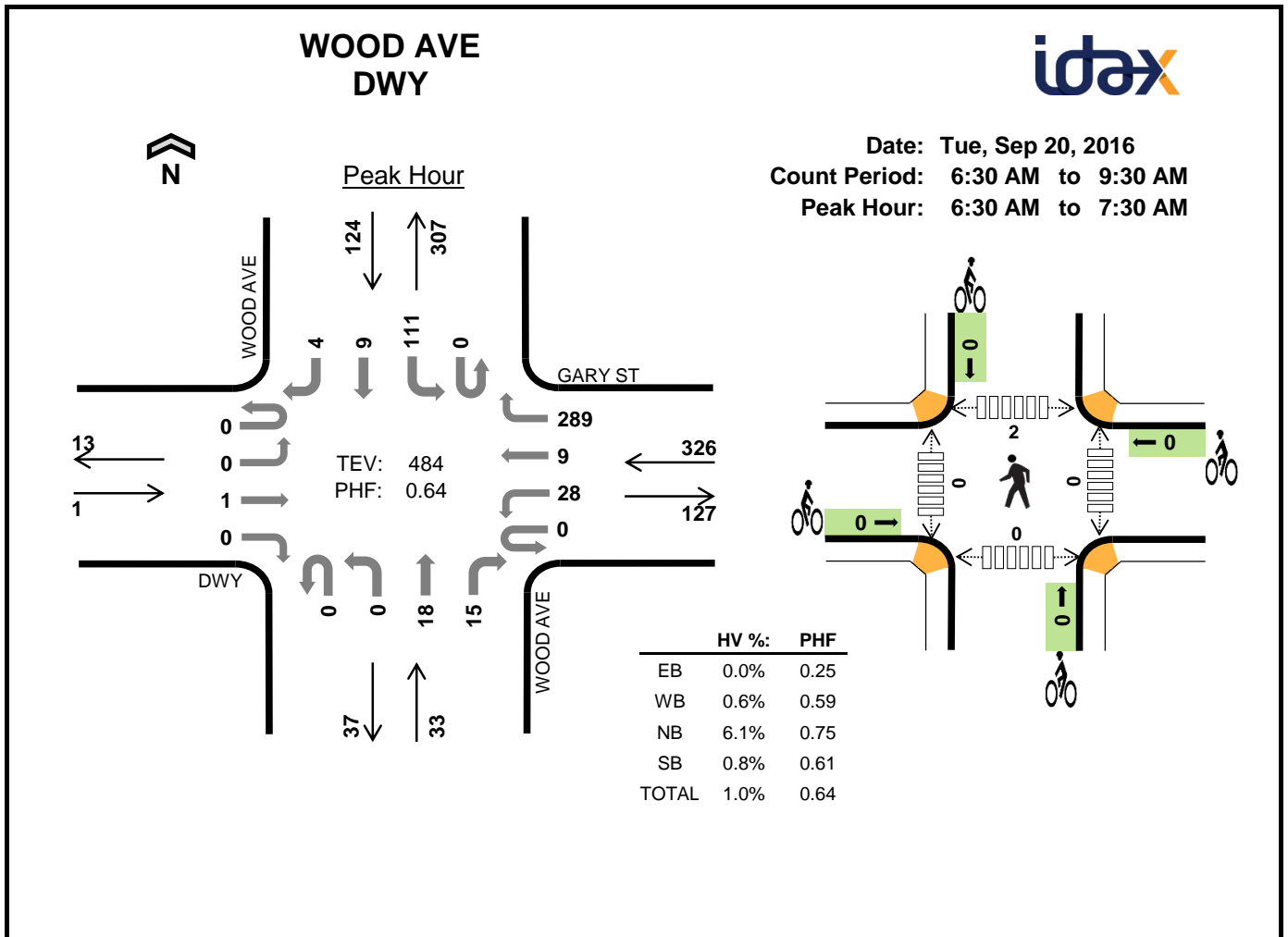
Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	0	0	0	1	0	0	0	0	0	0	2	1	4	7
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	5	7
4:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Peak Hour	3	0	0	1	4	0	0	0	0	0	0	4	1	9	14

Three-Hour Count Summaries																		
Interval Start	WILLOW ST				0				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	13	0	14	0	0	0	0	0	21	4	0	0	0	26	18	96	0
4:15 PM	0	16	0	29	0	0	0	0	0	21	20	0	0	0	24	8	118	0
4:30 PM	0	10	0	10	0	0	0	0	0	18	12	0	0	0	33	3	86	0
4:45 PM	0	18	0	23	0	0	0	0	0	16	12	0	0	0	32	12	113	413
5:00 PM	0	8	0	8	0	0	0	0	0	10	7	0	0	0	29	14	76	393
5:15 PM	0	7	0	8	0	0	0	0	0	11	12	0	0	0	34	9	81	356
5:30 PM	0	9	0	6	0	0	0	0	0	15	17	0	0	0	21	16	84	354
5:45 PM	0	11	0	9	0	0	0	0	0	27	20	0	0	0	19	25	111	352
6:00 PM	0	15	0	12	0	0	0	0	0	15	9	0	0	0	18	10	79	355
6:15 PM	0	6	0	5	0	0	0	0	0	11	7	0	0	0	30	8	67	341
6:30 PM	0	15	0	33	0	0	0	0	0	3	6	0	0	0	19	7	83	340
6:45 PM	0	4	0	10	0	0	0	0	0	4	7	0	0	0	18	4	47	276
Count Total	0	132	0	167	0	0	0	0	0	172	133	0	0	0	303	134	1,041	0
Peak Hour	0	57	0	76	0	0	0	0	0	76	48	0	0	0	115	41	413	0

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	0	0	0	1	0	0	0	0	0	0	2	1	4	7
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	5	7
4:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3
5:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
6:00 PM	1	0	0	0	1	0	0	0	0	0	0	2	2	0	4
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:30 PM	0	0	0	1	1	0	0	0	1	1	0	1	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	4	0	0	3	7	0	0	0	1	1	0	12	5	9	26
Peak Hr	3	0	0	1	4	0	0	0	0	0	0	4	1	9	14



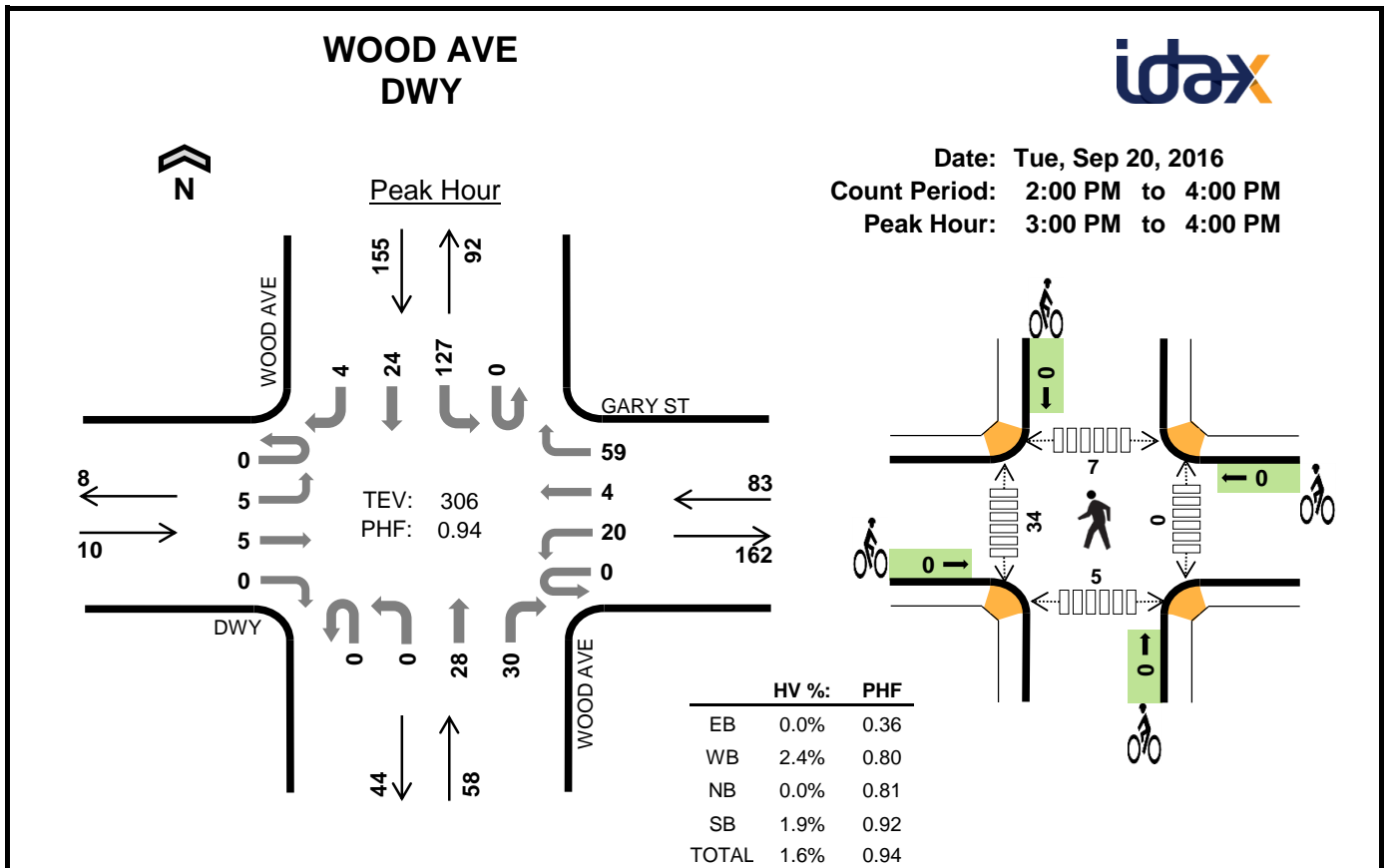
Three-Hour Count Summaries

Interval Start	DWY				GARY ST				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	0	0	0	4	0	32	0	0	3	3	0	8	4	2	56	0
6:45 AM	0	0	1	0	0	7	4	78	0	0	8	0	0	19	1	1	119	0
7:00 AM	0	0	0	0	0	8	4	127	0	0	3	8	0	36	1	1	188	0
7:15 AM	0	0	0	0	0	9	1	52	0	0	4	4	0	48	3	0	121	484
Peak Hour	0	0	1	0	0	28	9	289	0	0	18	15	0	111	9	4	484	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
7:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	2	2	1	5	0	0	0	0	0	0	0	2	0	2

Three-Hour Count Summaries																		
Interval Start	DWY				GARY ST				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	0	0	0	4	0	32	0	0	3	3	0	8	4	2	56	0
6:45 AM	0	0	1	0	0	7	4	78	0	0	8	0	0	19	1	1	119	0
7:00 AM	0	0	0	0	0	8	4	127	0	0	3	8	0	36	1	1	188	0
7:15 AM	0	0	0	0	0	9	1	52	0	0	4	4	0	48	3	0	121	484
7:30 AM	0	0	0	0	0	4	4	18	0	0	3	5	0	6	1	2	43	471
7:45 AM	0	0	0	0	0	7	8	19	0	0	3	2	0	7	2	1	49	401
8:00 AM	0	1	0	0	0	10	8	21	0	0	9	8	0	17	4	4	82	295
8:15 AM	0	0	1	0	0	3	8	31	0	0	13	12	1	26	4	2	101	275
8:30 AM	0	0	0	0	0	7	1	10	0	0	1	3	0	12	1	0	35	267
8:45 AM	0	0	0	0	0	18	1	5	0	0	5	2	0	7	7	0	45	263
9:00 AM	0	0	0	0	0	5	0	12	0	0	9	18	0	3	5	0	52	233
9:15 AM	0	0	0	0	0	4	0	7	0	0	5	4	0	8	1	1	30	162
Count Total	0	1	2	0	0	86	39	412	0	0	66	69	1	197	34	14	921	0
Peak Hour	0	0	1	0	0	28	9	289	0	0	18	15	0	111	9	4	484	0
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
6:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1
7:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	1
7:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	55	6	2	0	0	63
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	10	8	3	0	0	23
8:30 AM	0	1	1	1	3	0	0	0	0	0	0	0	2	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	2	2	1	5	0	0	0	0	0	0	0	1	0	0	0	0	1
Count Total	0	5	5	3	13	0	0	0	0	0	0	0	72	18	5	0	0	97
Peak Hour	0	2	2	1	5	0	0	0	0	0	0	0	0	0	2	0	0	2

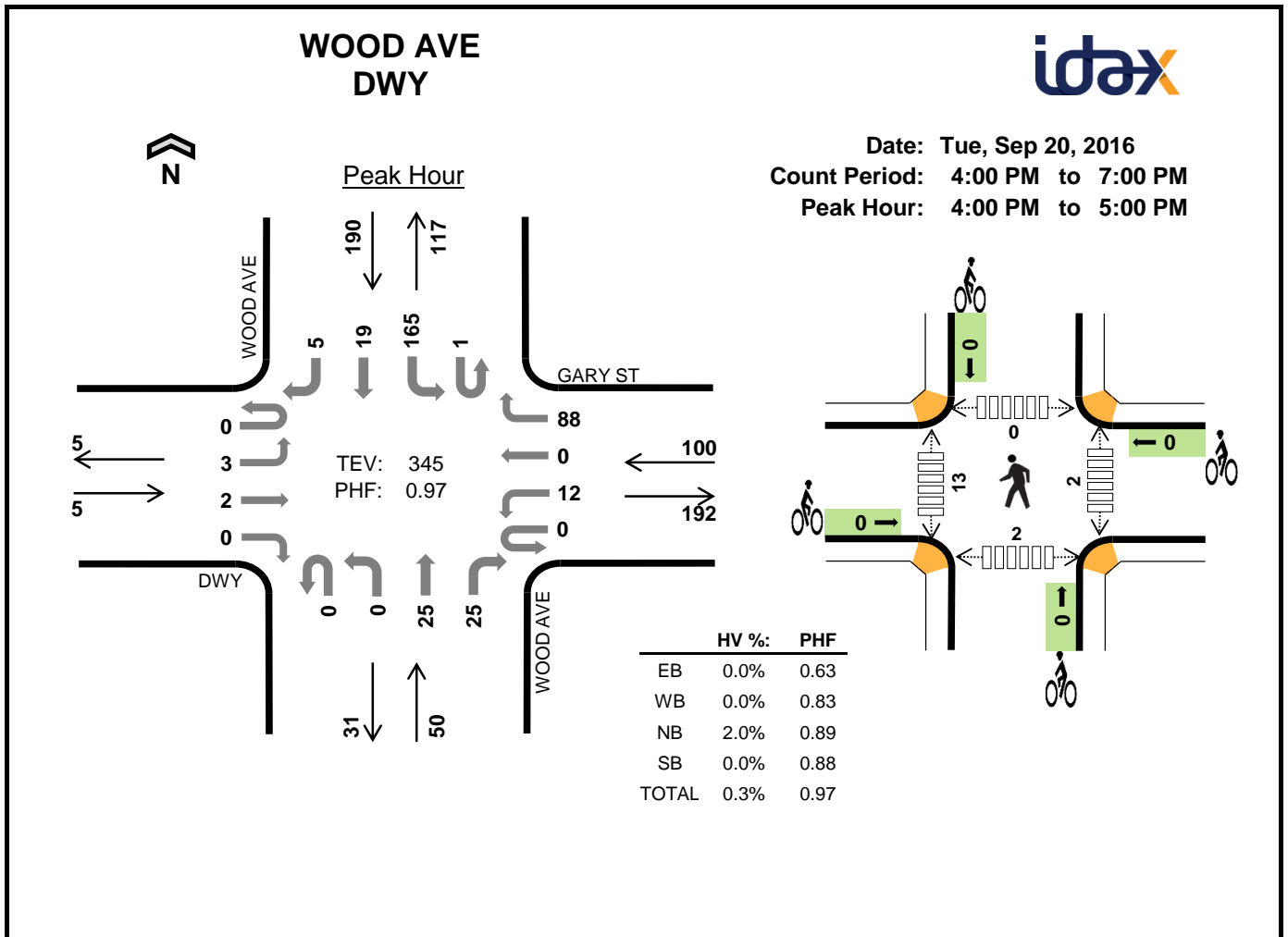


Two-Hour Count Summaries

Interval Start	DWY				GARY ST				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	0	0	0	0	0	15	0	0	1	0	0	10	2	0	28	0
2:15 PM	0	1	0	0	0	3	1	28	0	0	3	0	0	21	2	1	60	0
2:30 PM	0	0	0	0	0	3	0	17	0	0	0	3	0	47	2	0	72	0
2:45 PM	0	0	0	0	0	6	0	18	0	0	0	5	0	22	3	1	55	215
3:00 PM	0	0	0	0	0	5	3	17	0	0	7	10	0	32	4	3	81	268
3:15 PM	0	1	0	0	0	3	1	6	0	0	10	8	0	36	5	1	71	279
3:30 PM	0	4	3	0	0	4	0	18	0	0	5	5	0	27	9	0	75	282
3:45 PM	0	0	2	0	0	8	0	18	0	0	6	7	0	32	6	0	79	306
Count Total	0	6	5	0	0	32	5	137	0	0	32	38	0	227	33	6	521	0
Peak Hour	0	5	5	0	0	20	4	59	0	0	28	30	0	127	24	4	306	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	3	0	3
2:45 PM	0	0	0	0	0	0	0	1	0	1	0	2	1	0	3
3:00 PM	0	1	0	0	1	0	0	0	0	0	0	5	5	2	12
3:15 PM	0	0	0	1	1	0	0	0	0	0	0	28	0	2	30
3:30 PM	0	1	0	2	3	0	0	0	0	0	0	1	0	1	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Count Total	0	2	0	3	5	0	0	1	1	2	1	37	11	5	54
Peak Hour	0	2	0	3	5	0	0	0	0	0	0	34	7	5	46



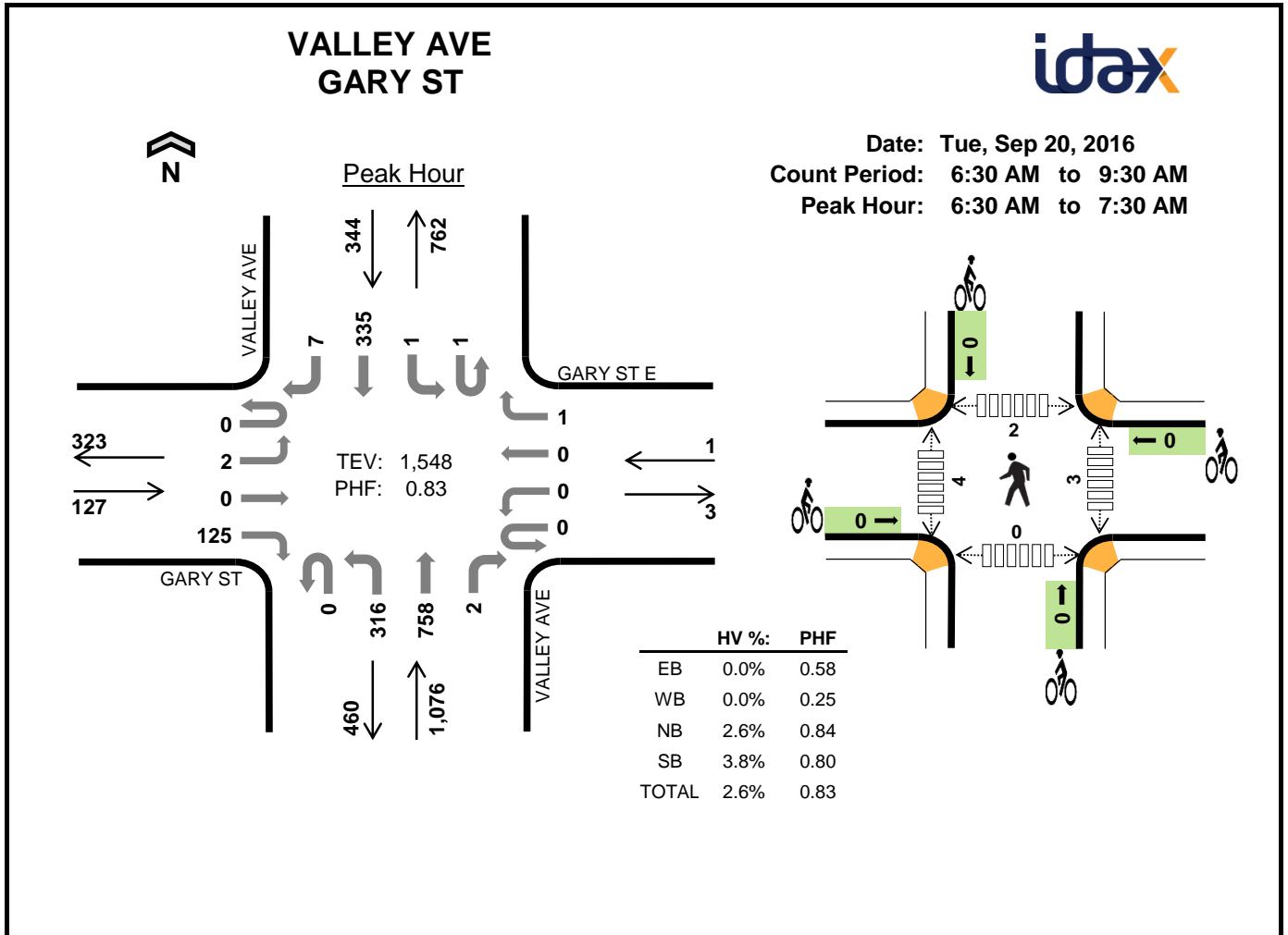
Three-Hour Count Summaries

Interval Start	DWY				GARY ST				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	2	0	0	3	0	23	0	0	1	13	0	35	2	1	80	0
4:15 PM	0	1	0	0	0	0	0	23	0	0	10	3	1	46	4	1	89	0
4:30 PM	0	0	0	0	0	5	0	25	0	0	8	5	0	35	9	2	89	0
4:45 PM	0	2	0	0	0	4	0	17	0	0	6	4	0	49	4	1	87	345
Peak Hour	0	3	2	0	0	12	0	88	0	0	25	25	1	165	19	5	345	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	1	0	1	0	0	0	0	0	1	6	0	1	8
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	6	0	0	7
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Peak Hour	0	0	1	0	1	0	0	0	0	0	2	13	0	2	17

Three-Hour Count Summaries																		
Interval Start	DWY				GARY ST				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	2	0	0	3	0	23	0	0	1	13	0	35	2	1	80	0
4:15 PM	0	1	0	0	0	0	0	23	0	0	10	3	1	46	4	1	89	0
4:30 PM	0	0	0	0	0	5	0	25	0	0	8	5	0	35	9	2	89	0
4:45 PM	0	2	0	0	0	4	0	17	0	0	6	4	0	49	4	1	87	345
5:00 PM	0	1	0	0	0	4	1	14	0	0	4	3	1	32	5	0	65	330
5:15 PM	0	0	0	0	0	7	0	16	0	0	8	6	0	30	12	1	80	321
5:30 PM	0	0	1	0	0	2	0	15	0	0	8	9	0	26	8	1	70	302
5:45 PM	0	0	0	0	0	2	0	35	0	0	3	4	0	33	3	0	80	295
6:00 PM	0	0	0	0	0	1	0	17	0	0	2	0	0	32	2	0	54	284
6:15 PM	0	0	0	0	0	2	0	18	0	0	2	4	0	36	1	1	64	268
6:30 PM	0	0	0	0	0	1	0	6	0	0	2	0	0	43	2	0	54	252
6:45 PM	0	0	0	0	0	3	0	7	0	0	0	1	0	27	3	1	42	214
Count Total	0	4	3	0	0	34	1	216	0	0	54	52	2	424	55	9	854	0
Peak Hour	0	3	2	0	0	12	0	88	0	0	25	25	1	165	19	5	345	0
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
4:00 PM	0	0	1	0	1	0	0	0	0	0	1	6	0	1	8			
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	6	0	0	7			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1			
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1			
5:30 PM	0	0	0	1	1	0	0	0	0	0	1	0	0	0	1			
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	1	2	1	6			
6:00 PM	0	0	0	0	0	0	0	0	0	0	1	2	4	1	8			
6:15 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1			
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1			
6:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1			
Count Total	0	1	1	1	3	0	0	0	0	0	9	18	6	4	37			
Peak Hour	0	0	1	0	1	0	0	0	0	0	2	13	0	2	17			



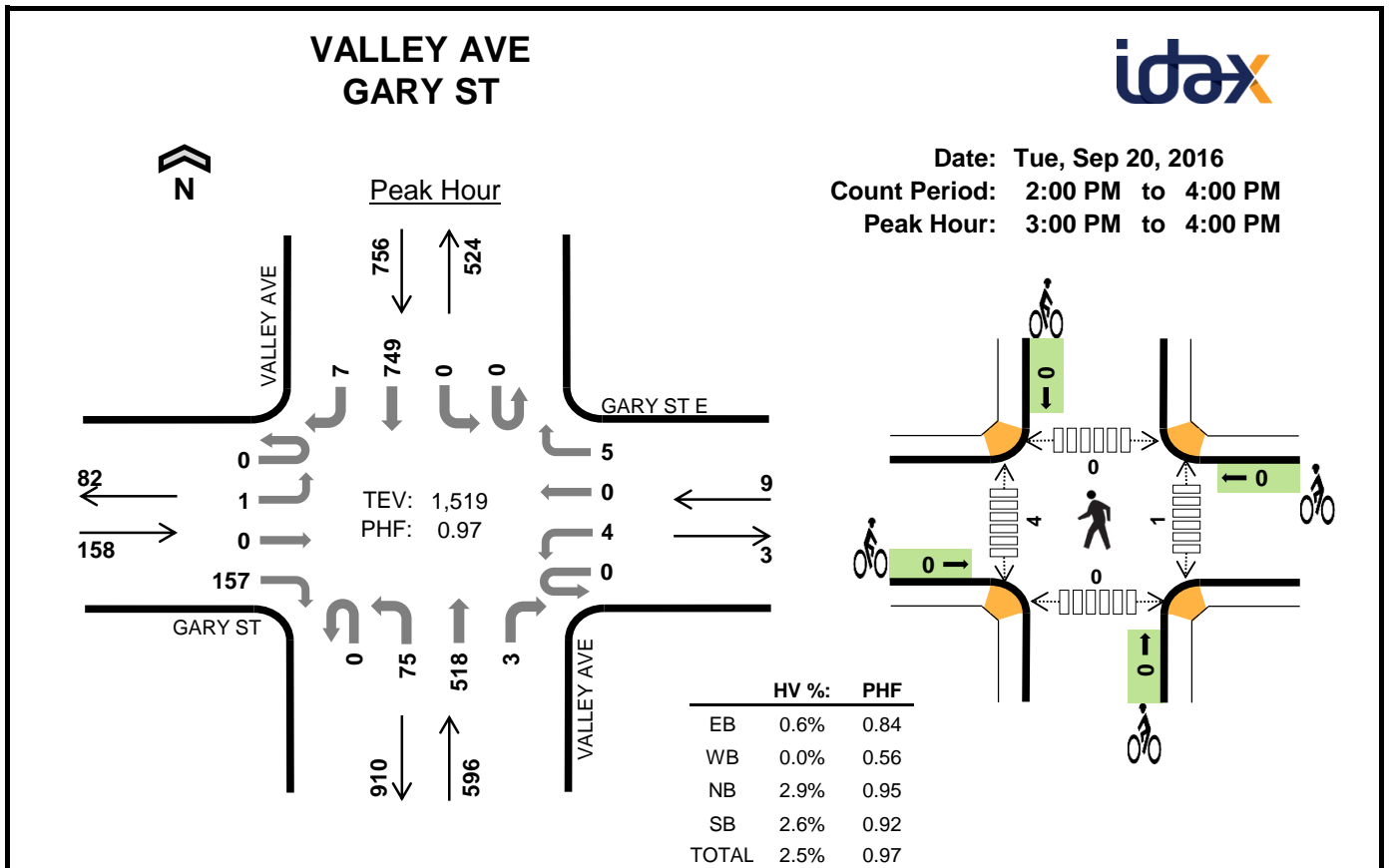
Three-Hour Count Summaries

Interval Start	GARY ST				GARY ST E				VALLEY AVE				VALLEY AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	0	11	0	0	0	1	0	34	205	1	1	1	60	2	316	0
6:45 AM	0	1	0	19	0	0	0	0	0	91	213	0	0	0	72	1	397	0
7:00 AM	0	0	0	41	0	0	0	0	0	137	183	1	0	0	105	2	469	0
7:15 AM	0	1	0	54	0	0	0	0	0	54	157	0	0	0	98	2	366	1,548
Peak Hour	0	2	0	125	0	0	0	1	0	316	758	2	1	1	335	7	1,548	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	0	0	1	5	6	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	12	2	14	0	0	0	0	0	2	1	2	0	5
7:00 AM	0	0	12	3	15	0	0	0	0	0	0	1	0	0	1
7:15 AM	0	0	3	3	6	0	0	0	0	0	1	2	0	0	3
Peak Hour	0	0	28	13	41	0	0	0	0	0	3	4	2	0	9

Three-Hour Count Summaries																		
Interval Start	GARY ST				GARY ST E				VALLEY AVE				VALLEY AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	0	11	0	0	0	1	0	34	205	1	1	1	60	2	316	0
6:45 AM	0	1	0	19	0	0	0	0	0	91	213	0	0	0	72	1	397	0
7:00 AM	0	0	0	41	0	0	0	0	0	137	183	1	0	0	105	2	469	0
7:15 AM	0	1	0	54	0	0	0	0	0	54	157	0	0	0	98	2	366	1,548
7:30 AM	0	0	0	12	0	0	0	0	0	26	172	0	0	0	70	2	282	1,514
7:45 AM	0	0	0	11	0	0	0	1	0	33	128	3	0	1	75	3	255	1,372
8:00 AM	0	2	0	26	0	0	0	1	0	45	124	0	0	0	56	0	254	1,157
8:15 AM	0	3	0	38	0	0	0	1	0	34	129	1	0	1	83	3	293	1,084
8:30 AM	0	0	0	15	0	0	0	0	0	16	162	5	0	3	89	1	291	1,093
8:45 AM	0	0	0	9	0	1	0	0	0	23	155	2	0	2	72	2	266	1,104
9:00 AM	0	0	0	20	0	0	0	0	0	13	128	10	0	1	84	1	257	1,107
9:15 AM	0	0	1	11	0	1	0	0	0	9	136	18	0	8	68	2	254	1,068
Count Total	0	7	1	267	0	2	0	4	0	515	1,892	41	1	17	932	21	3,700	0
Peak Hour	0	2	0	125	0	0	0	1	0	316	758	2	1	1	335	7	1,548	0
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
6:30 AM	0	0	1	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	12	2	14	0	0	0	0	0	2	1	2	0	5			
7:00 AM	0	0	12	3	15	0	0	0	0	0	0	1	0	0	1			
7:15 AM	0	0	3	3	6	0	0	0	0	0	1	2	0	0	3			
7:30 AM	0	0	5	6	11	0	0	0	0	0	0	0	0	0	0			
7:45 AM	0	0	2	7	9	0	0	0	0	0	2	0	0	0	2			
8:00 AM	0	1	9	5	15	0	0	0	0	0	1	0	0	0	1			
8:15 AM	0	0	4	9	13	0	0	0	0	0	0	0	0	0	0			
8:30 AM	1	0	9	2	12	0	0	0	0	0	0	1	0	0	1			
8:45 AM	0	0	6	3	9	0	0	0	0	0	1	0	0	0	1			
9:00 AM	0	0	3	10	13	0	0	0	0	0	0	0	0	0	0			
9:15 AM	1	0	4	5	10	0	0	0	0	0	1	0	0	0	1			
Count Total	2	1	70	60	133	0	0	0	0	0	8	5	2	0	15			
Peak Hour	0	0	28	13	41	0	0	0	0	0	3	4	2	0	9			

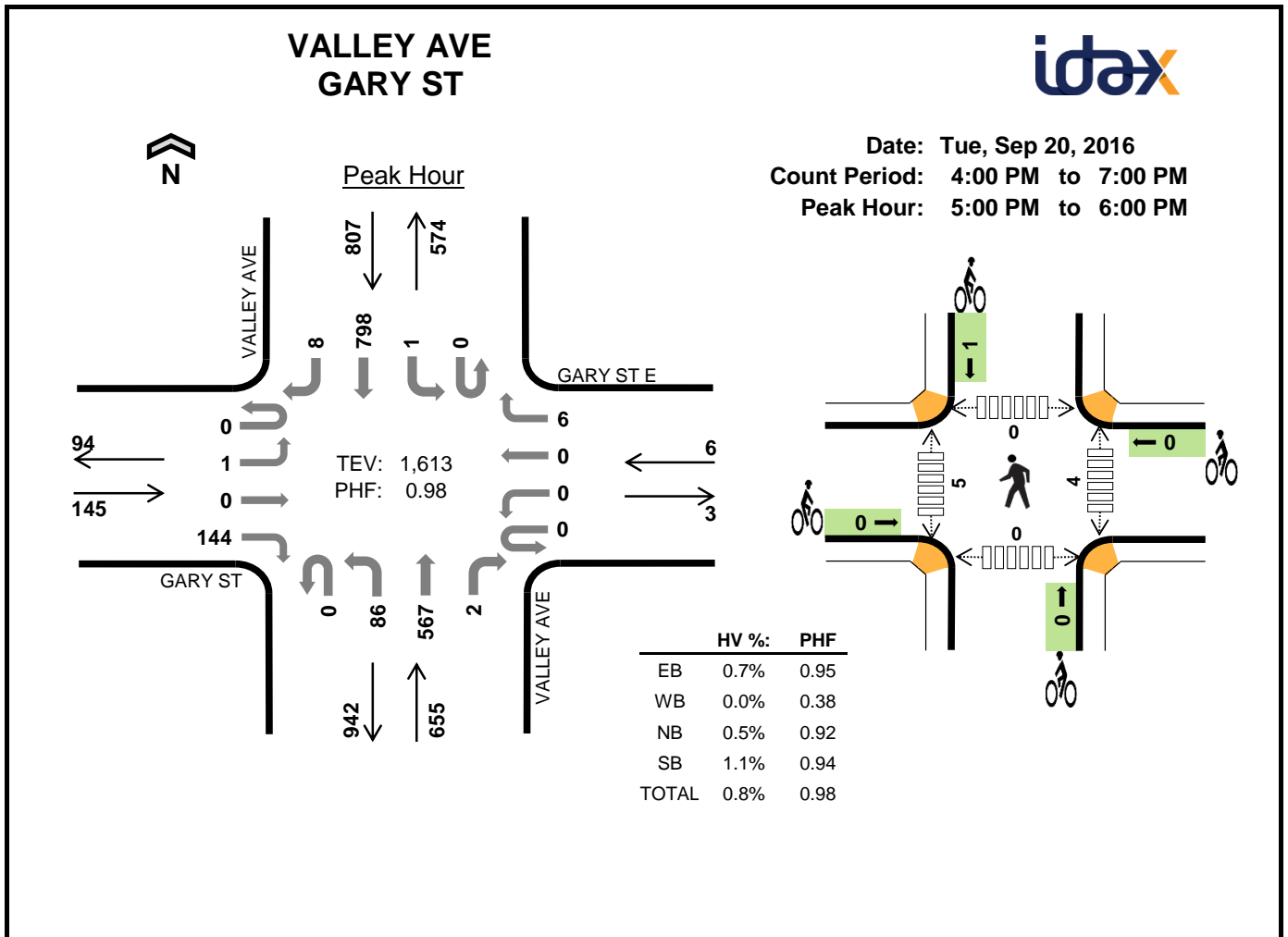


Two-Hour Count Summaries

Interval Start	GARY ST Eastbound				GARY ST Westbound				VALLEY AVE Northbound				VALLEY AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	0	10	0	0	0	1	0	12	152	0	0	1	141	4	321	0
2:15 PM	0	0	0	22	0	0	0	1	0	31	109	1	0	1	181	1	347	0
2:30 PM	0	1	0	49	0	2	0	0	0	21	121	1	0	1	189	1	386	0
2:45 PM	0	0	0	26	0	1	1	2	0	19	131	0	0	0	208	2	390	1,444
3:00 PM	0	0	0	36	0	2	0	2	0	24	126	0	0	0	187	2	379	1,502
3:15 PM	0	0	0	47	0	0	0	0	0	10	133	1	0	0	163	1	355	1,510
3:30 PM	0	1	0	36	0	1	0	1	0	21	134	2	0	0	197	0	393	1,517
3:45 PM	0	0	0	38	0	1	0	2	0	20	125	0	0	0	202	4	392	1,519
Count Total	0	2	0	264	0	7	1	9	0	158	1,031	5	0	3	1,468	15	2,963	0
Peak Hour	0	1	0	157	0	4	0	5	0	75	518	3	0	0	749	7	1,519	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	23	5	28	0	0	1	1	2	0	2	0	0	2
2:15 PM	0	0	5	3	8	0	0	0	0	0	1	1	0	0	2
2:30 PM	1	0	5	13	19	0	0	0	0	0	2	3	2	0	7
2:45 PM	0	0	5	4	9	1	0	0	0	1	0	0	0	0	0
3:00 PM	0	0	8	5	13	0	0	0	0	0	0	0	0	0	0
3:15 PM	1	0	4	5	10	0	0	0	0	0	0	1	0	0	1
3:30 PM	0	0	3	7	10	0	0	0	0	0	0	1	0	0	1
3:45 PM	0	0	2	3	5	0	0	0	0	0	1	2	0	0	3
Count Total	2	0	55	45	102	1	0	1	1	3	4	10	2	0	16
Peak Hour	1	0	17	20	38	0	0	0	0	0	1	4	0	0	5



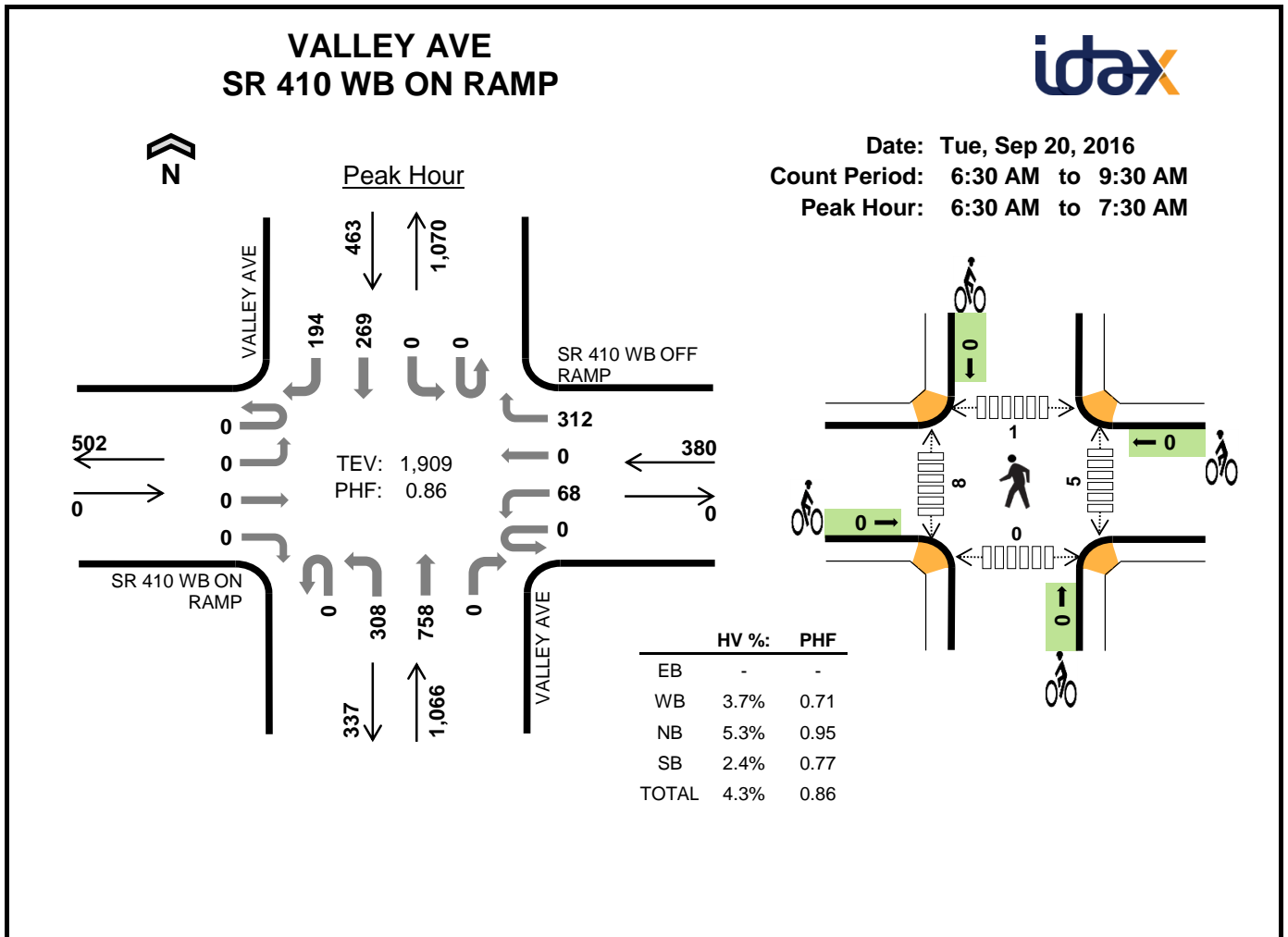
Three-Hour Count Summaries

Interval Start	GARY ST				GARY ST E				VALLEY AVE				VALLEY AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:00 PM	0	0	0	35	0	0	0	4	0	16	131	0	0	1	214	0	401	0
5:15 PM	0	0	0	36	0	0	0	2	0	22	135	0	0	0	211	1	407	0
5:30 PM	0	1	0	35	0	0	0	0	0	18	154	1	0	0	200	2	411	0
5:45 PM	0	0	0	38	0	0	0	0	0	30	147	1	0	0	173	5	394	1,613
Peak Hour	0	1	0	144	0	0	0	6	0	86	567	2	0	1	798	8	1,613	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
5:00 PM	0	0	1	2	3	0	0	0	0	0	0	1	0	0	1
5:15 PM	0	0	1	2	3	0	0	0	0	0	1	0	0	0	1
5:30 PM	1	0	1	2	4	0	0	0	1	1	0	4	0	0	4
5:45 PM	0	0	0	3	3	0	0	0	0	0	3	0	0	0	3
Peak Hour	1	0	3	9	13	0	0	0	1	1	4	5	0	0	9

Three-Hour Count Summaries																		
Interval Start	GARY ST				GARY ST E				VALLEY AVE				VALLEY AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	52	0	0	0	0	0	25	126	2	0	2	190	3	400	0
4:15 PM	0	1	0	46	0	0	0	1	0	19	141	1	0	0	206	2	417	0
4:30 PM	0	0	0	40	0	0	0	1	0	27	125	0	0	0	207	0	400	0
4:45 PM	0	0	0	49	0	0	0	2	0	20	125	0	0	2	183	1	382	1,599
5:00 PM	0	0	0	35	0	0	0	4	0	16	131	0	0	1	214	0	401	1,600
5:15 PM	0	0	0	36	0	0	0	2	0	22	135	0	0	0	211	1	407	1,590
5:30 PM	0	1	0	35	0	0	0	0	0	18	154	1	0	0	200	2	411	1,601
5:45 PM	0	0	0	38	0	0	0	0	0	30	147	1	0	0	173	5	394	1,613
6:00 PM	0	0	0	31	0	1	0	4	0	19	125	2	0	0	206	3	391	1,603
6:15 PM	0	0	0	39	0	0	0	0	0	14	117	8	0	7	192	4	381	1,577
6:30 PM	0	0	0	44	0	1	0	0	0	4	102	5	0	4	200	2	362	1,528
6:45 PM	0	1	0	28	0	0	0	1	0	10	130	4	0	3	156	2	335	1,469
Count Total	0	3	0	473	0	2	0	15	0	224	1,558	24	0	19	2,338	25	4,681	0
Peak Hour	0	1	0	144	0	0	0	6	0	86	567	2	0	1	798	8	1,613	0
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
4:00 PM	1	0	4	6	11	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	1	5	7	0	0	0	0	0	0	4	0	0	0	0	4	0
4:30 PM	1	0	1	2	4	0	0	1	0	1	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	3	4	0	0	0	0	0	0	2	1	0	0	3	0	0
5:00 PM	0	0	1	2	3	0	0	0	0	0	0	1	0	0	0	0	1	0
5:15 PM	0	0	1	2	3	0	0	0	0	0	1	0	0	0	0	0	1	0
5:30 PM	1	0	1	2	4	0	0	0	1	1	0	4	0	0	0	0	4	0
5:45 PM	0	0	0	3	3	0	0	0	0	0	3	0	0	0	0	0	3	0
6:00 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	1	0
6:45 PM	0	0	0	1	1	0	0	0	1	1	1	1	0	0	0	0	2	0
Count Total	3	1	12	28	44	0	0	1	3	4	5	13	1	0	19	0	0	0
Peak Hour	1	0	3	9	13	0	0	0	1	1	4	5	0	0	9	0	0	0



Three-Hour Count Summaries

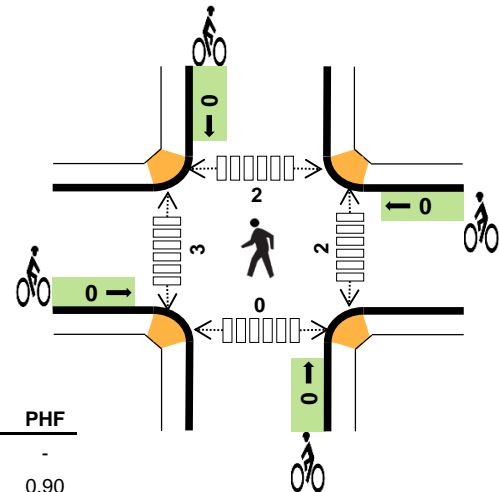
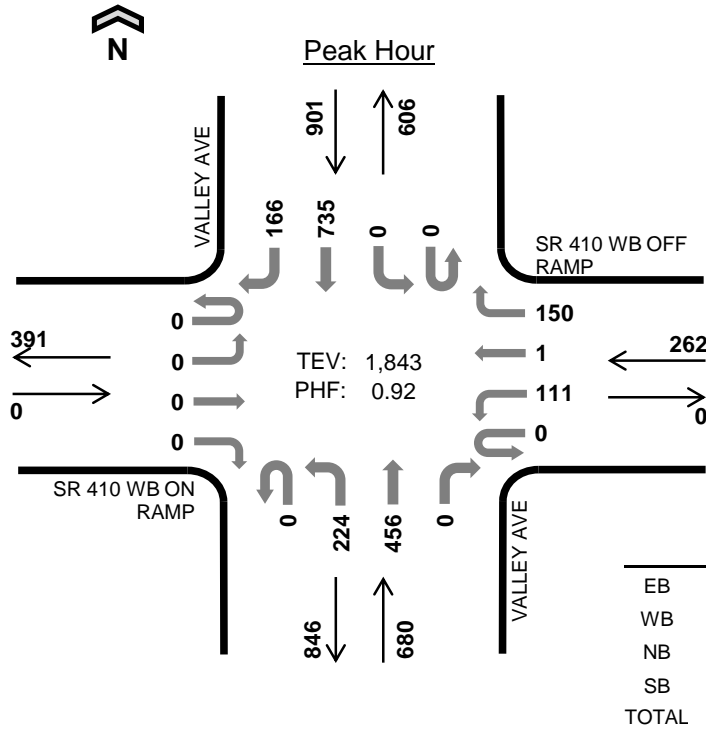
Interval Start	SR 410 WB ON RAMP				SR 410 WB OFF RAMP				VALLEY AVE Northbound				VALLEY AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	0	0	0	13	0	43	0	81	199	0	0	0	41	35	412	0
6:45 AM	0	0	0	0	0	20	0	105	0	70	212	0	0	0	55	38	500	0
7:00 AM	0	0	0	0	0	14	0	119	0	78	195	0	0	0	84	66	556	0
7:15 AM	0	0	0	0	0	21	0	45	0	79	152	0	0	0	89	55	441	1,909
Peak Hour	0	0	0	0	0	68	0	312	0	308	758	0	0	0	269	194	1,909	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	0	2	11	5	18	0	0	0	0	0	2	0	0	0	2
6:45 AM	0	7	16	1	24	0	0	0	0	0	1	1	0	0	2
7:00 AM	0	2	18	3	23	0	0	0	0	0	1	4	1	0	6
7:15 AM	0	3	12	2	17	0	0	0	0	0	1	3	0	0	4
Peak Hour	0	14	57	11	82	0	0	0	0	0	5	8	1	0	14

Three-Hour Count Summaries																		
Interval Start	SR 410 WB ON RAMP				SR 410 WB OFF RAMP				VALLEY AVE				VALLEY AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	0	0	0	13	0	43	0	81	199	0	0	0	41	35	412	0
6:45 AM	0	0	0	0	0	20	0	105	0	70	212	0	0	0	55	38	500	0
7:00 AM	0	0	0	0	0	14	0	119	0	78	195	0	0	0	84	66	556	0
7:15 AM	0	0	0	0	0	21	0	45	0	79	152	0	0	0	89	55	441	1,909
7:30 AM	0	0	0	0	0	17	0	49	0	99	144	0	0	0	40	40	389	1,886
7:45 AM	0	0	0	0	0	20	0	48	0	101	120	0	0	0	47	38	374	1,760
8:00 AM	0	0	0	0	0	21	0	33	0	80	129	0	0	0	52	33	348	1,552
8:15 AM	0	0	0	0	0	21	0	32	0	101	136	0	0	0	81	39	410	1,521
8:30 AM	0	0	0	0	0	19	0	34	0	81	149	0	0	0	50	45	378	1,510
8:45 AM	0	0	0	0	0	27	0	39	0	73	145	0	0	0	49	42	375	1,511
9:00 AM	0	0	0	0	0	28	0	29	0	103	115	0	0	0	42	53	370	1,533
9:15 AM	0	0	0	0	0	14	1	42	0	81	124	0	0	0	44	36	342	1,465
Count Total	0	0	0	0	0	235	1	618	0	1,027	1,820	0	0	0	674	520	4,895	0
Peak Hour	0	0	0	0	0	68	0	312	0	308	758	0	0	0	269	194	1,909	0
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
6:30 AM	0	2	11	5	18	0	0	0	0	0	2	0	0	0	2			
6:45 AM	0	7	16	1	24	0	0	0	0	0	1	1	0	0	2			
7:00 AM	0	2	18	3	23	0	0	0	0	0	1	4	1	0	6			
7:15 AM	0	3	12	2	17	0	0	0	0	0	1	3	0	0	4			
7:30 AM	0	1	11	7	19	0	0	0	0	0	0	0	0	0	0			
7:45 AM	0	4	14	6	24	0	0	0	0	0	2	0	0	0	2			
8:00 AM	0	2	13	6	21	0	0	0	0	0	1	0	0	0	1			
8:15 AM	0	4	12	8	24	0	0	0	0	0	0	1	0	0	1			
8:30 AM	0	4	21	4	29	0	0	0	0	0	0	0	0	0	0			
8:45 AM	0	5	13	3	21	0	0	0	0	0	1	0	0	0	1			
9:00 AM	0	6	14	10	30	0	0	0	0	0	0	0	0	0	0			
9:15 AM	0	1	11	5	17	0	0	0	0	0	1	0	0	0	1			
Count Total	0	41	166	60	267	0	0	0	0	0	10	9	1	0	20			
Peak Hour	0	14	57	11	82	0	0	0	0	0	5	8	1	0	14			

VALLEY AVE SR 410 WB ON RAMP



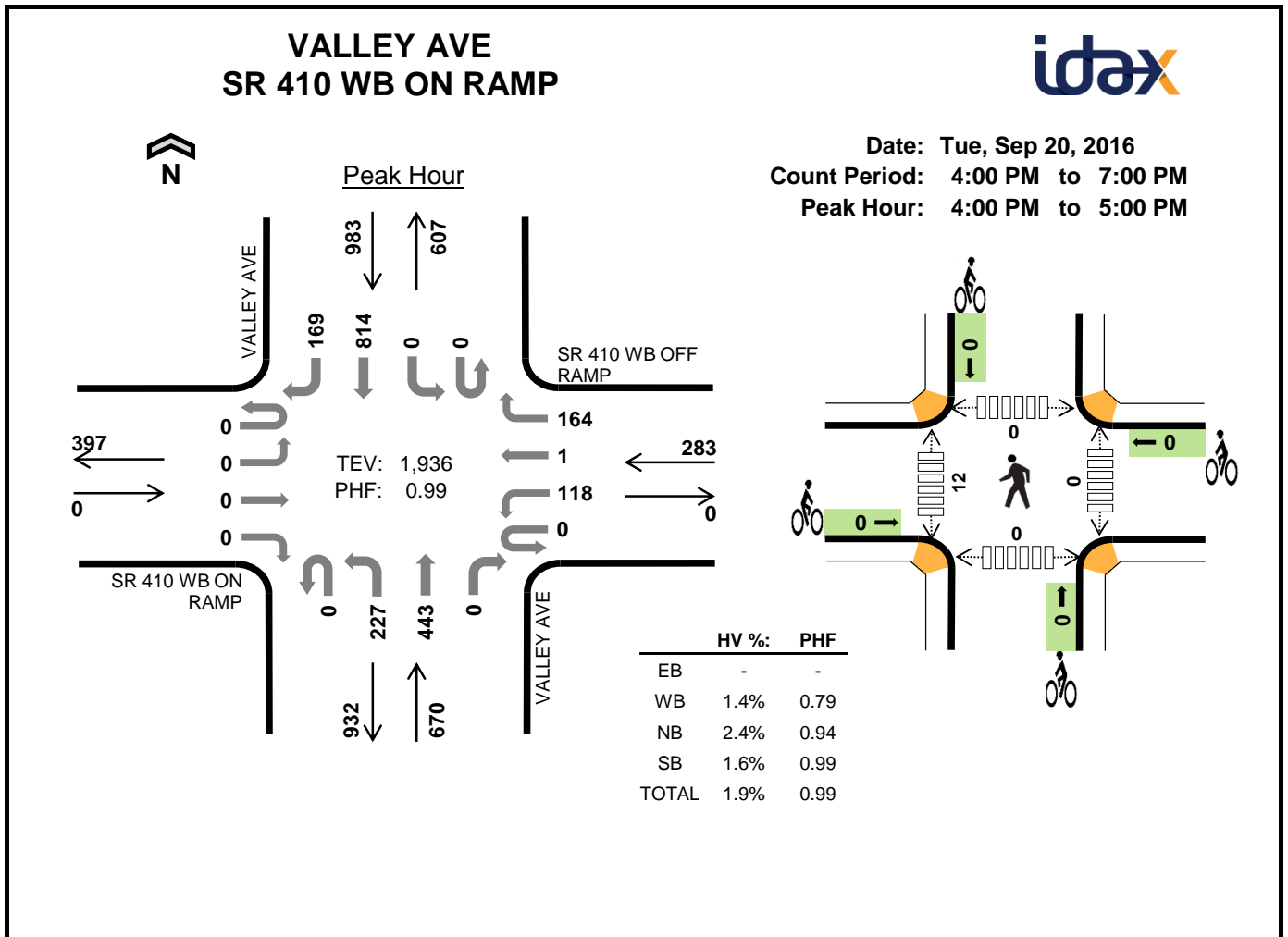
	HV %:	PHF
EB	-	-
WB	3.4%	0.90
NB	5.4%	0.93
SB	2.4%	0.92
TOTAL	3.7%	0.92

Two-Hour Count Summaries

Interval Start	SR 410 WB ON RAMP				SR 410 WB OFF RAMP				VALLEY AVE Northbound				VALLEY AVE Southbound				15-min Total	Rolling One Hour
	Eastbound		Westbound		Eastbound		Westbound		Eastbound		Westbound		Eastbound		Westbound			
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	0	0	0	30	0	54	0	74	103	0	0	0	107	39	407	0
2:15 PM	0	0	0	0	0	19	0	44	0	56	103	0	0	0	174	50	446	0
2:30 PM	0	0	0	0	0	33	0	33	0	55	105	0	0	0	182	57	465	0
2:45 PM	0	0	0	0	0	27	0	38	0	56	112	0	0	0	185	49	467	1,785
3:00 PM	0	0	0	0	0	37	0	33	0	47	119	0	0	0	176	38	450	1,828
3:15 PM	0	0	0	0	0	22	0	32	0	61	102	0	0	0	175	32	424	1,806
3:30 PM	0	0	0	0	0	25	1	47	0	60	123	0	0	0	199	47	502	1,843
3:45 PM	0	0	0	0	0	36	1	36	0	42	105	0	0	0	204	39	463	1,839
Count Total	0	0	0	0	0	229	2	317	0	451	872	0	0	0	1,402	351	3,624	0
Peak Hour	0	0	0	0	0	111	1	150	0	224	456	0	0	0	735	166	1,843	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	23	11	4	38	0	0	0	0	0	2	3	0	0	5
2:15 PM	0	1	15	4	20	0	0	0	0	0	0	1	0	0	1
2:30 PM	0	2	12	14	28	0	0	0	0	0	3	6	1	0	10
2:45 PM	0	1	8	3	12	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	4	11	6	21	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	3	9	8	20	0	0	0	0	0	2	1	2	0	5
3:30 PM	0	1	9	5	15	0	0	0	0	0	0	2	0	0	2
3:45 PM	0	3	6	4	13	0	0	0	0	0	1	2	0	0	3
Count Total	0	38	81	48	167	0	0	0	0	0	8	15	3	0	26
Peak Hour	0	9	37	22	68	0	0	0	0	0	2	3	2	0	7



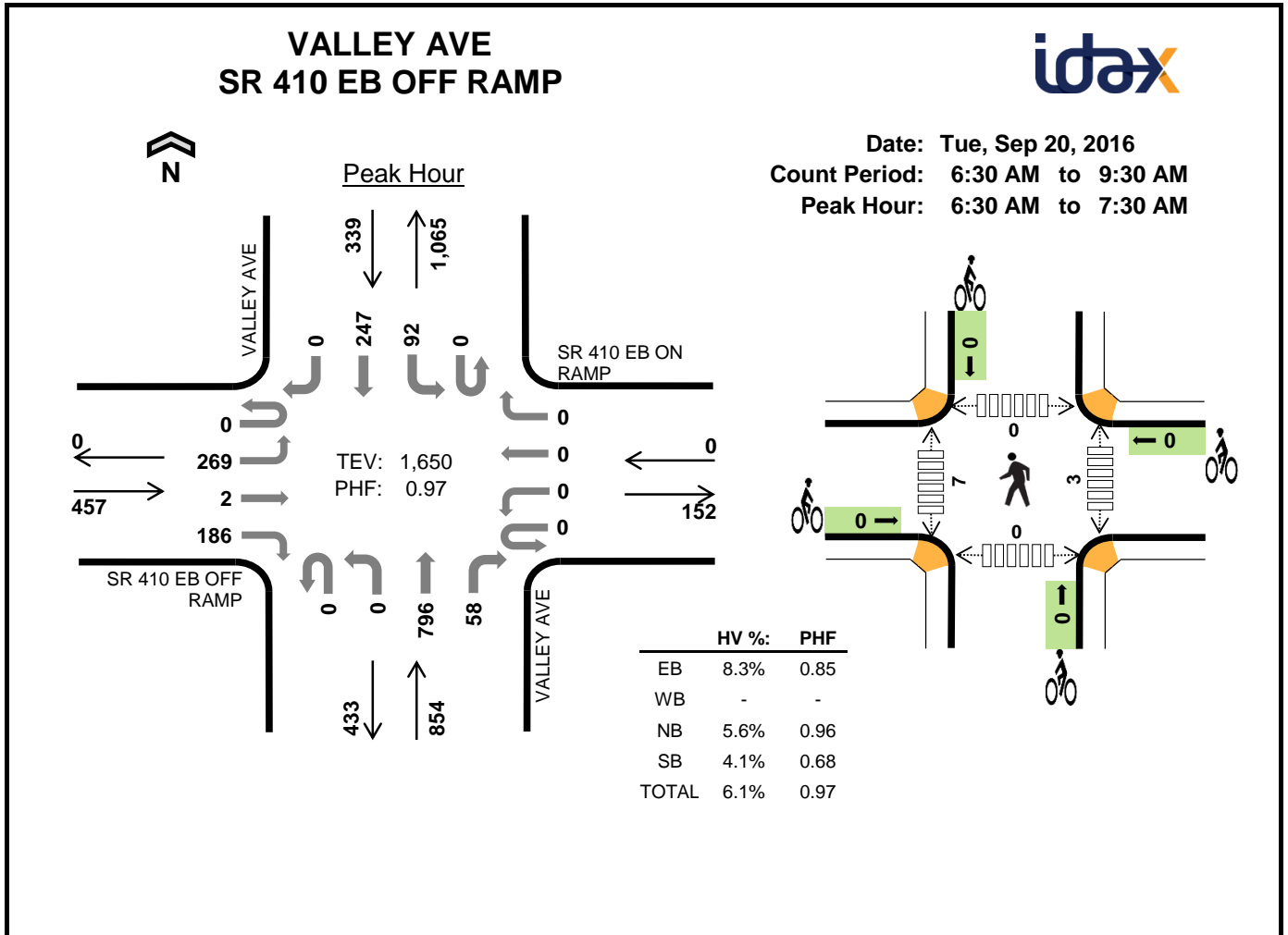
Three-Hour Count Summaries

Interval Start	SR 410 WB ON RAMP				SR 410 WB OFF RAMP				VALLEY AVE Northbound				VALLEY AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	33	0	40	0	51	115	0	0	0	200	47	486	0
4:15 PM	0	0	0	0	0	26	1	37	0	59	119	0	0	0	216	32	490	0
4:30 PM	0	0	0	0	0	18	0	38	0	59	120	0	0	0	207	38	480	0
4:45 PM	0	0	0	0	0	41	0	49	0	58	89	0	0	0	191	52	480	1,936
Peak Hour	0	0	0	0	0	118	1	164	0	227	443	0	0	0	814	169	1,936	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	1	6	7	14	0	0	0	0	0	0	6	0	0	6
4:15 PM	0	2	4	4	10	0	0	0	0	0	0	4	0	0	4
4:30 PM	0	1	5	2	8	0	0	0	0	0	0	1	0	0	1
4:45 PM	0	0	1	3	4	0	0	0	0	0	0	1	0	0	1
Peak Hour	0	4	16	16	36	0	0	0	0	0	0	12	0	0	12

Three-Hour Count Summaries																		
Interval Start	SR 410 WB ON RAMP				SR 410 WB OFF RAMP				VALLEY AVE				VALLEY AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	33	0	40	0	51	115	0	0	0	200	47	486	0
4:15 PM	0	0	0	0	0	26	1	37	0	59	119	0	0	0	216	32	490	0
4:30 PM	0	0	0	0	0	18	0	38	0	59	120	0	0	0	207	38	480	0
4:45 PM	0	0	0	0	0	41	0	49	0	58	89	0	0	0	191	52	480	1,936
5:00 PM	0	0	0	0	0	28	0	36	0	51	111	0	0	0	207	38	471	1,921
5:15 PM	0	0	0	0	0	40	0	60	0	37	100	0	0	0	197	45	479	1,910
5:30 PM	0	0	0	0	0	27	0	50	0	49	120	0	0	0	196	39	481	1,911
5:45 PM	0	0	0	0	0	33	0	52	0	38	126	0	0	0	190	42	481	1,912
6:00 PM	0	1	0	0	0	34	0	41	0	46	104	0	0	0	175	46	447	1,888
6:15 PM	0	0	0	0	0	35	0	30	0	48	102	0	0	0	185	51	451	1,860
6:30 PM	0	0	0	0	0	24	0	23	0	50	90	0	0	0	204	44	435	1,814
6:45 PM	0	0	0	0	0	36	0	30	0	44	124	0	0	0	140	36	410	1,743
Count Total	0	1	0	0	0	375	1	486	0	590	1,320	0	0	0	2,308	510	5,591	0
Peak Hour	0	0	0	0	0	118	1	164	0	227	443	0	0	0	814	169	1,936	0
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
4:00 PM	0	1	6	7	14	0	0	0	0	0	0	6	0	0	0	6		
4:15 PM	0	2	4	4	10	0	0	0	0	0	0	4	0	0	0	4		
4:30 PM	0	1	5	2	8	0	0	0	0	0	0	1	0	0	0	1		
4:45 PM	0	0	1	3	4	0	0	0	0	0	0	1	0	0	0	1		
5:00 PM	0	0	3	3	6	0	0	0	0	0	1	3	0	0	4			
5:15 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0			
5:30 PM	0	0	1	2	3	0	0	0	0	0	0	5	0	0	5			
5:45 PM	0	0	1	2	3	0	0	0	0	0	3	0	0	0	3			
6:00 PM	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0			
6:15 PM	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1			
6:30 PM	0	0	3	0	3	0	0	0	0	0	0	1	0	0	1			
6:45 PM	0	1	2	1	4	0	0	0	0	0	1	1	0	0	2			
Count Total	0	5	29	28	62	0	0	0	0	0	5	23	0	0	28			
Peak Hour	0	4	16	16	36	0	0	0	0	0	0	12	0	0	12			



Three-Hour Count Summaries

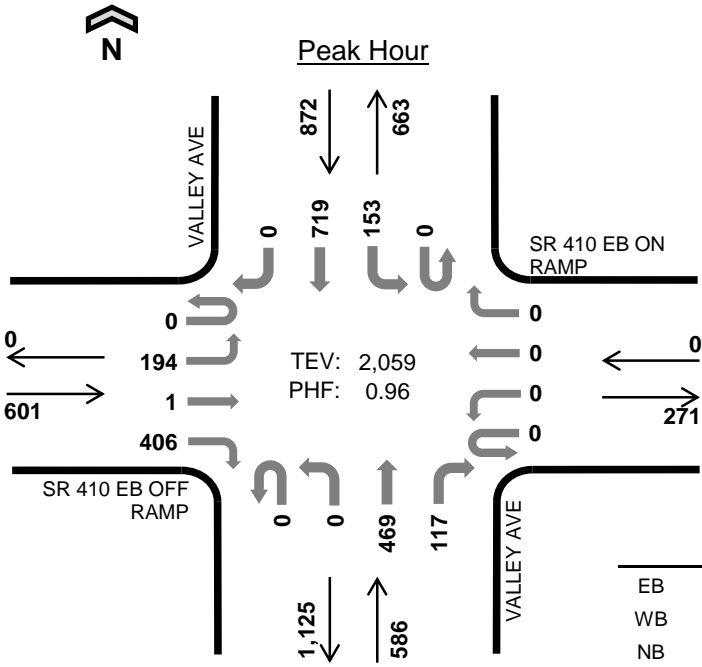
Interval Start	SR 410 EB OFF RAMP				SR 410 EB ON RAMP				VALLEY AVE Northbound				VALLEY AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	78	1	47	0	0	0	0	0	0	207	15	0	6	47	0	401	0
6:45 AM	0	87	0	48	0	0	0	0	0	0	196	17	0	17	48	0	413	0
7:00 AM	0	66	0	47	0	0	0	0	0	0	205	12	0	29	68	0	427	0
7:15 AM	0	38	1	44	0	0	0	0	0	0	188	14	0	40	84	0	409	1,650
Peak Hour	0	269	2	186	0	0	0	0	0	0	796	58	0	92	247	0	1,650	0

Note: For all three-hour count summary, see next page.

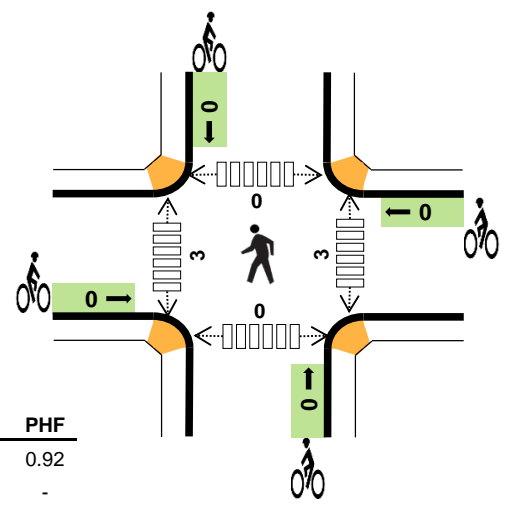
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	4	0	10	6	20	0	0	0	0	0	0	0	0	0	0
6:45 AM	9	0	12	2	23	0	0	0	0	0	1	1	0	0	2
7:00 AM	14	0	12	3	29	0	0	0	0	0	1	4	0	0	5
7:15 AM	11	0	14	3	28	0	0	0	0	0	1	2	0	0	3
Peak Hour	38	0	48	14	100	0	0	0	0	0	3	7	0	0	10

Three-Hour Count Summaries																		
Interval Start	SR 410 EB OFF RAMP				SR 410 EB ON RAMP				VALLEY AVE				VALLEY AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	78	1	47	0	0	0	0	0	0	207	15	0	6	47	0	401	0
6:45 AM	0	87	0	48	0	0	0	0	0	0	196	17	0	17	48	0	413	0
7:00 AM	0	66	0	47	0	0	0	0	0	0	205	12	0	29	68	0	427	0
7:15 AM	0	38	1	44	0	0	0	0	0	0	188	14	0	40	84	0	409	1,650
7:30 AM	0	41	0	51	0	0	0	0	0	0	214	21	0	10	43	0	380	1,629
7:45 AM	0	36	0	49	0	0	0	0	0	0	184	18	0	21	44	0	352	1,568
8:00 AM	0	40	0	42	0	0	0	0	0	0	177	19	0	18	50	0	346	1,487
8:15 AM	0	33	0	41	0	0	0	0	0	0	209	27	0	22	85	0	417	1,495
8:30 AM	0	56	0	41	0	0	0	0	0	0	175	27	0	16	56	0	371	1,486
8:45 AM	0	60	0	42	0	0	0	0	0	0	155	18	0	15	56	0	346	1,480
9:00 AM	0	28	0	47	0	0	0	0	0	0	189	23	0	21	55	0	363	1,497
9:15 AM	0	51	0	64	0	0	0	0	0	0	147	24	0	14	42	0	342	1,422
Count Total	0	614	2	563	0	0	0	0	0	0	2,246	235	0	229	678	0	4,567	0
Peak Hour	0	269	2	186	0	0	0	0	0	0	796	58	0	92	247	0	1,650	0
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
6:30 AM	4	0	10	6	20	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	9	0	12	2	23	0	0	0	0	0	1	1	0	0	0	0	0	2
7:00 AM	14	0	12	3	29	0	0	0	0	0	1	4	0	0	0	0	0	5
7:15 AM	11	0	14	3	28	0	0	0	0	0	1	2	0	0	0	0	0	3
7:30 AM	14	0	10	6	30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	7	0	14	6	27	0	0	0	0	0	2	0	0	0	0	0	0	2
8:00 AM	8	0	13	7	28	0	0	0	0	0	1	0	0	0	0	0	0	1
8:15 AM	12	0	12	12	36	0	0	0	0	0	0	1	0	0	0	0	0	1
8:30 AM	13	0	22	5	40	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	15	0	14	6	35	0	0	0	0	0	0	0	0	0	0	1	0	1
9:00 AM	10	0	13	8	31	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	10	0	13	2	25	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	127	0	159	66	352	0	0	0	0	0	6	8	0	1	0	0	0	15
Peak Hour	38	0	48	14	100	0	0	0	0	0	3	7	0	0	0	0	0	10

VALLEY AVE SR 410 EB OFF RAMP



Date: Tue, Sep 20, 2016
Count Period: 2:00 PM to 4:00 PM
Peak Hour: 3:00 PM to 4:00 PM



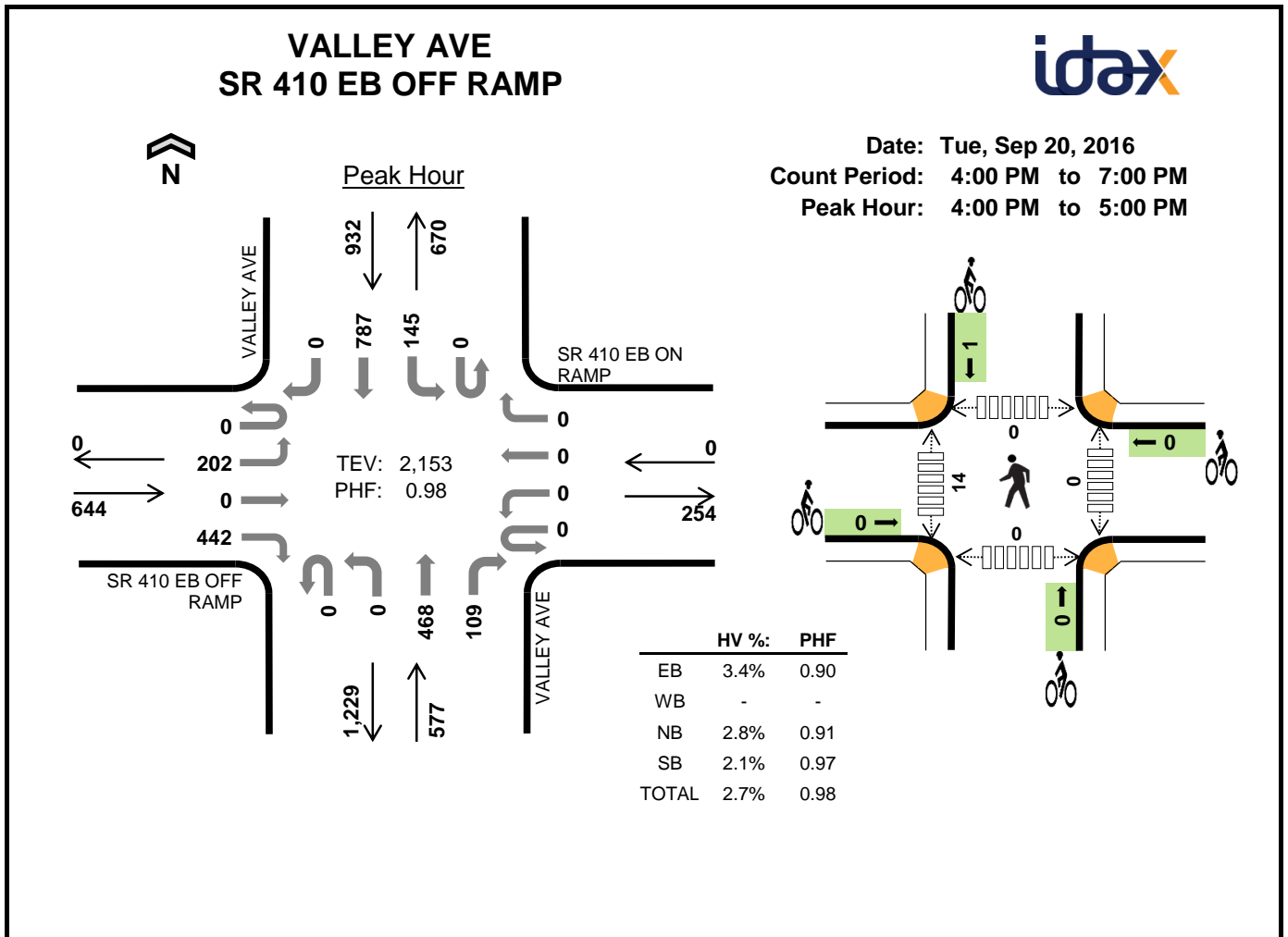
	HV %:	PHF
EB	4.0%	0.92
WB	-	-
NB	6.5%	0.90
SB	2.8%	0.94
TOTAL	4.2%	0.96

Two-Hour Count Summaries

Interval Start	SR 410 EB OFF RAMP				SR 410 EB ON RAMP				VALLEY AVE Northbound				VALLEY AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	42	0	97	0	0	0	0	0	0	138	27	0	23	117	0	444	0
2:15 PM	0	53	0	91	0	0	0	0	0	0	103	32	0	36	146	0	461	0
2:30 PM	0	46	0	105	0	0	0	0	0	0	120	21	0	48	171	0	511	0
2:45 PM	0	40	0	115	0	0	0	0	0	0	121	22	0	30	176	0	504	1,920
3:00 PM	0	40	0	106	0	0	0	0	0	0	130	27	0	32	183	0	518	1,994
3:15 PM	0	45	1	95	0	0	0	0	0	0	123	29	0	39	163	0	495	2,028
3:30 PM	0	49	0	102	0	0	0	0	0	0	132	30	0	36	187	0	536	2,053
3:45 PM	0	60	0	103	0	0	0	0	0	0	84	31	0	46	186	0	510	2,059
Count Total	0	375	1	814	0	0	0	0	0	0	951	219	0	290	1,329	0	3,979	0
Peak Hour	0	194	1	406	0	0	0	0	0	0	469	117	0	153	719	0	2,059	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	12	0	13	2	27	0	0	0	1	1	1	2	0	0	3
2:15 PM	8	0	13	3	24	0	0	0	0	0	1	0	0	0	1
2:30 PM	14	0	12	12	38	0	0	0	0	0	3	6	0	2	11
2:45 PM	7	0	11	4	22	0	0	0	0	0	0	1	0	0	1
3:00 PM	9	0	12	5	26	0	0	0	0	0	0	0	0	0	0
3:15 PM	6	0	11	7	24	0	0	0	0	0	2	1	0	0	3
3:30 PM	7	0	9	7	23	0	0	0	0	0	0	2	0	0	2
3:45 PM	2	0	6	5	13	0	0	0	0	0	1	0	0	0	1
Count Total	65	0	87	45	197	0	0	0	1	1	8	12	0	2	22
Peak Hour	24	0	38	24	86	0	0	0	0	0	3	3	0	0	6



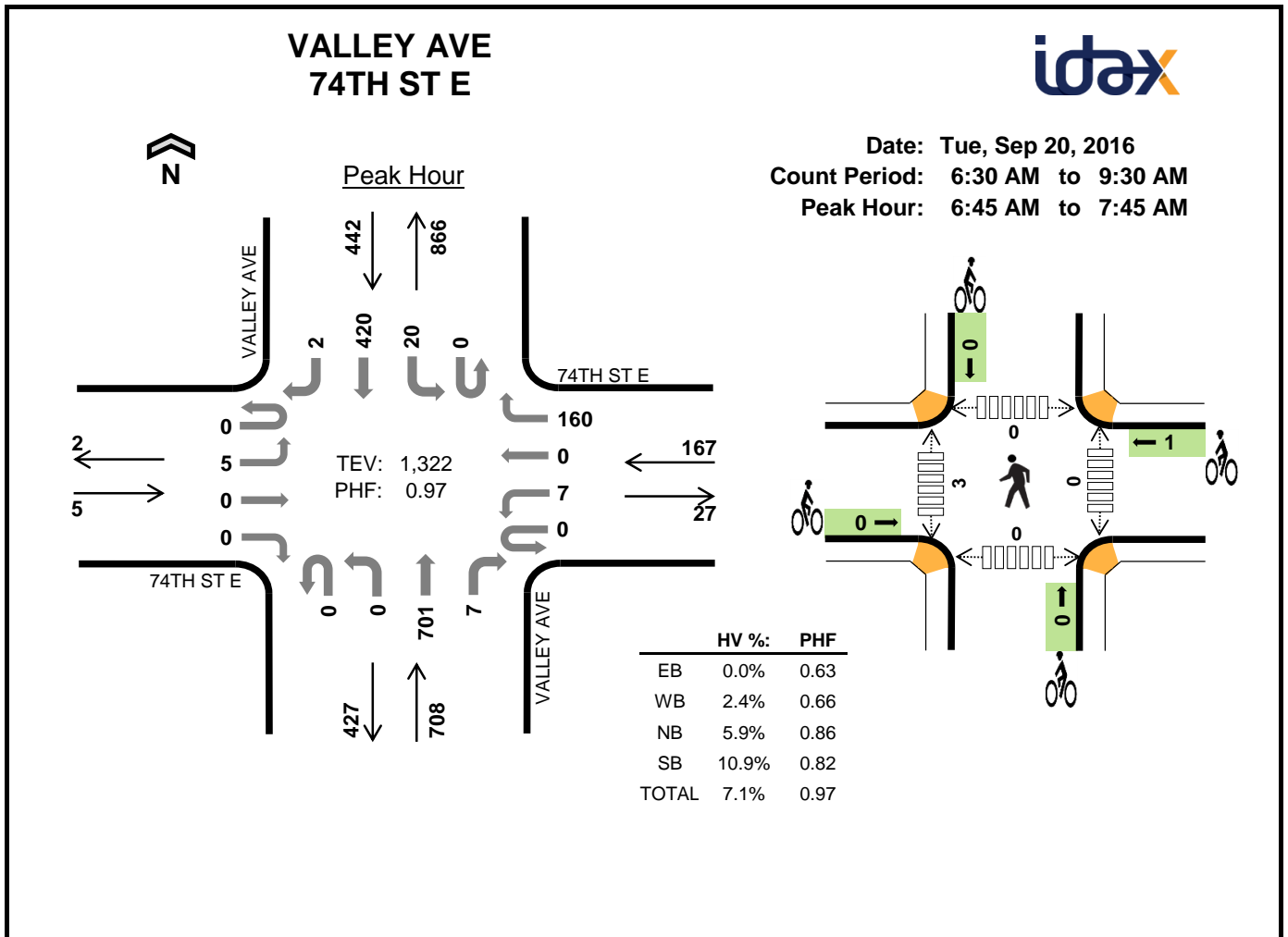
Three-Hour Count Summaries

Interval Start	SR 410 EB OFF RAMP				SR 410 EB ON RAMP				VALLEY AVE Northbound				VALLEY AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	48	0	118	0	0	0	0	0	0	118	32	0	40	194	0	550	0
4:15 PM	0	45	0	102	0	0	0	0	0	0	132	26	0	38	202	0	545	0
4:30 PM	0	54	0	125	0	0	0	0	0	0	123	25	0	31	193	0	551	0
4:45 PM	0	55	0	97	0	0	0	0	0	0	95	26	0	36	198	0	507	2,153
Peak Hour	0	202	0	442	0	0	0	0	0	0	468	109	0	145	787	0	2,153	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	10	0	4	7	21	0	0	0	1	1	0	8	0	0	8
4:15 PM	5	0	4	7	16	0	0	0	0	0	0	4	0	0	4
4:30 PM	5	0	5	4	14	0	0	0	0	0	0	1	0	0	1
4:45 PM	2	0	3	2	7	0	0	0	0	0	0	1	0	0	1
Peak Hour	22	0	16	20	58	0	0	0	1	1	0	14	0	0	14

Three-Hour Count Summaries																		
Interval Start	SR 410 EB OFF RAMP				SR 410 EB ON RAMP				VALLEY AVE				VALLEY AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	48	0	118	0	0	0	0	0	0	118	32	0	40	194	0	550	0
4:15 PM	0	45	0	102	0	0	0	0	0	0	132	26	0	38	202	0	545	0
4:30 PM	0	54	0	125	0	0	0	0	0	0	123	25	0	31	193	0	551	0
4:45 PM	0	55	0	97	0	0	0	0	0	0	95	26	0	36	198	0	507	2,153
5:00 PM	0	48	1	99	0	0	0	0	0	0	115	26	0	36	198	0	523	2,126
5:15 PM	0	44	0	102	0	0	0	0	0	0	99	23	0	33	208	0	509	2,090
5:30 PM	0	47	0	109	0	0	0	0	0	0	122	24	0	47	179	0	528	2,067
5:45 PM	0	49	0	121	0	0	0	0	0	0	121	20	0	30	179	0	520	2,080
6:00 PM	0	46	0	89	0	0	0	0	0	0	103	22	0	52	162	0	474	2,031
6:15 PM	0	46	0	107	0	0	0	0	0	0	104	27	0	43	180	0	507	2,029
6:30 PM	0	41	1	116	0	0	0	0	0	0	101	27	0	45	173	0	504	2,005
6:45 PM	0	44	0	92	0	0	0	0	0	0	120	23	0	39	158	0	476	1,961
Count Total	0	567	2	1,277	0	0	0	0	0	0	1,353	301	0	470	2,224	0	6,194	0
Peak Hour	0	202	0	442	0	0	0	0	0	0	468	109	0	145	787	0	2,153	0
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
4:00 PM	10	0	4	7	21	0	0	0	1	1	0	8	0	0	8			
4:15 PM	5	0	4	7	16	0	0	0	0	0	0	4	0	0	4			
4:30 PM	5	0	5	4	14	0	0	0	0	0	0	1	0	0	1			
4:45 PM	2	0	3	2	7	0	0	0	0	0	0	1	0	0	1			
5:00 PM	4	0	4	2	10	0	0	0	0	0	0	2	0	0	2			
5:15 PM	1	0	0	2	3	0	0	0	0	0	0	1	0	0	1			
5:30 PM	3	0	0	1	4	0	0	0	0	0	0	2	0	0	2			
5:45 PM	3	0	1	3	7	0	0	0	0	0	3	3	0	3	9			
6:00 PM	4	0	3	2	9	0	0	0	0	0	0	0	0	0	0			
6:15 PM	3	0	4	0	7	0	0	0	0	0	0	0	0	0	0			
6:30 PM	3	0	3	0	6	0	0	0	0	0	0	2	0	0	2			
6:45 PM	4	0	4	2	10	0	0	0	0	0	1	1	0	0	2			
Count Total	47	0	35	32	114	0	0	0	1	1	4	25	0	3	32			
Peak Hour	22	0	16	20	58	0	0	0	1	1	0	14	0	0	14			



Three-Hour Count Summaries

Interval Start	74TH ST E Eastbound				74TH ST E Westbound				VALLEY AVE Northbound				VALLEY AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:45 AM	0	1	0	0	0	0	0	39	0	0	175	0	0	1	96	1	313	0
7:00 AM	0	2	0	0	0	2	0	61	0	0	155	2	0	6	107	0	335	0
7:15 AM	0	2	0	0	0	4	0	33	0	0	168	1	0	9	124	1	342	0
7:30 AM	0	0	0	0	0	1	0	27	0	0	203	4	0	4	93	0	332	1,322
Peak Hour	0	5	0	0	0	7	0	160	0	0	701	7	0	20	420	2	1,322	0

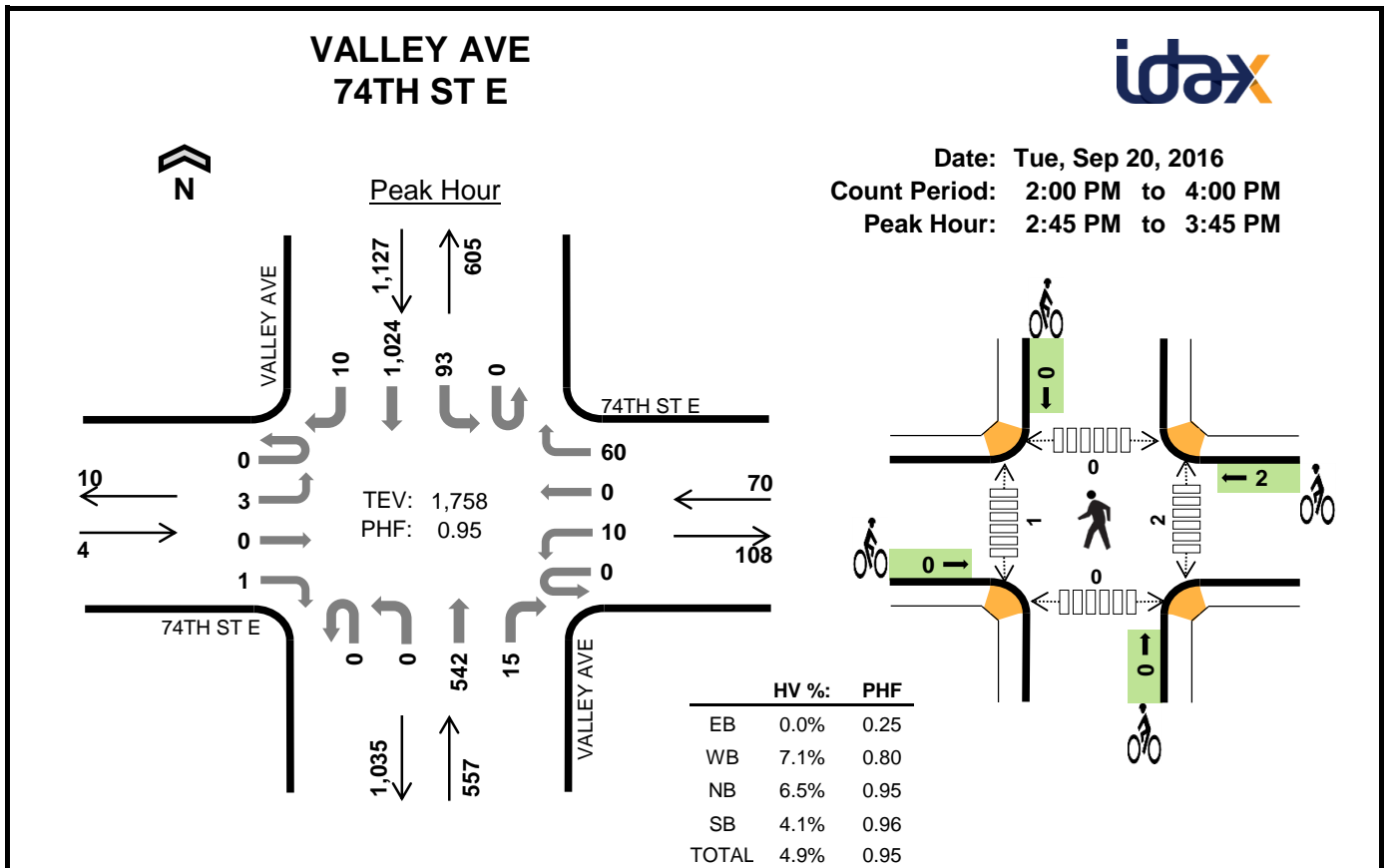
Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:45 AM	0	3	9	7	19	0	1	0	0	1	0	0	0	0	0
7:00 AM	0	0	11	12	23	0	0	0	0	0	0	2	0	0	2
7:15 AM	0	0	13	14	27	0	0	0	0	0	0	1	0	0	1
7:30 AM	0	1	9	15	25	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	4	42	48	94	0	1	0	0	1	0	3	0	0	3

Three-Hour Count Summaries																		
Interval Start	74TH ST E				74TH ST E				VALLEY AVE				VALLEY AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	1	0	1	0	3	0	35	0	0	185	0	0	5	83	3	316	0
6:45 AM	0	1	0	0	0	0	0	39	0	0	175	0	0	1	96	1	313	0
7:00 AM	0	2	0	0	0	2	0	61	0	0	155	2	0	6	107	0	335	0
7:15 AM	0	2	0	0	0	4	0	33	0	0	168	1	0	9	124	1	342	1,306
7:30 AM	0	0	0	0	0	1	0	27	0	0	203	4	0	4	93	0	332	1,322
7:45 AM	0	1	0	0	0	4	0	20	0	0	176	2	0	5	84	0	292	1,301
8:00 AM	0	1	0	0	0	0	0	23	0	0	170	1	0	4	93	0	292	1,258
8:15 AM	0	1	0	0	0	1	0	27	0	0	198	0	0	7	111	2	347	1,263
8:30 AM	0	1	0	0	0	3	0	19	0	0	183	2	0	6	94	0	308	1,239
8:45 AM	0	0	0	1	0	0	0	15	0	0	158	1	0	8	86	0	269	1,216
9:00 AM	0	0	0	0	0	1	0	17	0	0	193	1	0	1	105	1	319	1,243
9:15 AM	0	2	0	0	0	0	0	8	0	0	172	1	0	2	98	1	284	1,180
Count Total	0	12	0	2	0	19	0	324	0	0	2,136	15	0	58	1,174	9	3,749	0
Peak Hour	0	5	0	0	0	7	0	160	0	0	701	7	0	20	420	2	1,322	0

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	0	2	8	8	18	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	3	9	7	19	0	1	0	0	1	0	0	0	0	0
7:00 AM	0	0	11	12	23	0	0	0	0	0	0	2	0	0	2
7:15 AM	0	0	13	14	27	0	0	0	0	0	0	1	0	0	1
7:30 AM	0	1	9	15	25	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	2	15	9	26	0	0	0	0	0	2	0	0	0	2
8:00 AM	0	1	12	9	22	0	0	0	0	0	1	0	0	0	1
8:15 AM	0	0	10	20	30	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	2	22	15	39	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	14	15	29	0	0	0	0	0	0	1	0	0	1
9:00 AM	0	0	14	14	28	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	13	9	22	0	0	0	0	0	0	0	0	0	0
Count Total	0	11	150	147	308	0	1	0	0	1	3	4	0	0	7
Peak Hour	0	4	42	48	94	0	1	0	0	1	0	3	0	0	3

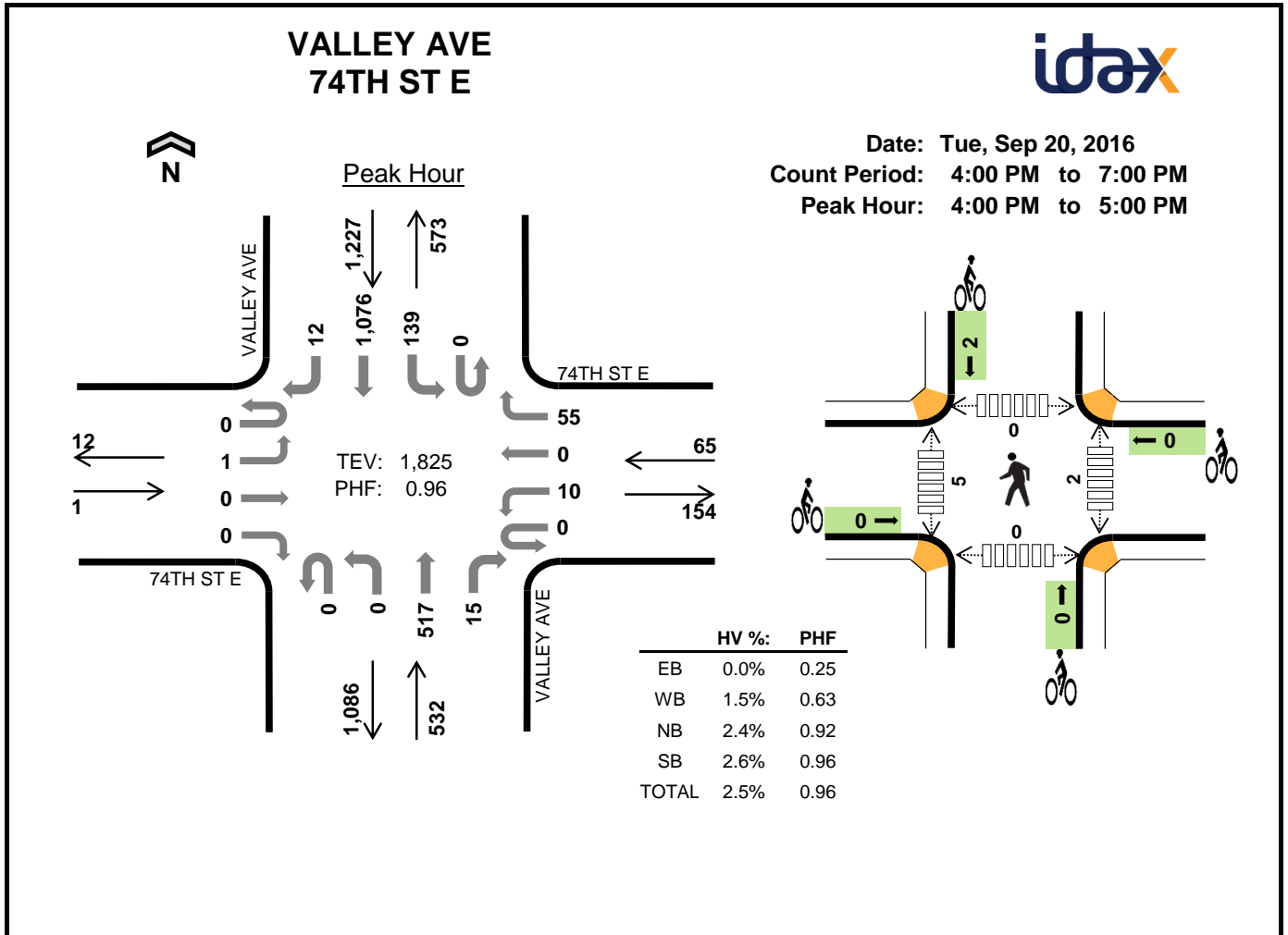


Two-Hour Count Summaries

Interval Start	74TH ST E Eastbound				74TH ST E Westbound				VALLEY AVE Northbound				VALLEY AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	1	0	0	0	3	0	12	0	0	147	5	0	18	187	3	376	0
2:15 PM	0	0	0	0	0	0	0	12	0	0	131	1	0	17	216	0	377	0
2:30 PM	0	2	0	0	0	2	0	10	0	0	129	5	0	30	238	3	419	0
2:45 PM	0	0	0	0	0	3	0	11	0	0	127	3	0	16	272	4	436	1,608
3:00 PM	0	0	0	0	0	2	0	20	0	0	137	4	0	23	257	3	446	1,678
3:15 PM	0	0	0	0	0	1	0	15	0	0	135	4	0	21	235	1	412	1,713
3:30 PM	0	3	0	1	0	4	0	14	0	0	143	4	0	33	260	2	464	1,758
3:45 PM	0	0	0	1	0	1	0	13	0	0	100	3	0	24	255	6	403	1,725
Count Total	0	6	0	2	0	16	0	107	0	0	1,049	29	0	182	1,920	22	3,333	0
Peak Hour	0	3	0	1	0	10	0	60	0	0	542	15	0	93	1,024	10	1,758	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	12	10	22	0	0	0	1	1	0	2	0	0	2
2:15 PM	0	0	15	7	22	0	0	0	0	0	1	0	0	0	1
2:30 PM	0	0	14	22	36	0	0	0	1	1	0	2	0	0	2
2:45 PM	0	2	10	10	22	0	0	0	0	0	0	1	0	0	1
3:00 PM	0	1	8	12	21	0	2	0	0	2	0	0	0	0	0
3:15 PM	0	2	9	12	23	0	0	0	0	0	2	0	0	0	2
3:30 PM	0	0	9	12	21	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	5	7	12	0	0	0	0	0	0	0	0	0	0
Count Total	0	5	82	92	179	0	2	0	2	4	3	5	0	0	8
Peak Hour	0	5	36	46	87	0	2	0	0	2	2	1	0	0	3



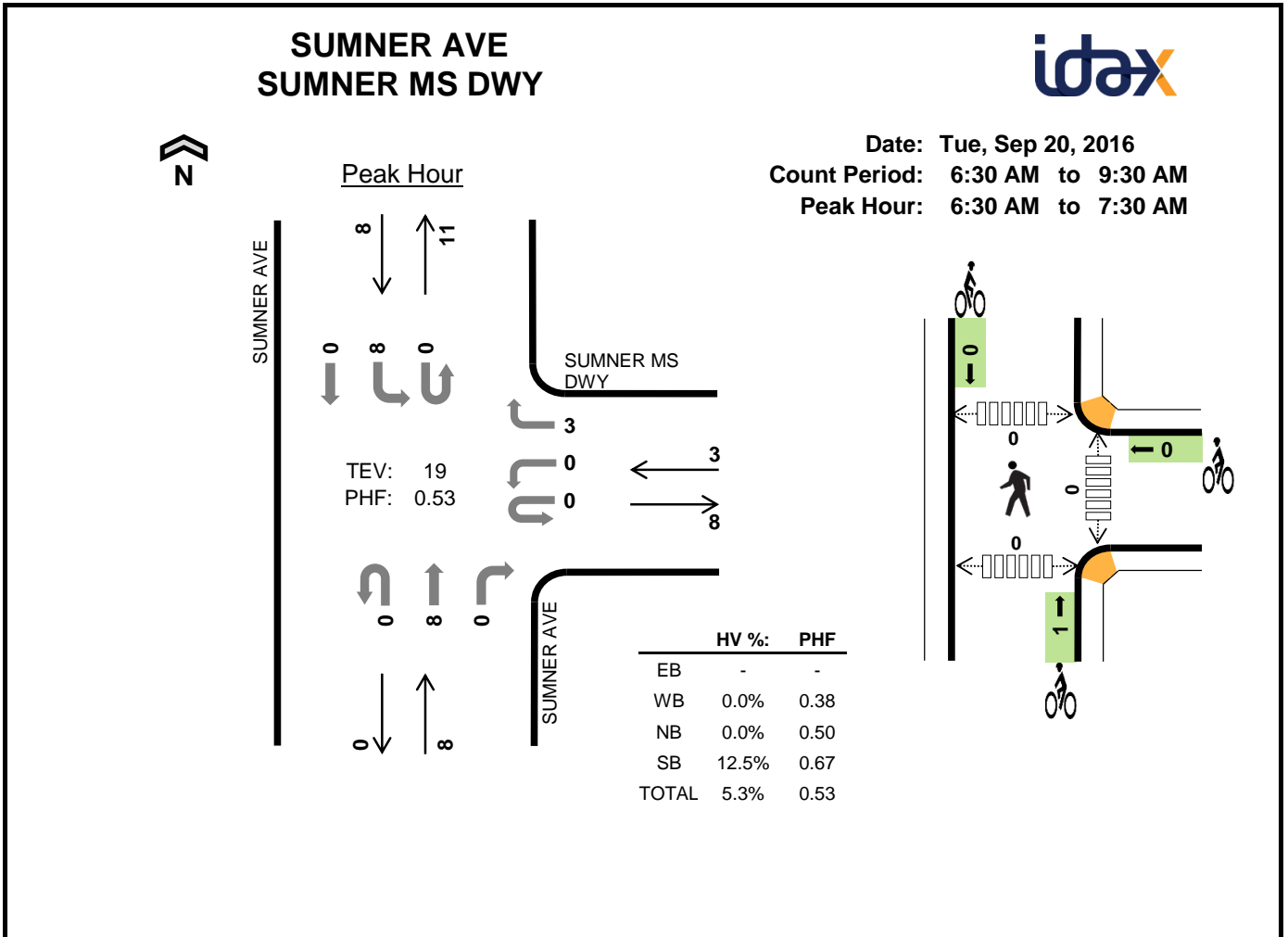
Three-Hour Count Summaries

Interval Start	74TH ST E Eastbound				74TH ST E Westbound				VALLEY AVE Northbound				VALLEY AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	0	0	0	0	0	8	0	0	142	2	0	34	276	2	465	0
4:15 PM	0	0	0	0	0	4	0	18	0	0	139	5	0	38	262	3	469	0
4:30 PM	0	0	0	0	0	6	0	20	0	0	128	2	0	36	280	3	475	0
4:45 PM	0	0	0	0	0	0	0	9	0	0	108	6	0	31	258	4	416	1,825
Peak Hour	0	1	0	0	0	10	0	55	0	0	517	15	0	139	1,076	12	1,825	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	5	14	19	0	0	0	1	1	2	3	0	0	5
4:15 PM	0	1	3	9	13	0	0	0	1	1	0	1	0	0	1
4:30 PM	0	0	3	6	9	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	2	3	5	0	0	0	0	0	0	1	0	0	1
Peak Hour	0	1	13	32	46	0	0	0	2	2	2	5	0	0	7

Three-Hour Count Summaries																		
Interval Start	74TH ST E				74TH ST E				VALLEY AVE				VALLEY AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	0	0	0	0	0	8	0	0	142	2	0	34	276	2	465	0
4:15 PM	0	0	0	0	0	4	0	18	0	0	139	5	0	38	262	3	469	0
4:30 PM	0	0	0	0	0	6	0	20	0	0	128	2	0	36	280	3	475	0
4:45 PM	0	0	0	0	0	0	0	9	0	0	108	6	0	31	258	4	416	1,825
5:00 PM	0	0	0	0	0	2	0	11	0	0	133	2	0	29	267	2	446	1,806
5:15 PM	0	0	0	0	0	6	0	16	0	0	103	4	0	42	263	3	437	1,774
5:30 PM	0	1	0	0	0	1	0	12	0	1	130	4	1	39	247	2	438	1,737
5:45 PM	0	0	0	0	0	0	0	10	0	0	129	1	0	31	265	6	442	1,763
6:00 PM	0	1	0	0	0	2	0	11	0	0	113	1	0	27	229	1	385	1,702
6:15 PM	0	1	0	0	0	3	0	18	0	0	114	3	1	27	251	2	420	1,685
6:30 PM	0	0	0	0	0	2	1	11	0	0	114	1	0	27	257	4	417	1,664
6:45 PM	0	1	0	0	0	0	0	12	0	0	131	4	0	14	240	0	402	1,624
Count Total	0	5	0	0	0	26	1	156	0	1	1,484	35	2	375	3,095	32	5,212	0
Peak Hour	0	1	0	0	0	10	0	55	0	0	517	15	0	139	1,076	12	1,825	0
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
4:00 PM	0	0	5	14	19	0	0	0	1	1	2	3	0	0	5			
4:15 PM	0	1	3	9	13	0	0	0	1	1	0	1	0	0	1			
4:30 PM	0	0	3	6	9	0	0	0	0	0	0	0	0	0	0			
4:45 PM	0	0	2	3	5	0	0	0	0	0	0	1	0	0	1			
5:00 PM	0	0	4	4	8	0	0	0	0	0	0	1	0	0	1			
5:15 PM	0	0	0	3	3	0	0	0	0	0	1	0	0	0	1			
5:30 PM	0	0	0	4	4	0	0	0	0	0	0	2	0	0	2			
5:45 PM	0	0	1	4	5	0	0	0	0	0	0	3	0	0	3			
6:00 PM	0	0	4	4	8	0	0	0	0	0	0	0	0	0	0			
6:15 PM	0	0	3	4	7	0	0	0	0	0	0	0	0	0	0			
6:30 PM	0	0	3	4	7	0	0	0	1	1	0	0	0	0	0			
6:45 PM	0	0	3	6	9	0	0	0	0	0	0	0	0	0	0			
Count Total	0	1	31	65	97	0	0	0	3	3	3	11	0	0	14			
Peak Hour	0	1	13	32	46	0	0	0	2	2	2	5	0	0	7			



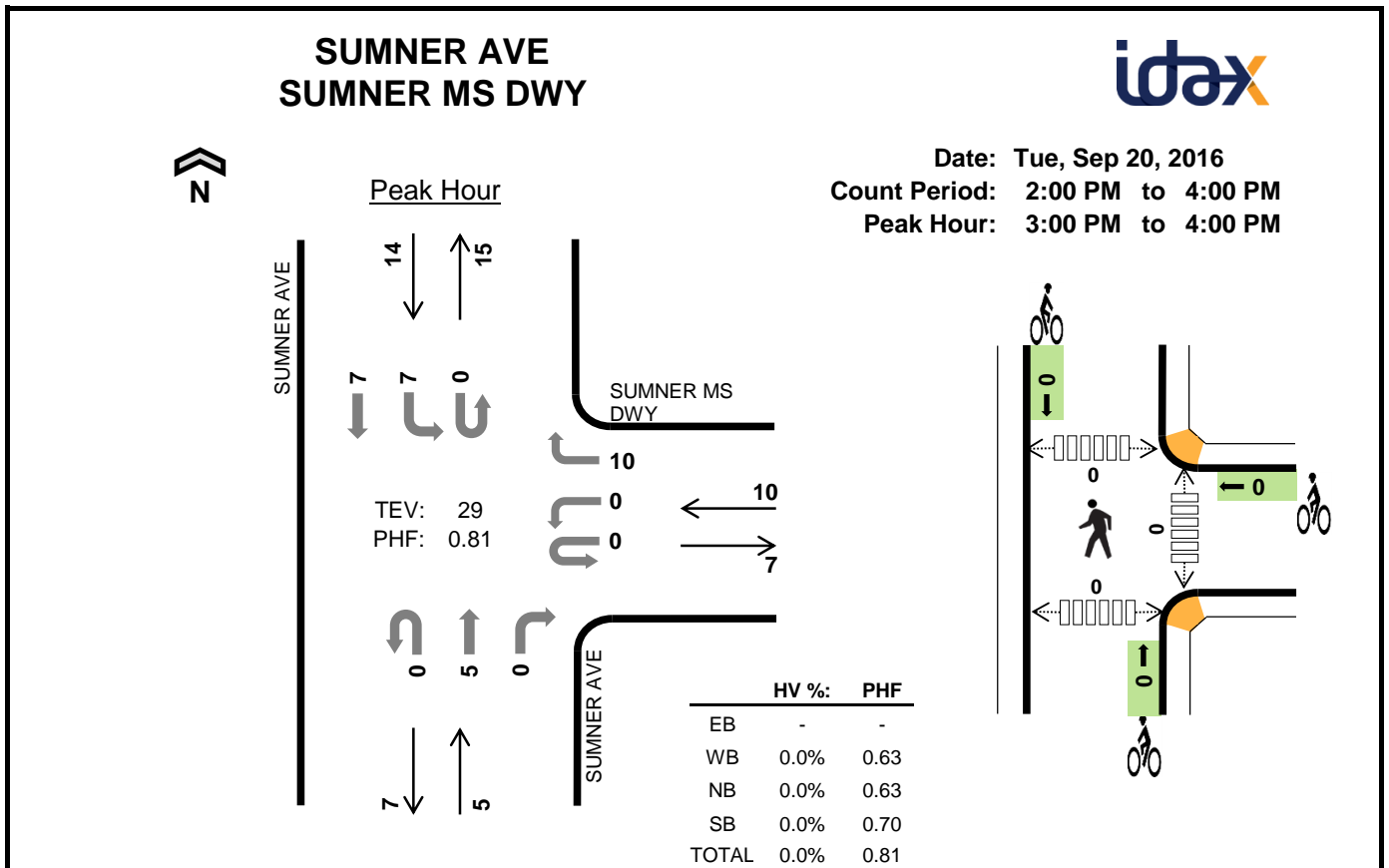
Three-Hour Count Summaries

Interval Start	0				SUMNER MS DWY				SUMNER AVE				SUMNER AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	3	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	3	0
7:00 AM	0	0	0	0	0	0	0	2	0	0	4	0	0	3	0	0	9	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	3	0	0	4	19
Peak Hour	0	0	0	0	0	0	0	3	0	0	8	0	0	8	0	0	19	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	1	1	0	0	1	0	1	0	0	0	0	0

Three-Hour Count Summaries																		
Interval Start	0				SUMNER MS DWY				SUMNER AVE				SUMNER AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	3	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	3	0
7:00 AM	0	0	0	0	0	0	0	2	0	0	4	0	0	3	0	0	9	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	3	0	0	4	19
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	17
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	16
8:00 AM	0	0	0	0	0	0	0	4	0	0	0	0	0	1	0	0	5	12
8:15 AM	0	0	0	0	0	0	0	2	0	0	1	0	0	1	1	0	5	13
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	13
8:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	0	1	1	0	5	16
9:00 AM	0	0	0	0	0	0	0	2	0	0	3	0	0	0	1	0	6	17
9:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	14
Count Total	0	0	0	0	0	0	0	13	0	0	18	0	0	12	3	0	46	0
Peak Hour	0	0	0	0	0	0	0	3	0	0	8	0	0	8	0	0	19	0
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
6:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	1	2	3	0	0	1	0	1	0	0	0	0	0	0	0	0
Peak Hr	0	0	0	1	1	0	0	1	0	1	0	0	0	0	0	0	0	0

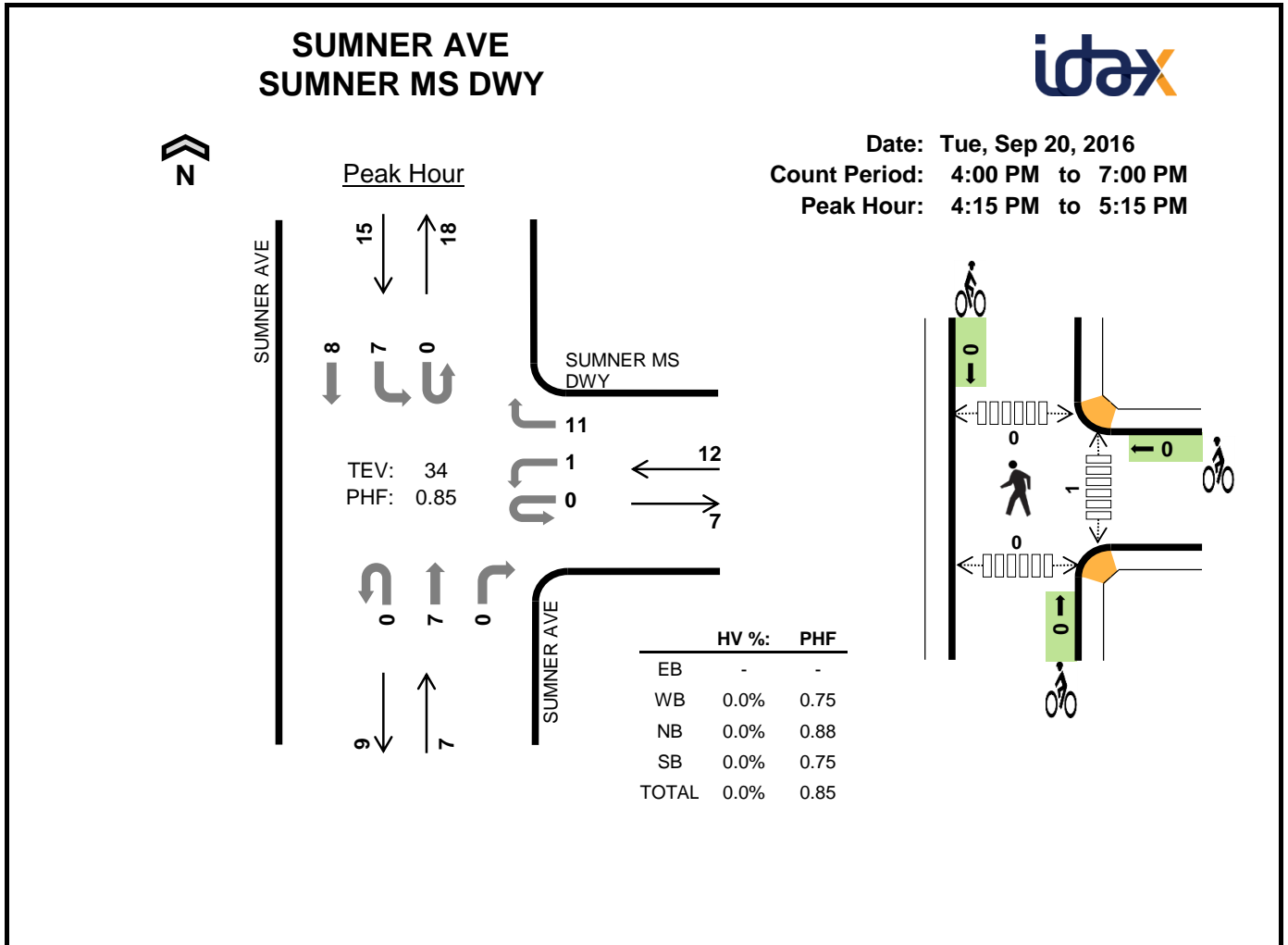


Two-Hour Count Summaries

Interval Start	0				SUMNER MS DWY				SUMNER AVE				SUMNER AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
2:15 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	0	4	0
2:30 PM	0	0	0	0	0	0	0	3	0	0	1	0	0	1	1	0	6	0
2:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	13
3:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	0	2	3	0	9	21
3:15 PM	0	0	0	0	0	0	0	3	0	0	1	0	0	2	2	0	8	25
3:30 PM	0	0	0	0	0	0	0	4	0	0	2	0	0	1	0	0	7	26
3:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	2	2	0	5	29
Count Total	0	0	0	0	0	0	0	15	1	0	7	0	0	10	9	0	42	0
Peak Hour	0	0	0	0	0	0	0	10	0	0	5	0	0	7	7	0	29	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
Peak Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Three-Hour Count Summaries

Interval Start	0				SUMNER MS DWY				SUMNER AVE				SUMNER AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:15 PM	0	0	0	0	0	0	0	3	0	0	2	0	0	2	3	0	10	0
4:30 PM	0	0	0	0	0	0	0	4	0	0	2	0	0	2	2	0	10	0
4:45 PM	0	0	0	0	0	1	0	3	0	0	1	0	0	2	0	0	7	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	0	1	3	0	7	34
Peak Hour	0	0	0	0	0	1	0	11	0	0	7	0	0	7	8	0	34	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1

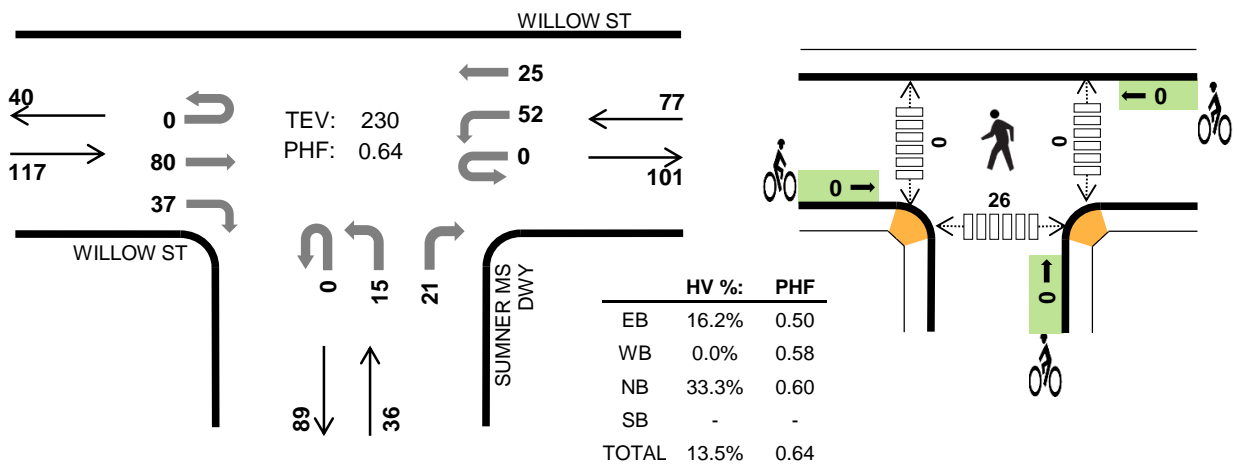
Three-Hour Count Summaries																		
Interval Start	0				SUMNER MS DWY				SUMNER AVE				SUMNER AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	2	1	0	5	0
4:15 PM	0	0	0	0	0	0	0	3	0	0	2	0	0	2	3	0	10	0
4:30 PM	0	0	0	0	0	0	0	4	0	0	2	0	0	2	2	0	10	0
4:45 PM	0	0	0	0	0	1	0	3	0	0	1	0	0	2	0	0	7	32
5:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	0	1	3	0	7	34
5:15 PM	0	0	0	0	0	1	0	0	0	0	2	0	0	1	2	0	6	30
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	24
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	18
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	15
6:15 PM	0	0	0	0	0	0	0	2	0	0	2	0	0	2	1	0	7	16
6:30 PM	0	0	0	0	0	0	0	4	0	0	2	0	0	0	4	0	10	22
6:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	22
Count Total	0	0	0	0	0	2	0	19	0	0	16	0	0	15	20	0	72	0
Peak Hour	0	0	0	0	0	1	0	11	0	0	7	0	0	7	8	0	34	0
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	1	0	1
Peak Hr	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1

SUMNER MS DWY WILLOW ST



Peak Hour

Date: Tue, Sep 20, 2016
 Count Period: 6:30 AM to 9:30 AM
 Peak Hour: 6:30 AM to 7:30 AM



Three-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				SUMNER MS DWY Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	8	2	0	4	2	0	0	2	0	2	0	0	0	0	20	0
6:45 AM	0	0	16	12	0	28	5	0	0	2	0	5	0	0	0	0	68	0
7:00 AM	0	0	41	18	0	11	10	0	0	7	0	3	0	0	0	0	90	0
7:15 AM	0	0	15	5	0	9	8	0	0	4	0	11	0	0	0	0	52	230
Peak Hour	0	0	80	37	0	52	25	0	0	15	0	21	0	0	0	0	230	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	1	0	1	0	2	0	0	0	0	0	0	0	0	3	3
6:45 AM	5	0	1	0	6	0	0	0	0	0	0	0	0	15	15
7:00 AM	12	0	7	0	19	0	0	0	0	0	0	0	0	8	8
7:15 AM	1	0	3	0	4	0	0	0	0	0	0	0	0	0	0
Peak Hour	19	0	12	0	31	0	0	0	0	0	0	0	0	26	26

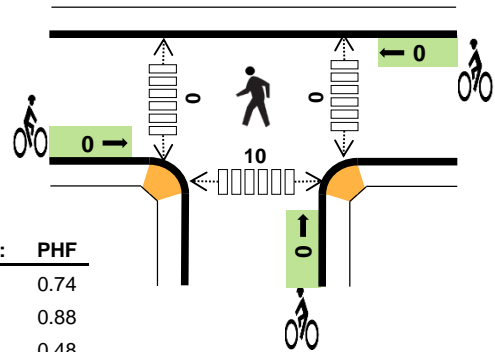
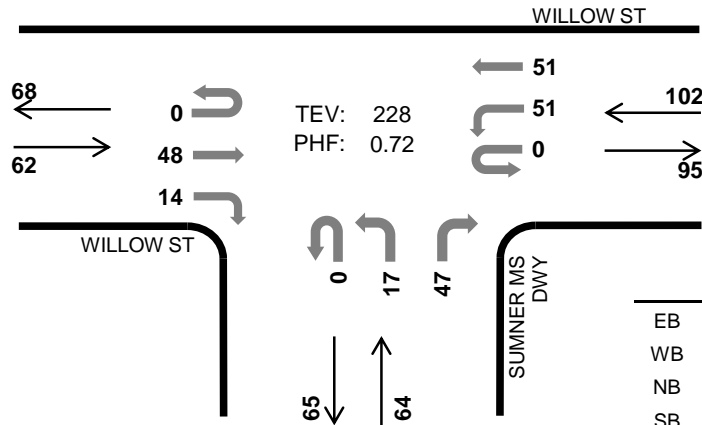
Three-Hour Count Summaries																		
Interval Start	WILLOW ST				WILLOW ST				SUMNER MS DWY				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	8	2	0	4	2	0	0	2	0	2	0	0	0	0	20	0
6:45 AM	0	0	16	12	0	28	5	0	0	2	0	5	0	0	0	0	68	0
7:00 AM	0	0	41	18	0	11	10	0	0	7	0	3	0	0	0	0	90	0
7:15 AM	0	0	15	5	0	9	8	0	0	4	0	11	0	0	0	0	52	230
7:30 AM	0	0	1	0	0	5	0	0	0	5	0	4	0	0	0	0	15	225
7:45 AM	0	0	6	1	0	4	0	0	0	2	0	4	0	0	0	0	17	174
8:00 AM	0	0	25	1	0	1	5	0	0	1	0	2	0	0	0	0	35	119
8:15 AM	0	0	29	0	0	3	20	0	0	1	0	0	0	0	0	0	53	120
8:30 AM	0	0	9	0	0	1	1	0	0	0	0	1	0	0	0	0	12	117
8:45 AM	0	0	2	7	0	4	2	0	0	1	0	2	0	0	0	0	18	118
9:00 AM	0	0	4	1	0	3	1	0	0	4	0	3	0	0	0	0	16	99
9:15 AM	0	0	3	0	0	2	1	0	0	0	0	1	0	0	0	0	7	53
Count Total	0	0	159	47	0	75	55	0	0	29	0	38	0	0	0	0	403	0
Peak Hour	0	0	80	37	0	52	25	0	0	15	0	21	0	0	0	0	230	0
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
6:30 AM	1	0	1	0	2	0	0	0	0	0	0	0	0	3	3			
6:45 AM	5	0	1	0	6	0	0	0	0	0	0	0	0	15	15			
7:00 AM	12	0	7	0	19	0	0	0	0	0	0	0	0	8	8			
7:15 AM	1	0	3	0	4	0	0	0	0	0	0	0	0	0	0			
7:30 AM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0			
7:45 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	1	1			
8:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 AM	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0			
9:00 AM	0	0	5	0	5	0	0	0	0	0	0	0	0	1	1			
9:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0			
Count Total	24	1	24	0	49	0	0	0	0	0	0	0	0	32	32			
Peak Hr	19	0	12	0	31	0	0	0	0	0	0	0	0	26	26			

SUMNER MS DWY WILLOW ST



Peak Hour

Date: Tue, Sep 20, 2016
 Count Period: 2:00 PM to 4:00 PM
 Peak Hour: 3:00 PM to 4:00 PM



	HV %:	PHF
EB	9.7%	0.74
WB	1.0%	0.88
NB	6.3%	0.48
SB	-	-
TOTAL	4.8%	0.72

Two-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				SUMNER MS DWY Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	12	6	4	1	3	0	0	0	0	1	0	0	0	0	27	0
2:15 PM	0	0	14	8	1	4	9	0	0	9	0	2	0	0	0	0	47	0
2:30 PM	0	0	14	3	0	4	8	0	0	10	0	4	0	0	0	0	43	0
2:45 PM	0	0	16	2	0	4	3	0	0	5	0	10	0	0	0	0	40	157
3:00 PM	0	0	19	2	0	5	15	0	0	5	0	7	0	0	0	0	53	183
3:15 PM	0	0	7	2	0	6	19	0	0	2	0	8	0	0	0	0	44	180
3:30 PM	0	0	10	4	0	21	8	0	0	3	0	6	0	0	0	0	52	189
3:45 PM	0	0	12	6	0	19	9	0	0	7	0	26	0	0	0	0	79	228
Count Total	0	0	104	33	5	64	74	0	0	41	0	64	0	0	0	0	385	0
Peak Hour	0	0	48	14	0	51	51	0	0	17	0	47	0	0	0	0	228	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

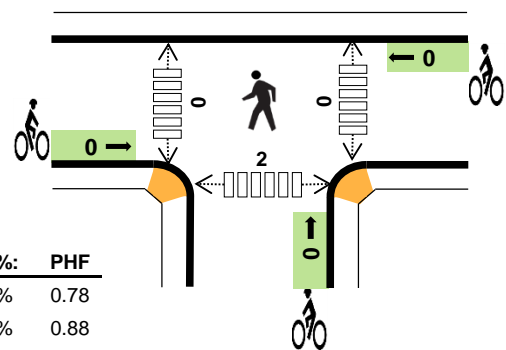
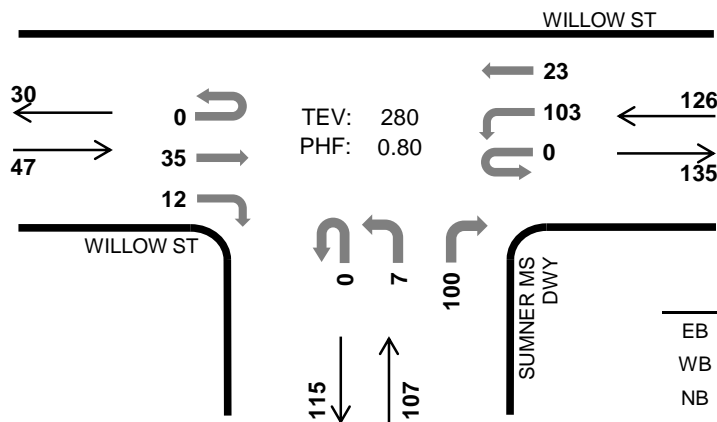
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	6	1	0	0	7	0	0	0	0	0	1	0	0	1	2
2:15 PM	8	0	8	0	16	1	0	1	0	2	0	0	0	15	15
2:30 PM	3	0	8	0	11	0	0	0	0	0	0	0	0	8	8
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
3:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	3	3
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
3:30 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0
3:45 PM	5	0	3	0	8	0	0	0	0	0	0	0	0	0	0
Count Total	23	2	20	0	45	1	0	1	0	2	1	0	0	44	45
Peak Hr	6	1	4	0	11	0	0	0	0	0	0	0	0	10	10

SUMNER MS DWY WILLOW ST



Peak Hour

Date: Tue, Sep 20, 2016
 Count Period: 4:00 PM to 7:00 PM
 Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	2.1%	0.78
WB	0.0%	0.88
NB	0.9%	0.67
SB	-	-
TOTAL	0.7%	0.80

Three-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				SUMNER MS DWY Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	3	6	0	29	4	0	0	2	0	20	0	0	0	0	64	0
4:15 PM	0	0	15	0	0	28	8	0	0	4	0	32	0	0	0	0	87	0
4:30 PM	0	0	8	2	0	24	3	0	0	0	0	9	0	0	0	0	46	0
4:45 PM	0	0	9	4	0	22	8	0	0	1	0	39	0	0	0	0	83	280
Peak Hour	0	0	35	12	0	103	23	0	0	7	0	100	0	0	0	0	280	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	2	2
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	1	0	1	0	2	0	0	0	0	0	0	0	0	2	2

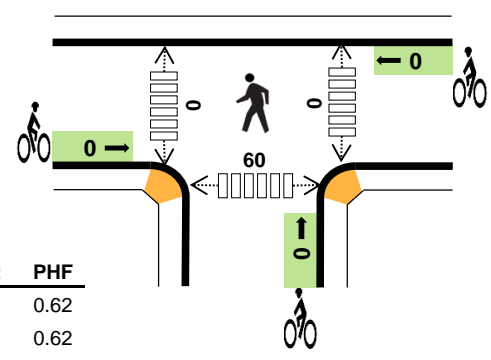
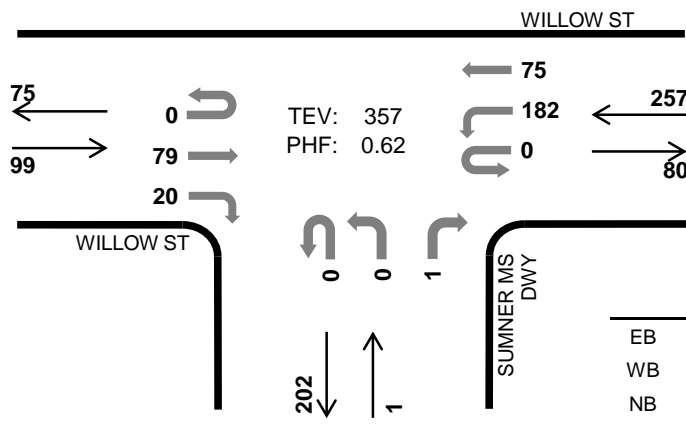
Three-Hour Count Summaries																		
Interval Start	WILLOW ST				WILLOW ST				SUMNER MS DWY				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	3	6	0	29	4	0	0	2	0	20	0	0	0	0	64	0
4:15 PM	0	0	15	0	0	28	8	0	0	4	0	32	0	0	0	0	87	0
4:30 PM	0	0	8	2	0	24	3	0	0	0	0	9	0	0	0	0	46	0
4:45 PM	0	0	9	4	0	22	8	0	0	1	0	39	0	0	0	0	83	280
5:00 PM	0	0	3	4	0	20	4	0	1	4	0	11	0	0	0	0	47	263
5:15 PM	0	0	8	2	0	13	8	0	0	3	0	6	0	0	0	0	40	216
5:30 PM	0	0	6	2	0	10	7	0	0	2	0	8	0	0	0	0	35	205
5:45 PM	0	0	5	0	0	21	4	0	0	0	0	11	0	0	0	0	41	163
6:00 PM	0	0	4	3	0	14	1	0	0	12	0	27	0	0	0	0	61	177
6:15 PM	0	0	5	6	0	20	5	0	0	4	0	5	0	0	0	0	45	182
6:30 PM	0	0	4	1	0	5	3	0	0	4	0	50	0	0	0	0	67	214
6:45 PM	0	0	7	2	0	4	5	0	0	1	0	4	0	0	0	0	23	196
Count Total	0	0	77	32	0	210	60	0	1	37	0	222	0	0	0	0	639	0
Peak Hour	0	0	35	12	0	103	23	0	0	7	0	100	0	0	0	0	280	0
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
4:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	2		
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1			
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0			
5:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1			
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1			
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0			
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Count Total	2	1	2	0	5	0	1	0	0	1	0	0	0	6	6			
Peak Hr	1	0	1	0	2	0	0	0	0	0	0	0	0	2	2			

SUMNER MS DWY WILLOW ST



Peak Hour

Date: Tue, Sep 20, 2016
 Count Period: 6:30 AM to 9:30 AM
 Peak Hour: 6:30 AM to 7:30 AM



	HV %:	PHF
EB	1.0%	0.62
WB	0.4%	0.62
NB	0.0%	0.25
SB	-	-
TOTAL	0.6%	0.62

Three-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				SUMNER MS DWY Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	7	2	0	7	7	0	0	0	0	0	0	0	0	0	23	0
6:45 AM	0	0	15	2	0	41	32	0	0	0	0	0	0	0	0	0	90	0
7:00 AM	0	0	32	8	0	81	22	0	0	0	0	0	0	0	0	0	143	0
7:15 AM	0	0	25	8	0	53	14	0	0	0	0	1	0	0	0	0	101	357
Peak Hour	0	0	79	20	0	182	75	0	0	0	0	1	0	0	0	0	357	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	36	36
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	17	17
Peak Hour	1	1	0	0	2	0	0	0	0	0	0	0	0	60	60

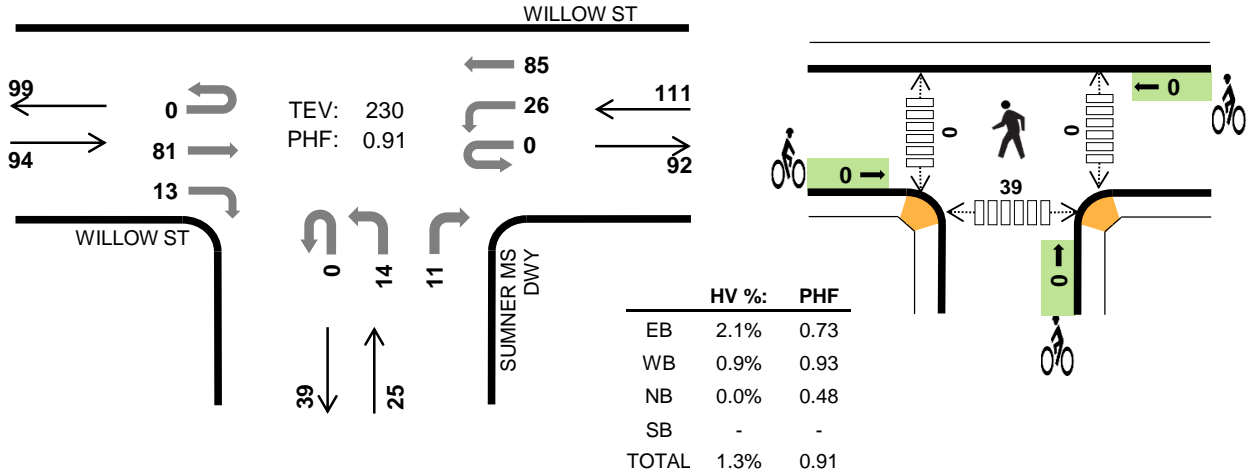
Three-Hour Count Summaries																		
Interval Start	WILLOW ST				WILLOW ST				SUMNER MS DWY				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	7	2	0	7	7	0	0	0	0	0	0	0	0	23	0	
6:45 AM	0	0	15	2	0	41	32	0	0	0	0	0	0	0	90	0		
7:00 AM	0	0	32	8	0	81	22	0	0	0	0	0	0	0	143	0		
7:15 AM	0	0	25	8	0	53	14	0	0	0	0	1	0	0	101	357		
7:30 AM	0	0	4	1	0	3	4	0	0	0	0	0	0	0	12	346		
7:45 AM	0	0	6	3	0	3	5	0	0	0	0	0	0	0	17	273		
8:00 AM	0	0	15	8	0	15	5	0	0	0	0	1	0	0	44	174		
8:15 AM	0	0	17	20	0	13	23	0	0	1	0	2	0	0	76	149		
8:30 AM	0	0	8	1	0	7	2	0	0	0	0	2	0	0	20	157		
8:45 AM	0	0	5	0	0	3	6	0	0	0	0	0	0	0	14	154		
9:00 AM	0	0	6	0	0	2	4	0	0	0	0	1	0	0	13	123		
9:15 AM	0	0	7	0	0	3	3	0	0	0	0	0	0	0	13	60		
Count Total	0	0	147	53	0	231	127	0	0	1	0	7	0	0	566	0		
Peak Hour	0	0	79	20	0	182	75	0	0	0	0	1	0	0	357	0		
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
6:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0			
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7			
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	36	36			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	17	17			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1			
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1			
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0			
9:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	2	2			
9:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1			
Count Total	3	2	0	0	5	0	0	0	0	0	0	0	0	68	68			
Peak Hr	1	1	0	0	2	0	0	0	0	0	0	0	0	60	60			

SUMNER MS DWY WILLOW ST



Peak Hour

Date: Tue, Sep 20, 2016
 Count Period: 2:00 PM to 4:00 PM
 Peak Hour: 3:00 PM to 4:00 PM



Two-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				SUMNER MS DWY Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	8	2	2	6	8	0	0	0	0	1	0	0	0	0	27	0
2:15 PM	0	0	20	4	0	17	16	0	0	0	0	0	0	0	0	0	57	0
2:30 PM	0	0	19	1	0	21	11	0	0	0	0	3	0	0	0	0	55	0
2:45 PM	0	0	19	2	0	15	7	0	0	0	0	2	0	0	0	0	45	184
3:00 PM	0	0	17	9	0	12	15	0	0	2	0	4	0	0	0	0	59	216
3:15 PM	0	0	15	3	0	7	18	0	0	7	0	6	0	0	0	0	56	215
3:30 PM	0	0	18	0	0	6	24	0	0	3	0	1	0	0	0	0	52	212
3:45 PM	0	0	31	1	0	1	28	0	0	2	0	0	0	0	0	0	63	230
Count Total	0	0	147	22	2	85	127	0	0	14	0	17	0	0	0	0	414	0
Peak Hour	0	0	81	13	0	26	85	0	0	14	0	11	0	0	0	0	230	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

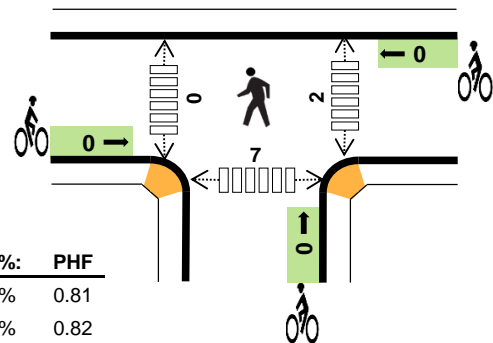
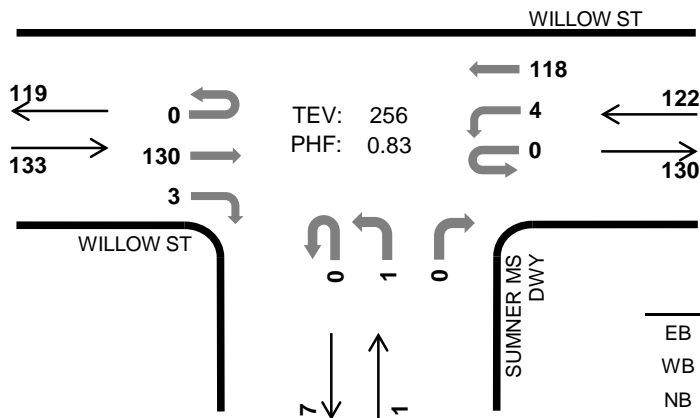
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	70	72
2:30 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	24	24
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
3:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	13	13
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	19	19
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
3:45 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	1	1
Count Total	3	1	0	0	4	1	0	0	0	1	1	1	0	137	139
Peak Hr	2	1	0	0	3	0	0	0	0	0	0	0	0	39	39

SUMNER MS DWY WILLOW ST



Peak Hour

Date: Tue, Sep 20, 2016
 Count Period: 4:00 PM to 7:00 PM
 Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	1.5%	0.81
WB	0.0%	0.82
NB	0.0%	0.25
SB	-	-
TOTAL	0.8%	0.83

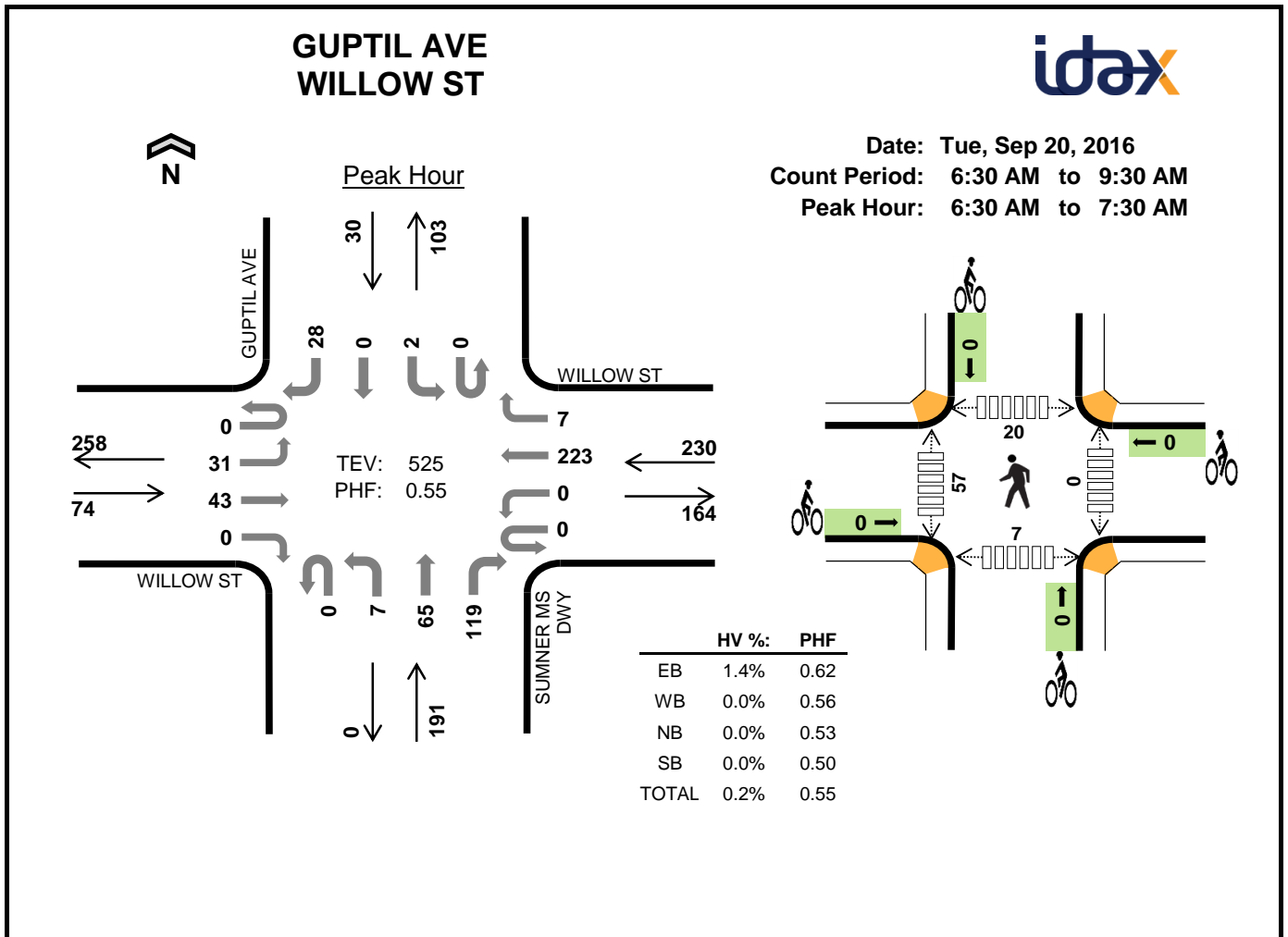
Three-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				SUMNER MS DWY Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	28	0	0	1	28	0	0	1	0	0	0	0	0	0	58	0
4:15 PM	0	0	39	1	0	1	36	0	0	0	0	0	0	0	0	0	77	0
4:30 PM	0	0	23	1	0	2	28	0	0	0	0	0	0	0	0	0	54	0
4:45 PM	0	0	40	1	0	0	26	0	0	0	0	0	0	0	0	0	67	256
Peak Hour	0	0	130	3	0	4	118	0	0	1	0	0	0	0	0	0	256	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	3	3
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
Peak Hour	2	0	0	0	2	0	0	0	0	0	2	0	0	7	9

Three-Hour Count Summaries																		
Interval Start	WILLOW ST				WILLOW ST				SUMNER MS DWY				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	28	0	0	1	28	0	0	1	0	0	0	0	0	0	58	0
4:15 PM	0	0	39	1	0	1	36	0	0	0	0	0	0	0	0	0	77	0
4:30 PM	0	0	23	1	0	2	28	0	0	0	0	0	0	0	0	0	54	0
4:45 PM	0	0	40	1	0	0	26	0	0	0	0	0	0	0	0	0	67	256
5:00 PM	0	0	18	0	0	1	27	0	0	0	0	0	0	0	0	0	46	244
5:15 PM	0	0	14	0	0	1	18	0	0	3	0	0	0	0	0	0	36	203
5:30 PM	0	0	9	0	0	0	16	0	0	0	0	0	0	0	0	0	25	174
5:45 PM	0	0	18	2	0	1	27	0	0	0	0	0	0	0	0	0	48	155
6:00 PM	0	0	33	0	0	0	14	0	0	0	0	0	0	0	0	0	47	156
6:15 PM	0	0	11	1	0	1	25	0	0	0	0	0	0	0	0	0	38	158
6:30 PM	0	0	52	0	0	0	9	0	0	0	0	0	0	0	0	0	61	194
6:45 PM	0	0	10	0	0	0	8	0	0	0	0	0	0	0	0	0	18	164
Count Total	0	0	295	6	0	8	262	0	0	4	0	0	0	0	0	0	575	0
Peak Hour	0	0	130	3	0	4	118	0	0	1	0	0	0	0	0	0	256	0
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
4:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	3	3			
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0			
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1			
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1			
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Count Total	4	1	0	0	5	0	0	0	0	0	2	1	0	8	11			
Peak Hr	2	0	0	0	2	0	0	0	0	0	2	0	0	7	9			



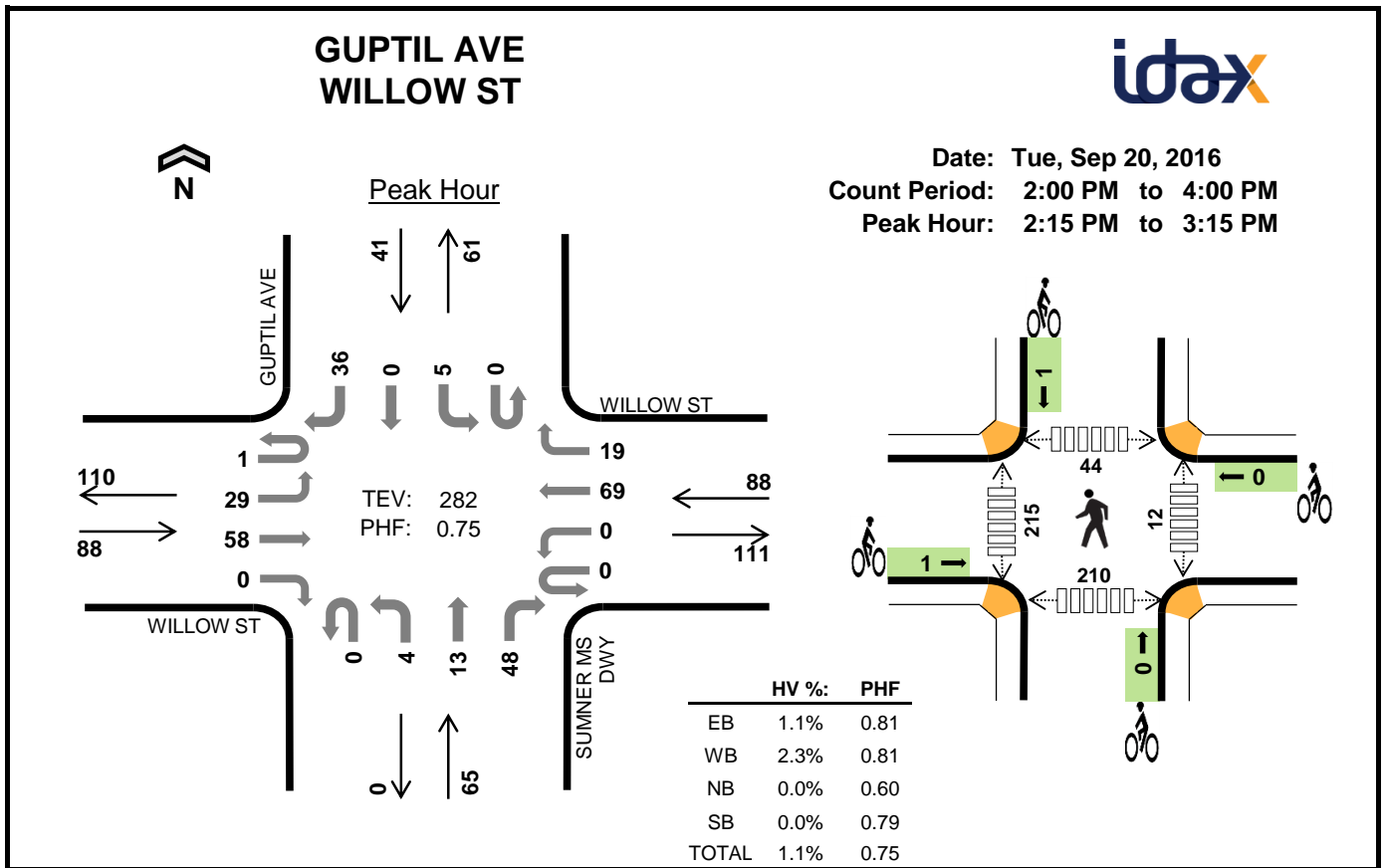
Three-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				SUMNER MS DWY Northbound				GUPTIL AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	3	5	0	0	0	15	1	0	0	3	6	0	0	0	0	33	0
6:45 AM	0	5	9	0	0	0	66	1	0	2	18	19	0	0	0	10	130	0
7:00 AM	0	17	13	0	0	0	98	4	0	2	32	56	0	1	0	14	237	0
7:15 AM	0	6	16	0	0	0	44	1	0	3	12	38	0	1	0	4	125	525
Peak Hour	0	31	43	0	0	0	223	7	0	7	65	119	0	2	0	28	525	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	1	0	0	0	1	0	0	0	0	0	0	1	2	0	3
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	7	2	1	10
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	41	13	4	58
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	8	3	2	13
Peak Hour	1	0	0	0	1	0	0	0	0	0	0	57	20	7	84

Three-Hour Count Summaries																		
Interval Start	WILLOW ST				WILLOW ST				SUMNER MS DWY				GUPTIL AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	3	5	0	0	0	15	1	0	0	3	6	0	0	0	0	33	0
6:45 AM	0	5	9	0	0	0	66	1	0	2	18	19	0	0	0	10	130	0
7:00 AM	0	17	13	0	0	0	98	4	0	2	32	56	0	1	0	14	237	0
7:15 AM	0	6	16	0	0	0	44	1	0	3	12	38	0	1	0	4	125	525
7:30 AM	0	0	4	0	0	0	5	0	0	0	1	1	0	0	0	3	14	506
7:45 AM	0	0	9	0	0	0	10	2	0	0	1	0	0	0	0	1	23	399
8:00 AM	0	4	9	0	0	0	11	6	0	3	9	8	0	8	0	4	62	224
8:15 AM	0	3	15	0	0	0	16	9	0	10	15	5	0	1	0	10	84	183
8:30 AM	0	1	9	0	0	0	6	1	0	1	2	3	0	0	0	0	23	192
8:45 AM	0	0	5	0	0	0	8	0	0	0	0	0	0	1	0	1	15	184
9:00 AM	0	0	8	0	0	0	5	0	0	0	0	3	0	0	0	1	17	139
9:15 AM	0	0	5	0	0	0	6	0	0	0	0	1	0	0	0	0	12	67
Count Total	0	39	107	0	0	0	290	25	0	21	93	140	0	12	0	48	775	0
Peak Hour	0	31	43	0	0	0	223	7	0	7	65	119	0	2	0	28	525	0
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
6:30 AM	1	0	0	0	1	0	0	0	0	0	0	1	2	0	3			
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	7	2	1	10			
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	41	13	4	58			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	8	3	2	13			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	2	1	5			
8:00 AM	0	0	0	0	0	0	0	0	0	0	3	27	3	28	61			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	10	3	14	27			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1			
9:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1			
9:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	2	2			
Count Total	3	1	0	0	4	0	0	0	0	0	3	96	29	54	182			
Peak Hour	1	0	0	0	1	0	0	0	0	0	0	57	20	7	84			

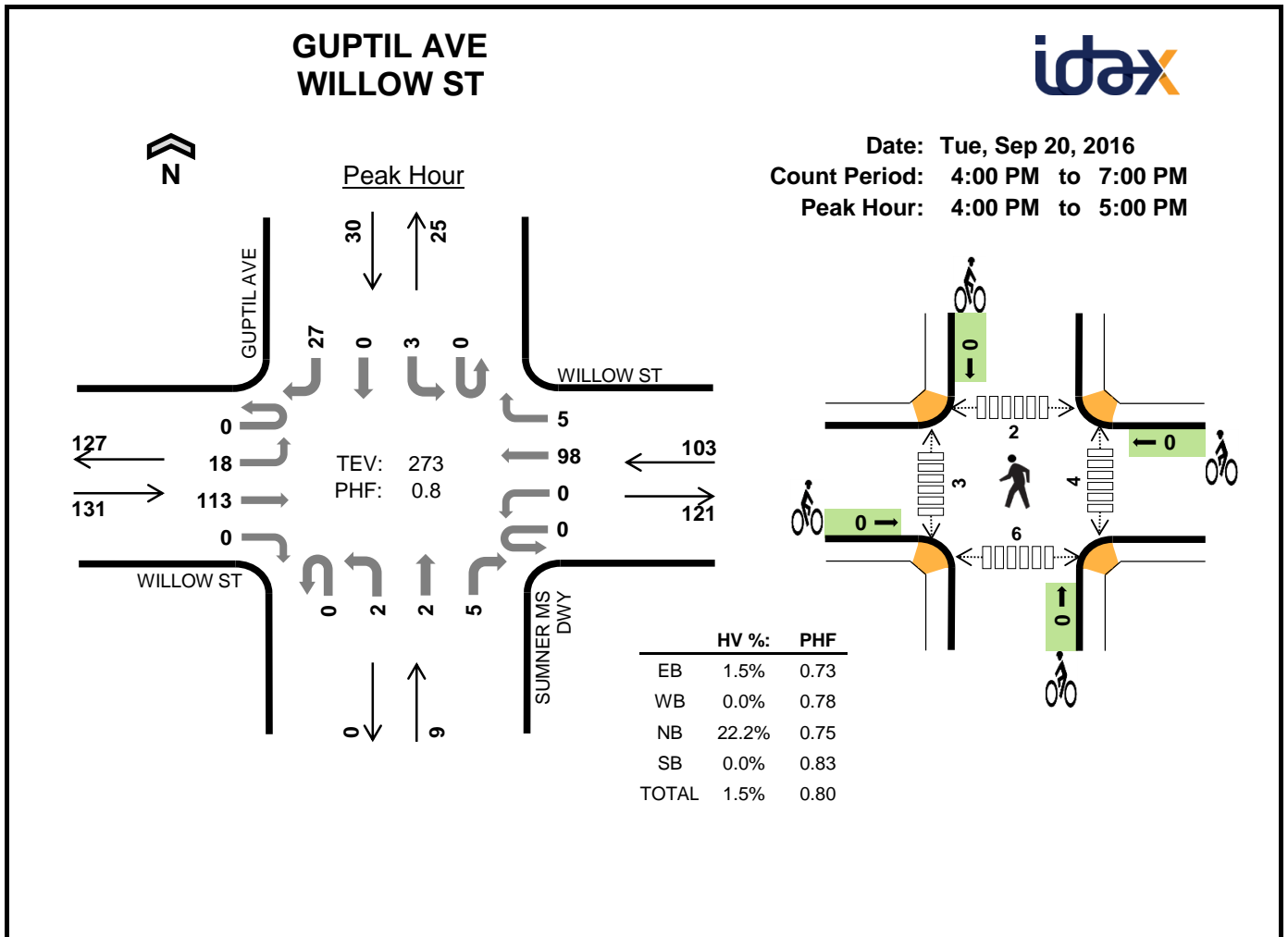


Two-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				SUMNER MS DWY Northbound				GUPTIL AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	1	2	5	0	0	0	18	2	0	1	0	1	0	1	0	1	32	0
2:15 PM	0	11	16	0	0	0	24	3	0	0	6	21	0	2	0	11	94	0
2:30 PM	0	8	13	0	0	0	12	2	0	2	4	13	0	0	0	11	65	0
2:45 PM	1	3	16	0	0	0	14	8	0	2	1	0	0	1	0	6	52	243
3:00 PM	0	7	13	0	0	0	19	6	0	0	2	14	0	2	0	8	71	282
3:15 PM	0	8	14	0	0	0	11	2	0	4	4	6	0	2	0	5	56	244
3:30 PM	0	2	15	0	0	0	24	2	0	1	5	3	0	1	0	8	61	240
3:45 PM	0	3	32	0	0	0	26	0	0	0	0	2	0	2	0	3	68	256
Count Total	2	44	124	0	0	0	148	25	0	10	22	60	0	11	0	53	499	0
Peak Hour	1	29	58	0	0	0	69	19	0	4	13	48	0	5	0	36	282	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1
2:15 PM	0	0	0	0	0	1	0	0	0	1	0	55	8	12	75
2:30 PM	1	1	0	0	2	0	0	0	1	1	1	8	1	11	21
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	2	4	10
3:00 PM	0	1	0	0	1	0	0	0	0	0	11	148	33	183	375
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	25	8	21	54
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	5	7	16
3:45 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	4	6
Count Total	2	3	0	0	5	1	0	0	1	2	12	247	57	242	558
Peak Hour	1	2	0	0	3	1	0	0	1	2	12	215	44	210	481



Three-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				SUMNER MS DWY Northbound				GUPTIL AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	2	23	0	0	0	23	3	0	1	1	0	0	1	0	8	62	0
4:15 PM	0	7	37	0	0	0	31	2	0	0	0	2	0	0	0	6	85	0
4:30 PM	0	4	13	0	0	0	20	0	0	1	0	2	0	1	0	6	47	0
4:45 PM	0	5	40	0	0	0	24	0	0	0	1	1	0	1	0	7	79	273
Peak Hour	0	18	113	0	0	0	98	5	0	2	2	5	0	3	0	27	273	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	0	1	0	3	0	0	0	0	0	0	1	1	4	6
4:15 PM	0	0	1	0	1	0	0	0	0	0	3	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2
Peak Hour	2	0	2	0	4	0	0	0	0	0	4	3	2	6	15

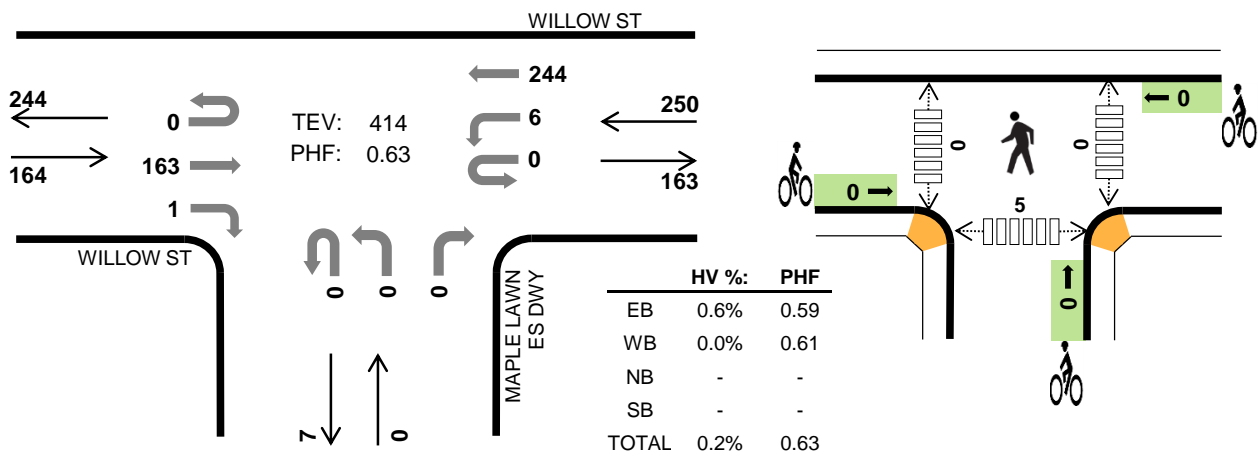
Three-Hour Count Summaries																		
Interval Start	WILLOW ST				WILLOW ST				SUMNER MS DWY				GUPTIL AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	2	23	0	0	0	23	3	0	1	1	0	0	1	0	8	62	0
4:15 PM	0	7	37	0	0	0	31	2	0	0	0	2	0	0	0	6	85	0
4:30 PM	0	4	13	0	0	0	20	0	0	1	0	2	0	1	0	6	47	0
4:45 PM	0	5	40	0	0	0	24	0	0	0	1	1	0	1	0	7	79	273
5:00 PM	0	1	13	0	0	0	25	0	0	0	0	2	0	0	0	3	44	255
5:15 PM	0	1	13	0	0	0	13	1	0	0	0	0	0	2	0	2	32	202
5:30 PM	0	4	9	0	0	0	14	1	0	0	0	0	0	1	0	3	32	187
5:45 PM	0	2	13	0	0	0	27	0	0	0	0	1	0	2	0	1	46	154
6:00 PM	0	7	27	0	0	0	16	0	0	0	1	1	0	0	0	1	53	163
6:15 PM	0	1	8	0	0	0	17	0	0	1	0	1	0	1	0	6	35	166
6:30 PM	0	6	48	0	0	0	6	0	0	0	0	0	0	0	0	3	63	197
6:45 PM	0	1	10	0	0	0	8	0	0	1	0	0	0	0	0	0	20	171
Count Total	0	41	254	0	0	0	224	7	0	4	3	10	0	9	0	46	598	0
Peak Hour	0	18	113	0	0	0	98	5	0	2	2	5	0	3	0	27	273	0
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
4:00 PM	2	0	1	0	3	0	0	0	0	0	0	1	1	4	6			
4:15 PM	0	0	1	0	1	0	0	0	0	0	3	0	0	0	3			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4			
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3			
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	3	0	5			
6:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	3	0	3			
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1			
6:30 PM	1	0	0	0	1	0	1	0	0	1	0	1	0	1	2			
6:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	2	0	6			
Count Total	3	1	3	0	7	0	1	0	0	1	9	8	11	10	38			
Peak Hour	2	0	2	0	4	0	0	0	0	0	4	3	2	6	15			

MAPLE LAWN ES DWY WILLOW ST



Peak Hour

Date: Tue, Sep 20, 2016
 Count Period: 6:30 AM to 9:30 AM
 Peak Hour: 6:30 AM to 7:30 AM



Three-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				MAPLE LAWN ES DWY Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	7	0	0	2	14	0	0	0	0	0	0	0	0	0	23	0
6:45 AM	0	0	26	1	0	2	65	0	0	0	0	0	0	0	0	0	94	0
7:00 AM	0	0	60	0	0	1	102	0	0	0	0	0	0	0	0	0	163	0
7:15 AM	0	0	70	0	0	1	63	0	0	0	0	0	0	0	0	0	134	414
Peak Hour	0	0	163	1	0	6	244	0	0	0	0	0	0	0	0	0	414	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	1	0	0	0	1	0	0	0	0	0	0	0	0	5	5

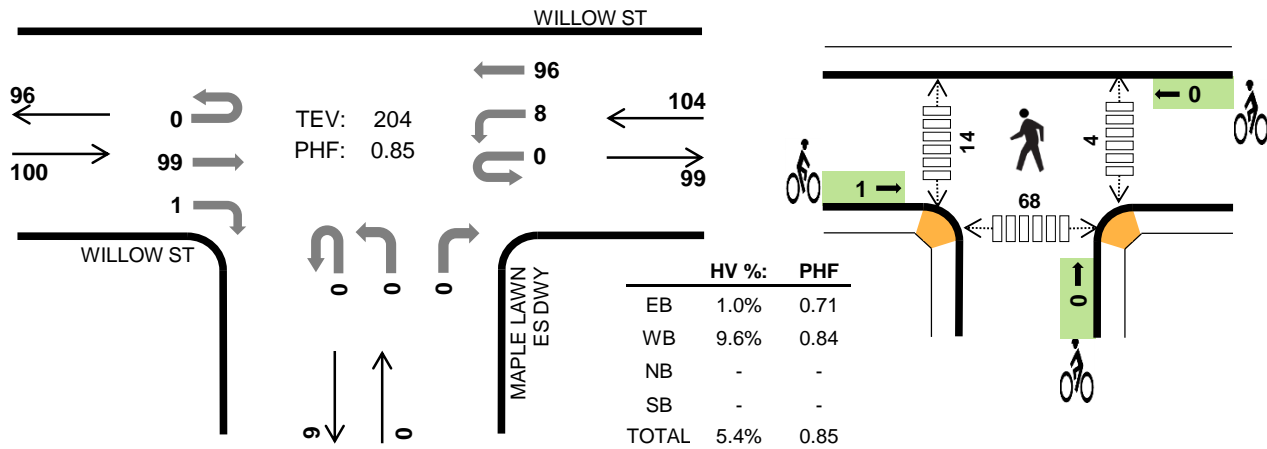
Three-Hour Count Summaries																		
Interval Start	WILLOW ST				WILLOW ST				MAPLE LAWN ES DWY				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	7	0	0	2	14	0	0	0	0	0	0	0	0	23	0	
6:45 AM	0	0	26	1	0	2	65	0	0	0	0	0	0	0	94	0		
7:00 AM	0	0	60	0	0	1	102	0	0	0	0	0	0	0	163	0		
7:15 AM	0	0	70	0	0	1	63	0	0	0	0	0	0	0	134	414		
7:30 AM	0	0	5	0	0	0	4	0	0	0	0	0	0	0	9	400		
7:45 AM	0	0	5	0	2	0	8	0	0	0	0	0	0	0	15	321		
8:00 AM	0	0	22	0	0	7	21	0	0	0	0	0	0	0	50	208		
8:15 AM	0	0	25	3	0	0	26	0	0	0	0	0	0	0	54	128		
8:30 AM	0	0	10	0	0	2	8	0	0	0	0	0	0	0	20	139		
8:45 AM	0	0	8	0	0	0	8	0	0	0	0	0	0	0	16	140		
9:00 AM	0	0	9	0	0	0	5	0	0	0	0	0	0	0	14	104		
9:15 AM	0	0	9	0	0	0	5	0	0	0	0	0	0	0	14	64		
Count Total	0	0	256	4	2	15	329	0	0	0	0	0	0	0	606	0		
Peak Hour	0	0	163	1	0	6	244	0	0	0	0	0	0	0	414	0		
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
6:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0			
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	0	6	0	0	6	0	0	0	0	0	2	1	0	5	8			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	3	10			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
8:45 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0			
9:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	2	2			
9:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	2	2			
Count Total	4	7	0	0	11	0	0	0	0	0	2	8	0	21	31			
Peak Hr	1	0	0	0	1	0	0	0	0	0	0	0	0	5	5			

MAPLE LAWN ES DWY WILLOW ST



Peak Hour

Date: Tue, Sep 20, 2016
 Count Period: 2:00 PM to 4:00 PM
 Peak Hour: 2:15 PM to 3:15 PM



Two-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				MAPLE LAWN ES DWY Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	6	0	0	0	19	0	0	0	0	0	0	0	0	0	25	0
2:15 PM	0	0	29	0	0	0	31	0	0	0	0	0	0	0	0	0	60	0
2:30 PM	0	0	34	1	0	1	16	0	0	0	0	0	0	0	0	0	52	0
2:45 PM	0	0	16	0	0	1	26	0	0	0	0	0	0	0	0	0	43	180
3:00 PM	0	0	20	0	0	6	23	0	0	0	0	0	0	0	0	0	49	204
3:15 PM	0	0	28	0	0	0	13	0	0	0	0	0	0	0	0	0	41	185
3:30 PM	0	0	26	0	1	1	24	0	0	0	0	0	0	0	0	0	52	185
3:45 PM	0	0	29	1	0	3	26	0	0	0	0	0	0	0	0	0	59	201
Count Total	0	0	188	2	1	12	178	0	0	0	0	0	0	0	0	0	381	0
Peak Hour	0	0	99	1	0	8	96	0	0	0	0	0	0	0	0	0	204	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

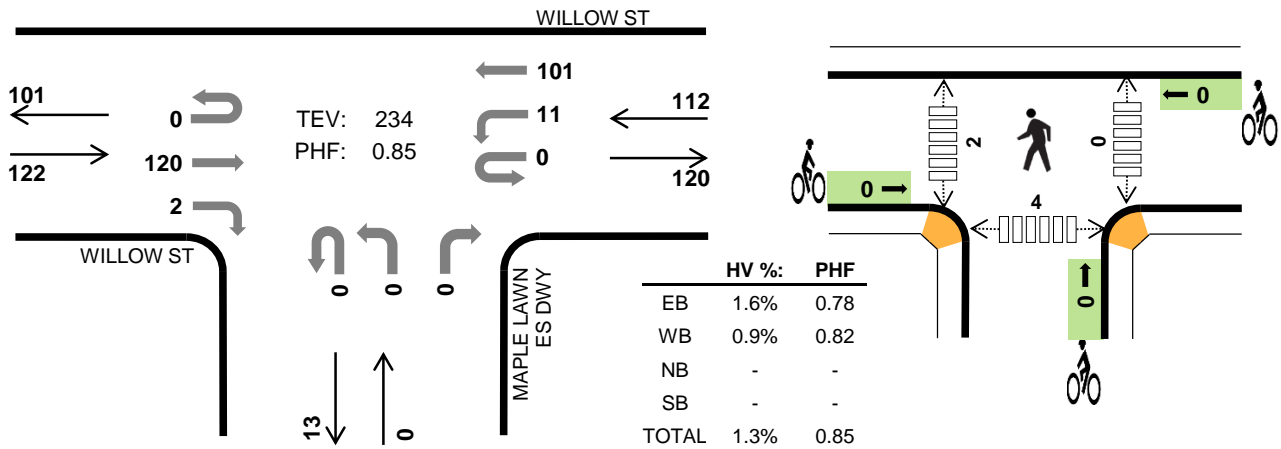
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	8	8
2:30 PM	1	1	0	0	2	1	0	0	0	1	0	0	0	14	14
2:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	5	5
3:00 PM	0	7	0	0	7	0	0	0	0	0	4	14	0	41	59
3:15 PM	0	0	0	0	0	1	0	0	0	1	0	8	0	24	32
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
3:45 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
Count Total	2	11	0	0	13	2	0	0	0	2	4	22	0	95	121
Peak Hr	1	10	0	0	11	1	0	0	0	1	4	14	0	68	86

MAPLE LAWN ES DWY WILLOW ST



Peak Hour

Date: Tue, Sep 20, 2016
 Count Period: 4:00 PM to 7:00 PM
 Peak Hour: 4:00 PM to 5:00 PM



Three-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				MAPLE LAWN ES DWY Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	27	1	0	8	25	0	0	0	0	0	0	0	0	0	61	0
4:15 PM	0	0	34	1	0	2	32	0	0	0	0	0	0	0	0	0	69	0
4:30 PM	0	0	20	0	0	0	23	0	0	0	0	0	0	0	0	0	43	0
4:45 PM	0	0	39	0	0	1	21	0	0	0	0	0	0	0	0	0	61	234
Peak Hour	0	0	120	2	0	11	101	0	0	0	0	0	0	0	0	0	234	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	2	4
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1
Peak Hour	2	1	0	0	3	0	0	0	0	0	0	2	0	4	6

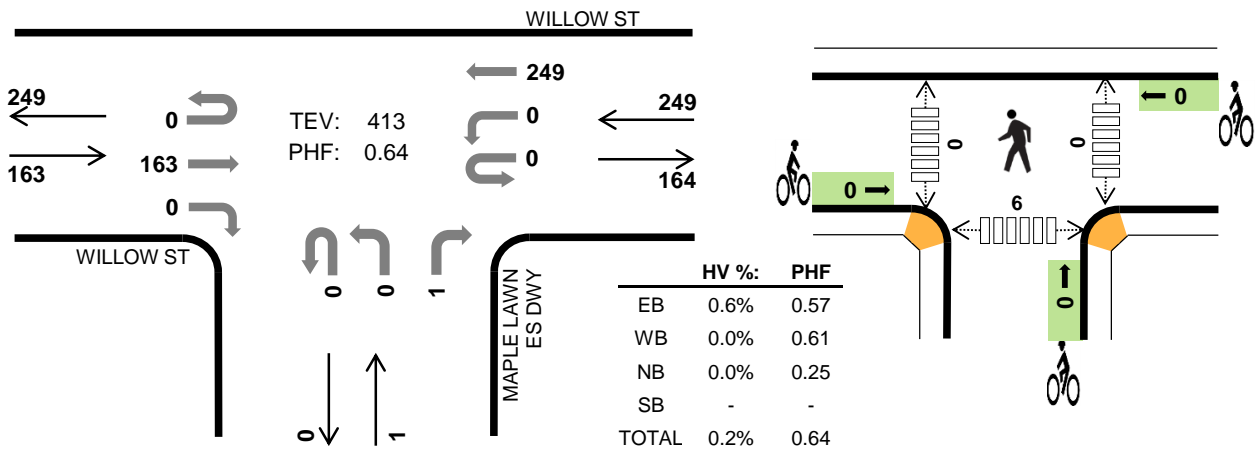
Three-Hour Count Summaries																		
Interval Start	WILLOW ST				WILLOW ST				MAPLE LAWN ES DWY				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	27	1	0	8	25	0	0	0	0	0	0	0	0	61	0	
4:15 PM	0	0	34	1	0	2	32	0	0	0	0	0	0	0	69	0		
4:30 PM	0	0	20	0	0	0	23	0	0	0	0	0	0	0	43	0		
4:45 PM	0	0	39	0	0	1	21	0	0	0	0	0	0	0	61	234		
5:00 PM	0	0	17	0	0	0	27	0	0	0	0	0	0	0	44	217		
5:15 PM	0	0	15	0	0	2	15	0	0	0	0	0	0	0	32	180		
5:30 PM	0	0	10	3	0	8	16	0	0	0	0	0	0	0	37	174		
5:45 PM	0	0	13	2	0	6	27	0	0	0	0	0	0	0	48	161		
6:00 PM	0	0	27	1	0	0	13	0	0	0	0	0	0	0	41	158		
6:15 PM	0	0	12	0	0	2	20	0	0	0	0	0	0	0	34	160		
6:30 PM	0	0	46	0	0	0	7	0	0	0	0	0	0	0	53	176		
6:45 PM	0	0	12	1	0	0	6	0	0	0	0	0	0	0	19	147		
Count Total	0	0	272	9	0	29	232	0	0	0	0	0	0	0	542	0		
Peak Hour	0	0	120	2	0	11	101	0	0	0	0	0	0	0	234	0		
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
4:00 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	2	4			
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0			
6:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0			
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0			
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Count Total	4	2	0	0	6	0	1	0	0	1	0	2	0	5	7			
Peak Hr	2	1	0	0	3	0	0	0	0	0	0	2	0	4	6			

MAPLE LAWN ES DWY WILLOW ST



Peak Hour

Date: Tue, Sep 20, 2016
 Count Period: 6:30 AM to 9:30 AM
 Peak Hour: 6:30 AM to 7:30 AM



Three-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				MAPLE LAWN ES DWY Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	7	0	0	0	16	0	0	0	0	0	0	0	0	0	23	0
6:45 AM	0	0	25	0	0	0	68	0	0	0	0	0	0	0	0	0	93	0
7:00 AM	0	0	60	0	0	0	102	0	0	0	0	0	0	0	0	0	162	0
7:15 AM	0	0	71	0	0	0	63	0	0	0	0	1	0	0	0	0	135	413
Peak Hour	0	0	163	0	0	0	249	0	0	0	0	1	0	0	0	0	413	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	1	0	0	0	1	0	0	0	0	0	0	0	0	6	6

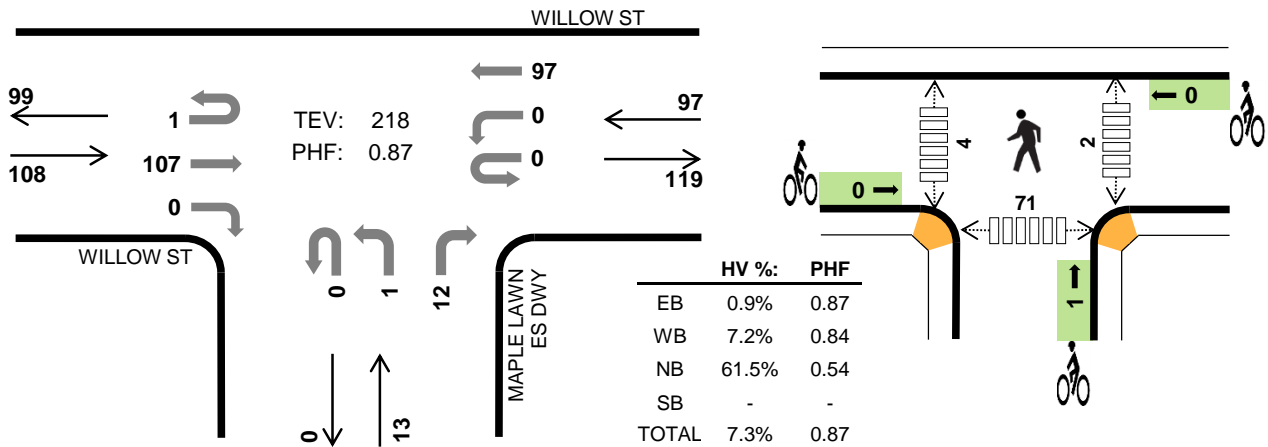
Three-Hour Count Summaries																		
Interval Start	WILLOW ST				WILLOW ST				MAPLE LAWN ES DWY				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	7	0	0	0	16	0	0	0	0	0	0	0	0	23	0	
6:45 AM	0	0	25	0	0	0	68	0	0	0	0	0	0	0	93	0		
7:00 AM	0	0	60	0	0	0	102	0	0	0	0	0	0	0	162	0		
7:15 AM	0	0	71	0	0	0	63	0	0	0	0	1	0	0	135	413		
7:30 AM	0	0	5	0	0	0	4	0	0	0	0	0	0	0	9	399		
7:45 AM	0	0	7	0	0	0	11	0	0	0	0	0	0	0	18	324		
8:00 AM	0	0	22	0	0	0	29	0	0	1	0	2	0	0	54	216		
8:15 AM	0	0	26	0	0	0	23	0	0	4	0	4	0	0	57	138		
8:30 AM	0	0	10	0	0	0	8	0	0	1	0	1	0	0	20	149		
8:45 AM	0	0	8	0	0	0	7	0	0	0	0	0	0	0	15	146		
9:00 AM	0	0	9	0	0	0	5	0	0	0	0	0	0	0	14	106		
9:15 AM	0	0	9	0	0	0	5	0	0	0	0	0	0	0	14	63		
Count Total	0	0	259	0	0	0	341	0	0	6	0	8	0	0	614	0		
Peak Hour	0	0	163	0	0	0	249	0	0	0	0	1	0	0	413	0		
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
6:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1			
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1			
8:00 AM	0	6	2	0	8	0	0	0	0	0	4	3	0	43	50			
8:15 AM	0	0	4	0	4	0	0	0	0	0	6	8	0	14	28			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	3	8			
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	3	4			
9:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0			
9:15 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	2	3			
Count Total	3	7	6	0	16	0	0	0	0	0	10	19	0	73	102			
Peak Hr	1	0	0	0	1	0	0	0	0	0	0	0	0	6	6			

MAPLE LAWN ES DWY WILLOW ST



Peak Hour

Date: Tue, Sep 20, 2016
 Count Period: 2:00 PM to 4:00 PM
 Peak Hour: 3:00 PM to 4:00 PM



Two-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				MAPLE LAWN ES DWY Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	7	0	0	0	19	0	0	0	0	0	0	0	0	0	26	0
2:15 PM	0	0	26	0	0	0	31	0	0	0	0	0	0	0	0	0	57	0
2:30 PM	0	0	38	0	0	0	19	0	0	0	0	2	0	0	0	0	59	0
2:45 PM	0	0	17	0	0	0	28	0	0	0	0	0	0	0	0	0	45	187
3:00 PM	0	0	20	0	0	0	29	0	0	1	0	0	0	0	0	0	50	211
3:15 PM	0	0	31	0	0	0	13	0	0	0	0	6	0	0	0	0	50	204
3:30 PM	1	0	26	0	0	0	26	0	0	0	0	2	0	0	0	0	55	200
3:45 PM	0	0	30	0	0	0	29	0	0	0	0	4	0	0	0	0	63	218
Count Total	1	0	195	0	0	0	194	0	0	1	0	14	0	0	0	0	405	0
Peak Hour	1	0	107	0	0	0	97	0	0	1	0	12	0	0	0	0	218	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

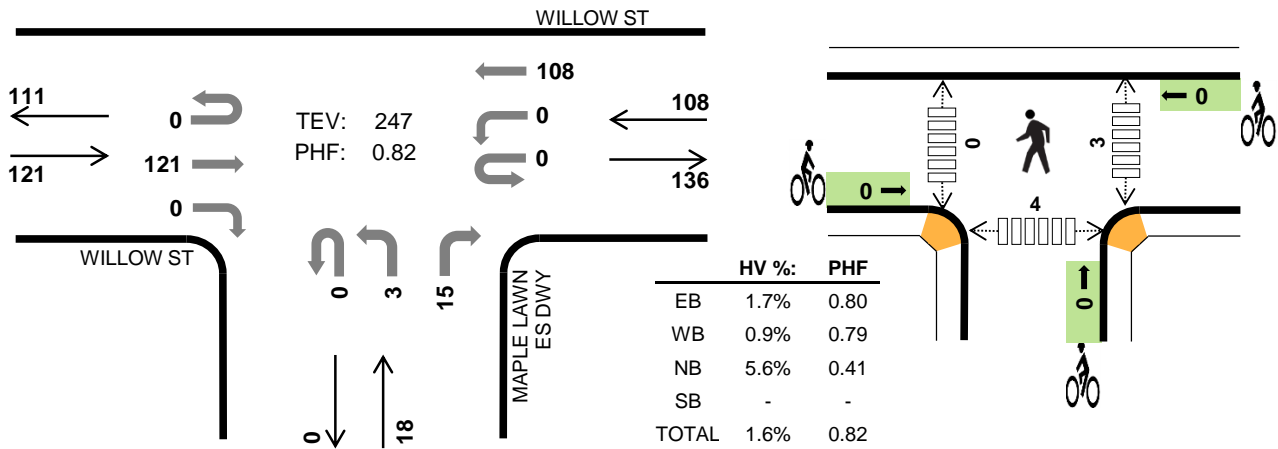
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	3	3
2:30 PM	1	1	0	0	2	1	0	0	0	1	0	0	0	16	16
2:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	9	9
3:00 PM	0	6	1	0	7	0	0	0	0	0	2	2	0	38	42
3:15 PM	0	0	6	0	6	0	0	1	0	1	0	0	0	22	22
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	11	13
3:45 PM	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0
Count Total	2	10	8	0	20	1	0	1	0	2	2	4	0	99	105
Peak Hr	1	7	8	0	16	0	0	1	0	1	2	4	0	71	77

MAPLE LAWN ES DWY WILLOW ST



Peak Hour

Date: Tue, Sep 20, 2016
 Count Period: 4:00 PM to 7:00 PM
 Peak Hour: 4:00 PM to 5:00 PM



Three-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				MAPLE LAWN ES DWY Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	26	0	0	0	34	0	0	0	3	0	0	0	0	63	0	
4:15 PM	0	0	35	0	0	0	29	0	0	3	8	0	0	0	0	75	0	
4:30 PM	0	0	22	0	0	0	23	0	0	0	3	0	0	0	0	48	0	
4:45 PM	0	0	38	0	0	0	22	0	0	0	1	0	0	0	0	61	247	
Peak Hour	0	0	121	0	0	0	108	0	0	3	15	0	0	0	0	247	0	

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	2	3
4:15 PM	2	0	0	0	2	0	0	0	0	0	2	0	0	1	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	1	1
Peak Hour	2	1	1	0	4	0	0	0	0	0	3	0	0	4	7

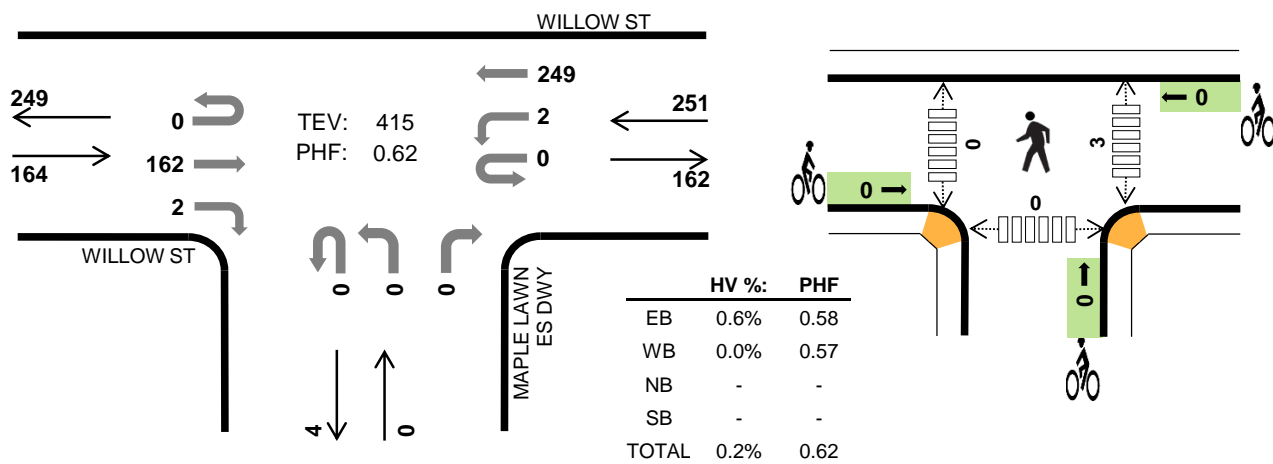
Three-Hour Count Summaries																		
Interval Start	WILLOW ST				WILLOW ST				MAPLE LAWN ES DWY				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	26	0	0	0	34	0	0	0	0	3	0	0	0	0	63	0
4:15 PM	0	0	35	0	0	0	29	0	0	3	0	8	0	0	0	0	75	0
4:30 PM	0	0	22	0	0	0	23	0	0	0	0	3	0	0	0	0	48	0
4:45 PM	0	0	38	0	0	0	22	0	0	0	0	1	0	0	0	0	61	247
5:00 PM	0	0	18	0	0	0	27	0	0	0	0	0	0	0	0	0	45	229
5:15 PM	0	0	15	0	0	0	18	0	0	0	0	0	0	0	0	0	33	187
5:30 PM	0	0	10	0	0	0	21	0	0	3	0	6	0	0	0	0	40	179
5:45 PM	0	0	13	0	0	0	32	0	0	1	0	7	0	0	0	0	53	171
6:00 PM	0	0	27	0	0	0	13	0	0	0	0	1	0	0	0	0	41	167
6:15 PM	0	0	11	0	0	0	22	0	0	0	0	2	0	0	0	0	35	169
6:30 PM	0	0	46	0	0	0	7	0	0	0	0	0	0	0	0	0	53	182
6:45 PM	0	0	13	0	0	0	7	0	0	0	0	1	0	0	0	0	21	150
Count Total	0	0	274	0	0	0	255	0	0	7	0	32	0	0	0	0	568	0
Peak Hour	0	0	121	0	0	0	108	0	0	3	0	15	0	0	0	0	247	0
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	2	3			
4:15 PM	2	0	0	0	2	0	0	0	0	0	2	0	0	1	3			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	1	1			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1			
6:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0			
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1			
6:30 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	1	1			
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Count Total	4	2	1	0	7	0	1	0	0	1	4	0	0	7	11			
Peak Hr	2	1	1	0	4	0	0	0	0	0	3	0	0	4	7			

MAPLE LAWN ES DWY WILLOW ST



Peak Hour

Date: Tue, Sep 20, 2016
 Count Period: 6:30 AM to 9:30 AM
 Peak Hour: 6:30 AM to 7:30 AM



Three-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				MAPLE LAWN ES DWY Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	9	0	0	0	18	0	0	0	0	0	0	0	0	0	27	0
6:45 AM	0	0	27	0	0	1	71	0	0	0	0	0	0	0	0	0	99	0
7:00 AM	0	0	56	1	0	1	109	0	0	0	0	0	0	0	0	0	167	0
7:15 AM	0	0	70	1	0	0	51	0	0	0	0	0	0	0	0	0	122	415
Peak Hour	0	0	162	2	0	2	249	0	0	0	0	0	0	0	0	0	415	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3

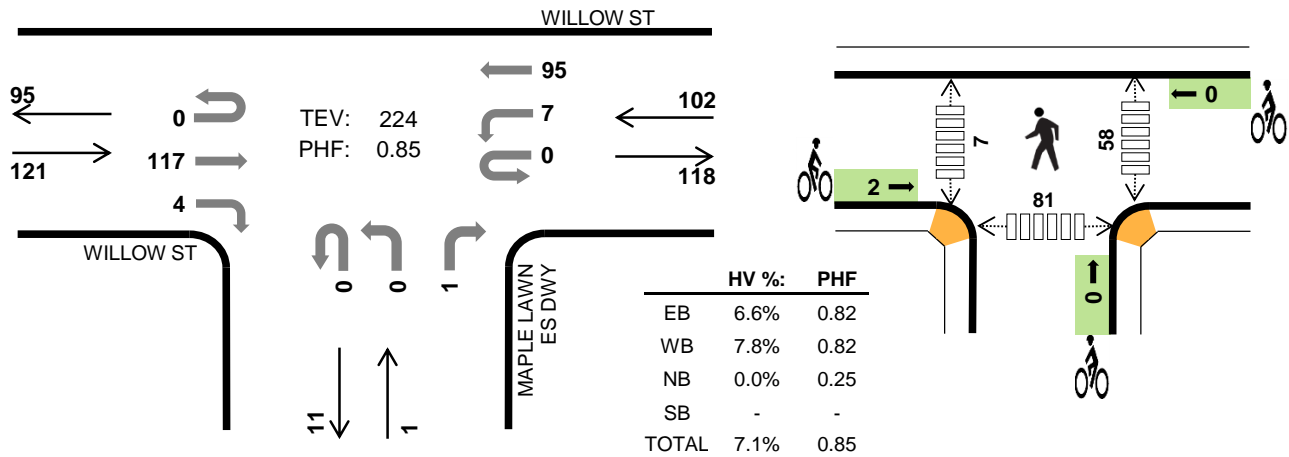
Three-Hour Count Summaries																		
Interval Start	WILLOW ST				WILLOW ST				MAPLE LAWN ES DWY				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	9	0	0	0	18	0	0	0	0	0	0	0	0	27	0	
6:45 AM	0	0	27	0	0	1	71	0	0	0	0	0	0	0	99	0		
7:00 AM	0	0	56	1	0	1	109	0	0	0	0	0	0	0	167	0		
7:15 AM	0	0	70	1	0	0	51	0	0	0	0	0	0	0	122	415		
7:30 AM	0	0	5	0	0	2	8	0	0	0	0	0	0	0	15	403		
7:45 AM	0	0	7	0	0	2	14	0	0	0	0	0	0	0	23	327		
8:00 AM	0	0	19	5	0	6	27	0	0	0	0	0	0	0	57	217		
8:15 AM	0	0	25	4	0	15	20	0	0	0	0	0	0	0	64	159		
8:30 AM	0	0	9	3	0	0	7	0	0	0	0	0	0	0	19	163		
8:45 AM	0	0	6	1	0	0	7	0	0	0	0	0	0	0	14	154		
9:00 AM	0	0	8	1	0	0	5	0	0	0	0	0	0	0	14	111		
9:15 AM	0	0	9	0	0	0	5	0	0	0	0	0	0	0	14	61		
Count Total	0	0	250	16	0	27	342	0	0	0	0	0	0	0	635	0		
Peak Hour	0	0	162	2	0	2	249	0	0	0	0	0	0	0	415	0		
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
6:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0			
6:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2			
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4			
8:00 AM	3	9	0	0	12	0	0	0	0	0	55	0	0	60	115			
8:15 AM	3	0	0	0	3	0	0	0	0	0	44	1	0	64	109			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	3	3			
9:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0			
9:15 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1			
Count Total	9	10	0	0	19	0	0	0	0	0	105	2	0	131	238			
Peak Hr	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3			

MAPLE LAWN ES DWY WILLOW ST



Peak Hour

Date: Tue, Sep 20, 2016
 Count Period: 2:00 PM to 4:00 PM
 Peak Hour: 3:00 PM to 4:00 PM



Two-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				MAPLE LAWN ES DWY Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	7	0	0	0	20	0	0	0	0	0	0	0	0	0	27	0
2:15 PM	0	0	32	1	0	1	29	0	0	0	0	0	0	0	0	0	63	0
2:30 PM	0	0	32	1	0	1	20	0	0	0	0	0	0	0	0	0	54	0
2:45 PM	0	0	16	0	0	1	31	0	0	0	0	0	0	0	0	0	48	192
3:00 PM	0	0	23	2	0	4	27	0	0	0	0	0	0	0	0	0	56	221
3:15 PM	0	0	35	2	0	1	13	0	0	0	0	0	0	0	0	0	51	209
3:30 PM	0	0	25	0	0	0	26	0	0	0	0	0	0	0	0	0	51	206
3:45 PM	0	0	34	0	0	2	29	0	0	0	0	1	0	0	0	0	66	224
Count Total	0	0	204	6	0	10	195	0	0	0	0	1	0	0	0	0	416	0
Peak Hour	0	0	117	4	0	7	95	0	0	0	0	1	0	0	0	0	224	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

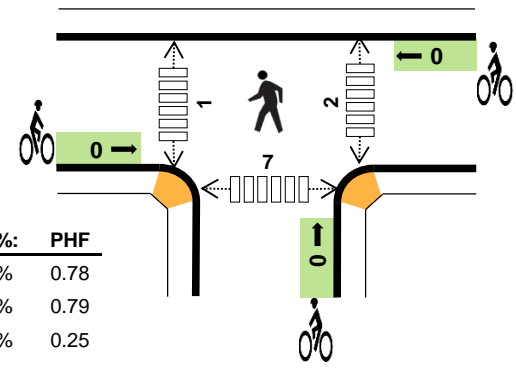
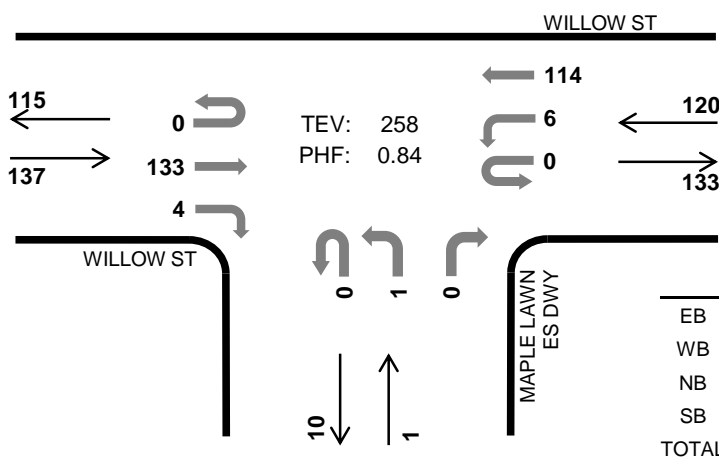
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
2:30 PM	1	1	0	0	2	1	0	0	0	1	1	0	0	14	15
2:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	8	8
3:00 PM	0	7	0	0	7	0	0	0	0	0	23	5	0	44	72
3:15 PM	6	0	0	0	6	2	0	0	0	2	27	1	0	33	61
3:30 PM	0	0	0	0	0	0	0	0	0	0	8	1	0	4	13
3:45 PM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0
Count Total	9	12	0	0	21	3	0	0	0	3	59	7	0	108	174
Peak Hr	8	8	0	0	16	2	0	0	0	2	58	7	0	81	146

MAPLE LAWN ES DWY WILLOW ST



Peak Hour

Date: Tue, Sep 20, 2016
 Count Period: 4:00 PM to 7:00 PM
 Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	2.2%	0.78
WB	1.7%	0.79
NB	0.0%	0.25
SB	-	-
TOTAL	1.9%	0.84

Three-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				MAPLE LAWN ES DWY Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	28	2	0	3	35	0	0	0	0	0	0	0	0	0	68	0
4:15 PM	0	0	43	1	0	1	32	0	0	0	0	0	0	0	0	0	77	0
4:30 PM	0	0	21	1	0	1	22	0	0	0	0	0	0	0	0	0	45	0
4:45 PM	0	0	41	0	0	1	25	0	0	1	0	0	0	0	0	0	68	258
Peak Hour	0	0	133	4	0	6	114	0	0	1	0	0	0	0	0	0	258	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	1	2
4:15 PM	1	0	0	0	1	0	0	0	0	0	1	1	0	5	7
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
4:45 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
Peak Hour	3	2	0	0	5	0	0	0	0	0	2	1	0	7	10

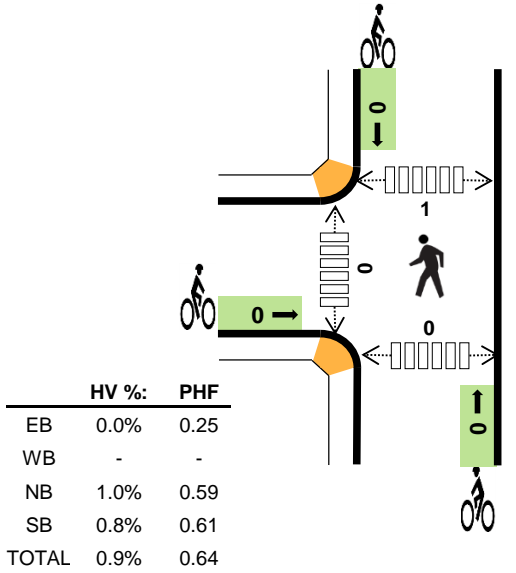
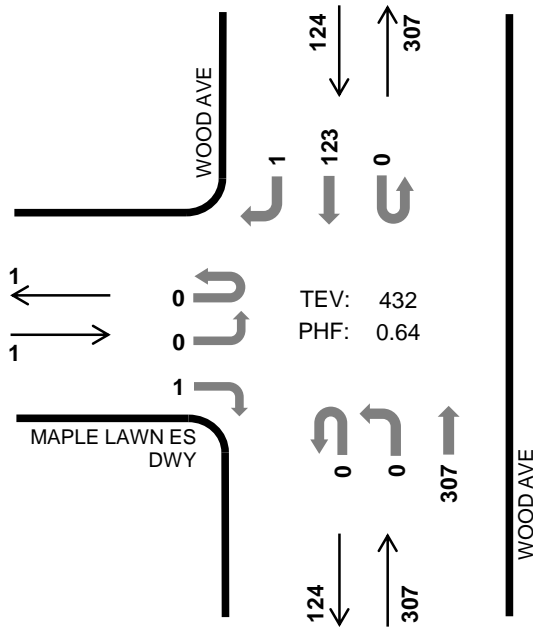
Three-Hour Count Summaries																		
Interval Start	WILLOW ST				WILLOW ST				MAPLE LAWN ES DWY				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	28	2	0	3	35	0	0	0	0	0	0	0	0	68	0	
4:15 PM	0	0	43	1	0	1	32	0	0	0	0	0	0	0	77	0		
4:30 PM	0	0	21	1	0	1	22	0	0	0	0	0	0	0	45	0		
4:45 PM	0	0	41	0	0	1	25	0	0	1	0	0	0	0	68	258		
5:00 PM	0	0	17	0	0	0	24	0	0	0	0	0	0	0	41	231		
5:15 PM	0	0	14	0	0	4	20	0	0	0	0	0	0	0	38	192		
5:30 PM	0	0	15	0	0	9	22	0	0	0	0	0	0	0	46	193		
5:45 PM	0	0	19	1	0	22	31	0	0	0	0	1	0	0	74	199		
6:00 PM	0	0	26	2	0	8	13	0	0	0	0	0	0	0	49	207		
6:15 PM	0	0	13	0	0	2	22	0	0	0	0	0	0	0	37	206		
6:30 PM	0	0	46	1	0	1	7	0	0	0	0	0	0	0	55	215		
6:45 PM	0	0	13	1	1	1	7	0	0	0	0	0	0	0	23	164		
Count Total	0	0	296	9	1	53	260	0	0	1	0	1	0	0	621	0		
Peak Hour	0	0	133	4	0	6	114	0	0	1	0	0	0	0	258	0		
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
4:00 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	1	2			
4:15 PM	1	0	0	0	1	0	0	0	0	0	1	1	0	5	7			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1			
4:45 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0			
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	2	3			
5:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	1	4			
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0			
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2			
6:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	3	3			
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30 PM	1	1	0	0	2	0	1	0	0	1	1	0	0	0	1			
6:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2			
Count Total	5	4	0	0	9	0	1	0	0	1	11	1	0	13	25			
Peak Hr	3	2	0	0	5	0	0	0	0	0	2	1	0	7	10			

WOOD AVE MAPLE LAWN ES DWY



Peak Hour

Date: Tue, Sep 20, 2016
 Count Period: 6:30 AM to 9:30 AM
 Peak Hour: 6:30 AM to 7:30 AM



Three-Hour Count Summaries

Interval Start	MAPLE LAWN ES DWY				0				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	0	0	0	0	0	0	0	0	34	0	0	0	14	0	48	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	89	0	0	0	22	0	111	0
7:00 AM	0	0	0	1	0	0	0	0	0	0	131	0	0	0	37	0	169	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	53	0	0	0	50	1	104	432
Peak Hour	0	0	0	1	0	0	0	0	0	0	307	0	0	0	123	1	432	0

Note: For all three-hour count summary, see next page.

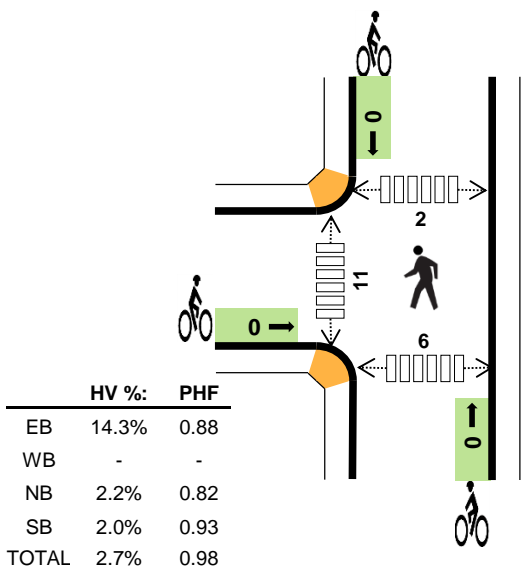
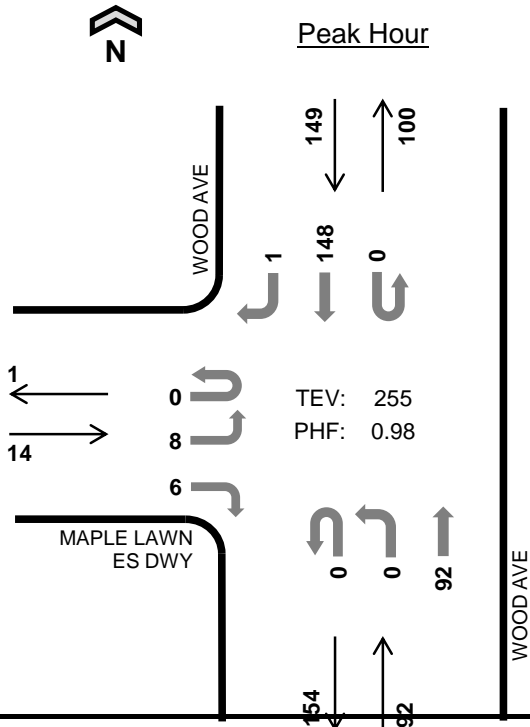
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1
6:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	3	1	4	0	0	0	0	0	0	0	1	0	1

Three-Hour Count Summaries																		
Interval Start	MAPLE LAWN ES DWY				0				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	0	0	0	0	0	0	0	0	34	0	0	0	14	0	48	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	89	0	0	0	22	0	111	0
7:00 AM	0	0	0	1	0	0	0	0	0	0	131	0	0	0	37	0	169	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	53	0	0	0	50	1	104	432
7:30 AM	0	1	0	0	0	0	0	0	0	0	21	0	0	0	9	0	31	415
7:45 AM	0	0	0	0	0	0	0	0	0	0	24	0	0	0	12	0	36	340
8:00 AM	0	5	0	4	0	0	0	0	0	0	29	0	0	0	24	0	62	233
8:15 AM	0	13	0	8	0	0	0	0	0	0	42	0	1	0	23	0	87	216
8:30 AM	0	1	0	0	0	0	0	0	0	0	10	0	0	0	12	0	23	208
8:45 AM	0	1	0	3	0	0	0	0	0	0	10	0	0	0	11	0	25	197
9:00 AM	0	0	0	0	0	0	0	0	0	0	21	0	0	0	8	0	29	164
9:15 AM	0	0	0	0	0	0	0	0	0	0	12	0	0	0	10	0	22	99
Count Total	0	21	0	16	0	0	0	0	0	0	476	0	1	0	232	1	747	0
Peak Hour	0	0	0	1	0	0	0	0	0	0	307	0	0	0	123	1	432	0
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
6:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1			
6:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0			
7:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0			
7:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	2				
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:00 AM	1	0	0	0	1	0	0	0	0	0	0	5	0	6				
8:15 AM	2	0	0	0	2	0	0	0	0	0	0	1	2	7				
8:30 AM	0	0	1	1	2	0	0	0	0	0	0	0	0	0				
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:15 AM	0	0	2	1	3	0	0	0	0	0	0	0	0	0				
Count Total	3	0	6	3	12	0	0	0	0	0	0	8	3	16				
Peak Hr	0	0	3	1	4	0	0	0	0	0	0	0	1	1				

WOOD AVE MAPLE LAWN ES DWY



Date: Tue, Sep 20, 2016
 Count Period: 2:00 PM to 4:00 PM
 Peak Hour: 3:00 PM to 4:00 PM



	HV %:	PHF
EB	14.3%	0.88
WB	-	-
NB	2.2%	0.82
SB	2.0%	0.93
TOTAL	2.7%	0.98

Two-Hour Count Summaries

Interval Start	MAPLE LAWN ES DWY				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour				
	Eastbound				Westbound				Northbound						Southbound			
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	1	0	0	0	0	0	0	0	0	17	0	0	0	11	0	29	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	31	0	0	0	27	0	58	0
2:30 PM	0	1	0	3	0	0	0	0	0	0	17	0	0	0	45	0	66	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	18	0	0	0	26	0	44	197
3:00 PM	0	2	0	2	0	0	0	0	0	0	23	0	0	0	38	0	65	233
3:15 PM	0	3	0	1	0	0	0	0	0	0	17	0	0	0	40	0	61	236
3:30 PM	0	3	0	1	0	0	0	0	0	0	28	0	0	0	33	0	65	235
3:45 PM	0	0	0	2	0	0	0	0	0	0	24	0	0	0	37	1	64	255
Count Total	0	10	0	9	0	0	0	0	0	0	175	0	0	0	257	1	452	0
Peak Hour	0	8	0	6	0	0	0	0	0	0	92	0	0	0	148	1	255	0

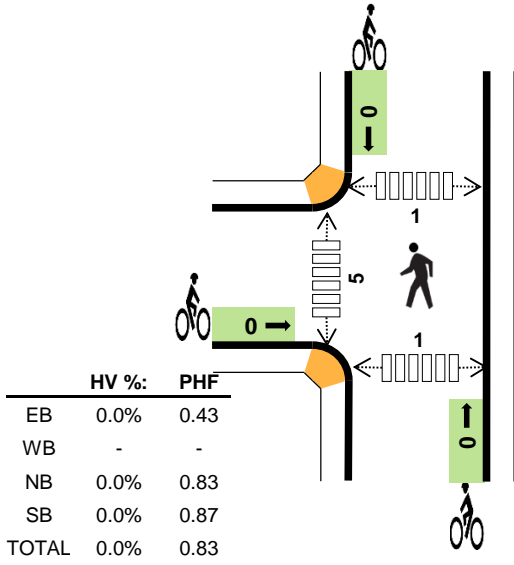
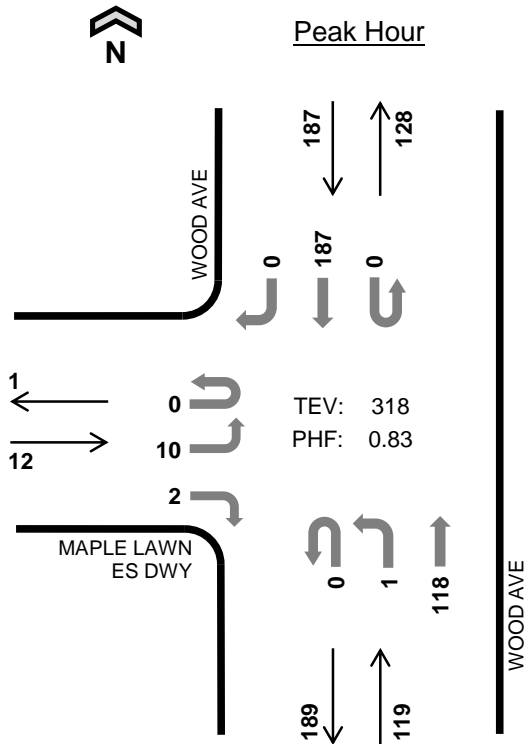
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	1	0	0	0	1	0	0	0	1	1	0	1	0	2	3
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
3:00 PM	2	0	1	0	3	0	0	0	0	0	0	7	2	5	14
3:15 PM	0	0	0	1	1	0	0	0	0	0	0	4	0	0	4
3:30 PM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
Count Total	3	0	2	3	8	0	0	0	1	1	0	15	2	8	25
Peak Hr	2	0	2	3	7	0	0	0	0	0	0	11	2	6	19

WOOD AVE MAPLE LAWN ES DWY



Date: Tue, Sep 20, 2016
 Count Period: 4:00 PM to 7:00 PM
 Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	0.0%	0.43
WB	-	-
NB	0.0%	0.83
SB	0.0%	0.87
TOTAL	0.0%	0.83

Three-Hour Count Summaries

Interval Start	MAPLE LAWN ES DWY				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour				
	Eastbound				Westbound				Northbound						Southbound			
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	0	0	0	0	0	0	0	0	23	0	0	0	36	0	60	0
4:15 PM	0	6	0	1	0	0	0	0	0	0	36	0	0	0	53	0	96	0
4:30 PM	0	2	0	0	0	0	0	0	0	1	31	0	0	0	44	0	78	0
4:45 PM	0	1	0	1	0	0	0	0	0	0	28	0	0	0	54	0	84	318
Peak Hour	0	10	0	2	0	0	0	0	0	1	118	0	0	0	187	0	318	0

Note: For all three-hour count summary, see next page.

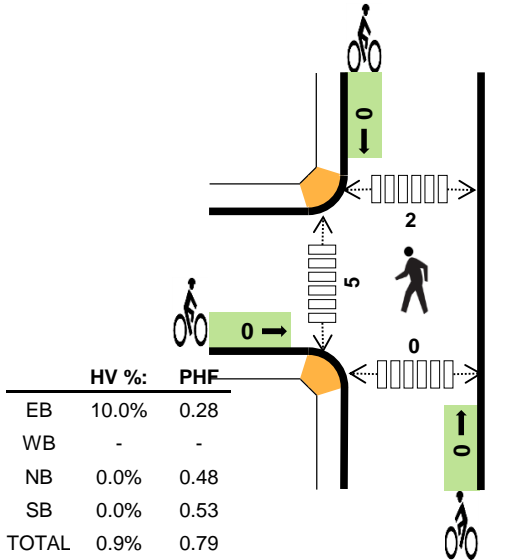
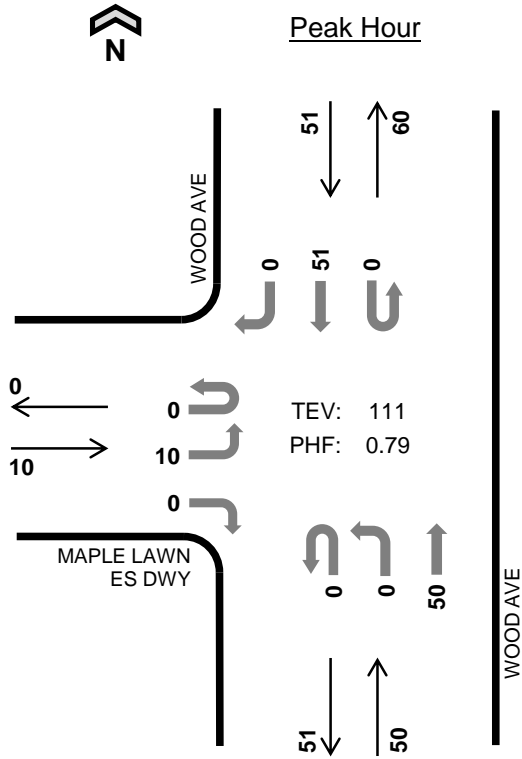
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	5	1	1	7

Three-Hour Count Summaries																			
Interval Start	MAPLE LAWN ES DWY				0				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	1	0	0	0	0	0	0	0	0	23	0	0	0	36	0	60	0	
4:15 PM	0	6	0	1	0	0	0	0	0	0	36	0	0	0	53	0	96	0	
4:30 PM	0	2	0	0	0	0	0	0	0	0	1	31	0	0	0	44	0	78	0
4:45 PM	0	1	0	1	0	0	0	0	0	0	0	28	0	0	0	54	0	84	318
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	39	0	57	315
5:15 PM	0	1	0	1	0	0	0	0	0	0	0	23	0	0	0	42	0	67	286
5:30 PM	0	4	0	5	0	0	0	0	0	0	0	23	0	0	0	28	0	60	268
5:45 PM	0	13	0	10	0	0	0	0	0	0	0	38	0	0	0	27	1	89	273
6:00 PM	0	1	0	4	0	0	0	0	0	0	0	19	0	0	0	30	0	54	270
6:15 PM	0	0	0	2	0	0	0	0	0	0	0	21	0	0	0	36	0	59	262
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	7	0	0	0	45	0	53	255
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	30	0	37	203
Count Total	0	30	0	24	0	0	0	0	0	0	1	274	0	0	0	464	1	794	0
Peak Hour	0	10	0	2	0	0	0	0	0	0	1	118	0	0	0	187	0	318	0
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																			
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)								
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total				
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2				
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1				
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1				
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2				
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1				
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Count Total	0	0	0	0	0	0	0	0	0	0	0	10	1	1	12				
Peak Hr	0	0	0	0	0	0	0	0	0	0	0	5	1	1	7				

WOOD AVE MAPLE LAWN ES DWY



Date: Tue, Sep 20, 2016
 Count Period: 6:30 AM to 9:30 AM
 Peak Hour: 8:15 AM to 9:15 AM



	HV %:	PHF
EB	10.0%	0.28
WB	-	-
NB	0.0%	0.48
SB	0.0%	0.53
TOTAL	0.9%	0.79

Three-Hour Count Summaries

Interval Start	MAPLE LAWN ES DWY				0				WOOD AVE				15-min Total	Rolling One Hour				
	Eastbound				Westbound				Northbound						Southbound			
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:15 AM	0	9	0	0	0	0	0	0	0	0	13	0	0	0	8	0	30	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	10	0	14	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	24	0	32	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	26	0	0	0	9	0	35	111
Peak Hour	0	10	0	0	0	0	0	0	0	0	50	0	0	0	51	0	111	0

Note: For all three-hour count summary, see next page.

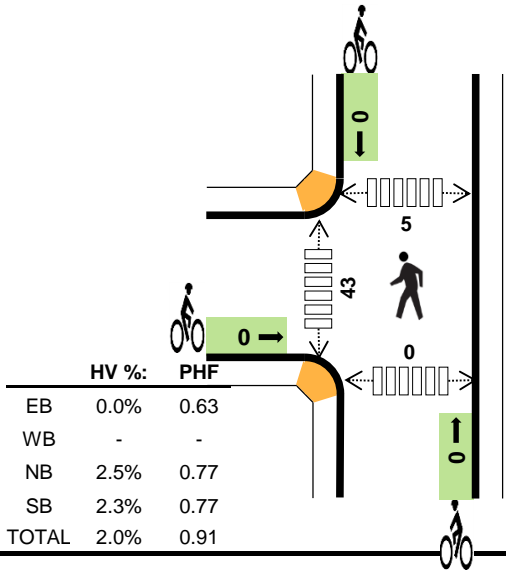
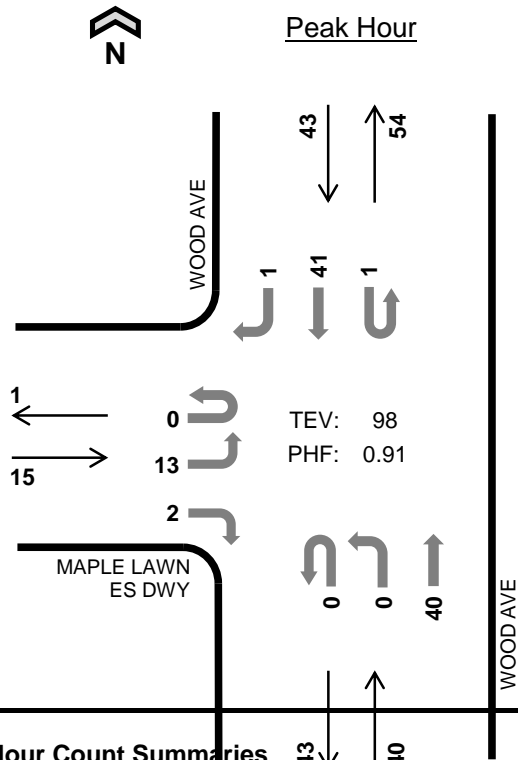
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4
8:30 AM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	1	0	0	0	1	0	0	0	0	0	0	5	2	0	7

Three-Hour Count Summaries																			
Interval Start	MAPLE LAWN ES DWY				0				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
6:30 AM	0	1	0	0	0	0	0	0	0	0	6	0	0	0	7	0	14	0	
6:45 AM	0	0	0	0	0	0	0	0	0	1	9	0	0	0	8	0	18	0	
7:00 AM	0	1	0	0	0	0	0	0	0	0	8	0	0	0	8	2	19	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	11	0	21	72	
7:30 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	12	70	
7:45 AM	0	1	0	0	0	0	0	0	0	0	6	0	0	0	10	0	17	69	
8:00 AM	0	11	0	0	0	0	0	0	0	0	8	0	0	0	11	0	30	80	
8:15 AM	0	9	0	0	0	0	0	0	0	0	13	0	0	0	8	0	30	89	
8:30 AM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	10	0	14	91	
8:45 AM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	24	0	32	106	
9:00 AM	0	0	0	0	0	0	0	0	0	0	26	0	0	0	9	0	35	111	
9:15 AM	0	1	0	0	0	0	0	0	0	0	8	0	0	0	5	0	14	95	
Count Total	0	25	0	0	0	0	0	0	0	0	1	111	0	0	0	117	2	256	0
Peak Hour	0	10	0	0	0	0	0	0	0	0	0	50	0	0	0	51	0	111	0
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																			
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)								
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total				
6:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	1	1	0	0	1	0	1	0	0	0	0	1	0	0	1	1
7:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	36	2	0	0	38	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	0
8:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	2	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	1	0	1	1	3	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Count Total	3	0	2	2	7	0	0	1	0	1	0	0	0	42	4	1	0	47	0
Peak Hr	1	0	0	0	1	0	0	0	0	0	0	0	0	5	2	0	0	7	0

WOOD AVE MAPLE LAWN ES DWY



Date: Tue, Sep 20, 2016
 Count Period: 2:00 PM to 4:00 PM
 Peak Hour: 3:00 PM to 4:00 PM



	HV %:	PHF
EB	0.0%	0.63
WB	-	-
NB	2.5%	0.77
SB	2.3%	0.77
TOTAL	2.0%	0.91

Two-Hour Count Summaries

Interval Start	MAPLE LAWN ES DWY				0				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound		Westbound		Northbound		Southbound		UT		LT		TH		RT			
2:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	0
2:15 PM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	4	0	8	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	7	0
2:45 PM	0	1	0	0	0	0	0	0	0	0	6	0	0	0	10	0	17	36
3:00 PM	0	2	0	2	0	0	0	0	0	0	13	0	1	0	7	1	26	58
3:15 PM	0	6	0	0	0	0	0	0	0	0	10	0	0	0	8	0	24	74
3:30 PM	0	4	0	0	0	0	0	0	0	0	9	0	0	0	14	0	27	94
3:45 PM	0	1	0	0	0	0	0	0	0	0	8	0	0	0	12	0	21	98
Count Total	0	15	0	2	0	0	0	0	0	0	52	0	1	0	63	1	134	0
Peak Hour	0	13	0	2	0	0	0	0	0	0	40	0	1	0	41	1	98	0

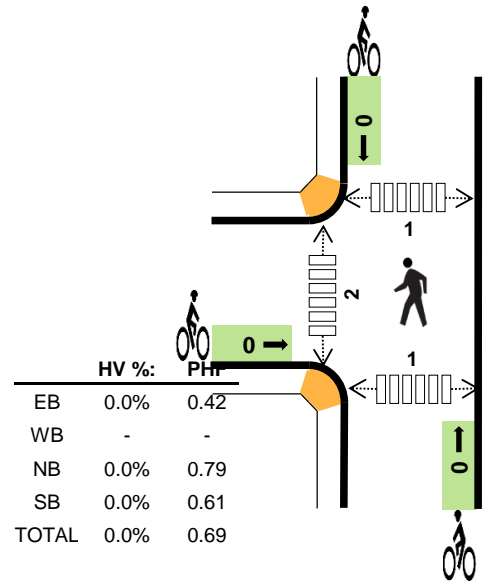
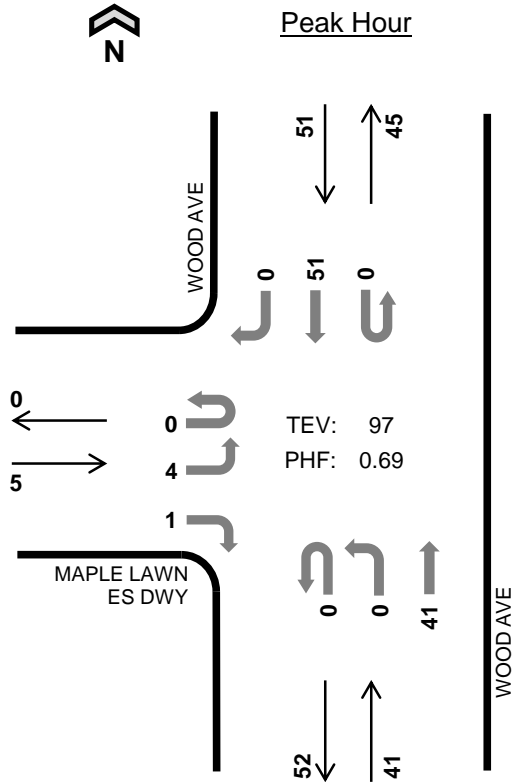
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
2:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	8	2	0	10
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	29	2	0	31
3:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1
3:45 PM	0	0	1	0	1	0	0	0	0	0	0	6	0	0	6
Count Total	0	0	1	1	2	1	0	0	0	1	0	45	6	1	52
Peak Hr	0	0	1	1	2	0	0	0	0	0	0	43	5	0	48

WOOD AVE MAPLE LAWN ES DWY



Date: Tue, Sep 20, 2016
 Count Period: 4:00 PM to 7:00 PM
 Peak Hour: 4:30 PM to 5:30 PM



Three-Hour Count Summaries

Interval Start	MAPLE LAWN ES DWY				0				WOOD AVE				15-min Total	Rolling One Hour				
	Eastbound				Westbound				Northbound						Southbound			
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM	0	3	0	0	0	0	0	0	0	0	11	0	0	0	13	0	27	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	9	0	0	0	8	0	18	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	9	0	17	0
5:15 PM	0	0	0	1	0	0	0	0	0	0	13	0	0	0	21	0	35	97
Peak Hour	0	4	0	1	0	0	0	0	0	0	41	0	0	0	51	0	97	0

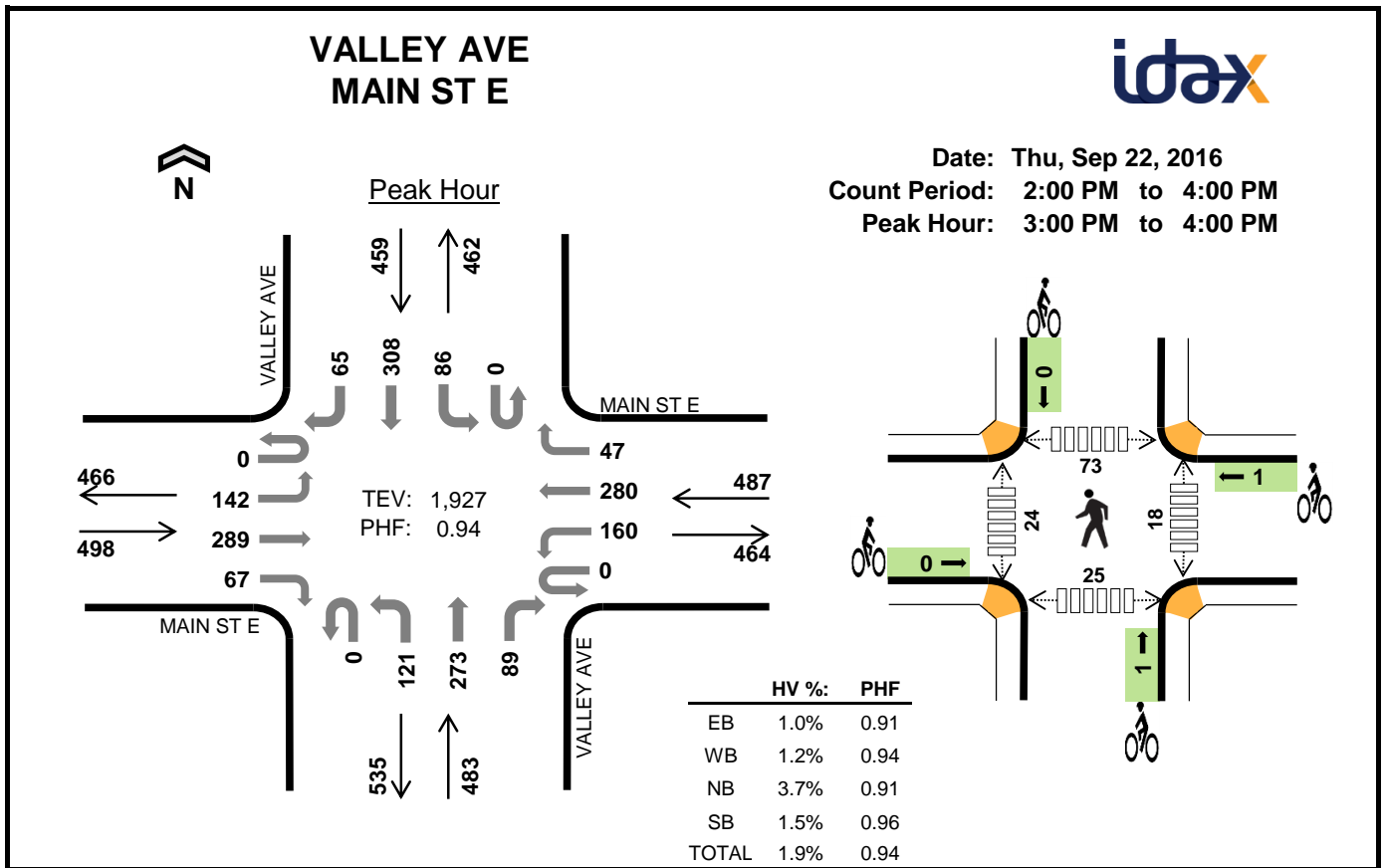
Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	2	1	1	4

Three-Hour Count Summaries																		
Interval Start	MAPLE LAWN ES DWY				0				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	13	0	0	0	5	0	18	0
4:15 PM	0	4	0	0	0	0	0	0	0	0	10	0	0	0	5	0	19	0
4:30 PM	0	3	0	0	0	0	0	0	0	0	11	0	0	0	13	0	27	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	9	0	0	0	8	0	18	82
5:00 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	9	0	17	81
5:15 PM	0	0	0	1	0	0	0	0	0	0	13	0	0	0	21	0	35	97
5:30 PM	0	0	0	0	0	0	0	0	0	0	16	0	0	0	8	0	24	94
5:45 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	5	0	12	88
6:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5	76
6:15 PM	0	0	0	1	0	0	0	0	0	0	6	0	0	0	3	0	10	51
6:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5	32
6:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	1	0	7	0	10	30
Count Total	0	8	0	2	0	0	0	0	0	0	99	0	1	0	90	0	200	0
Peak Hour	0	4	0	1	0	0	0	0	0	0	41	0	0	0	51	0	97	0

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	2	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
6:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
6:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	1	1	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	1	1	0	0	0	0	0	0	6	2	3	11
Peak Hr	0	0	0	0	0	0	0	0	0	0	2	1	1	4	

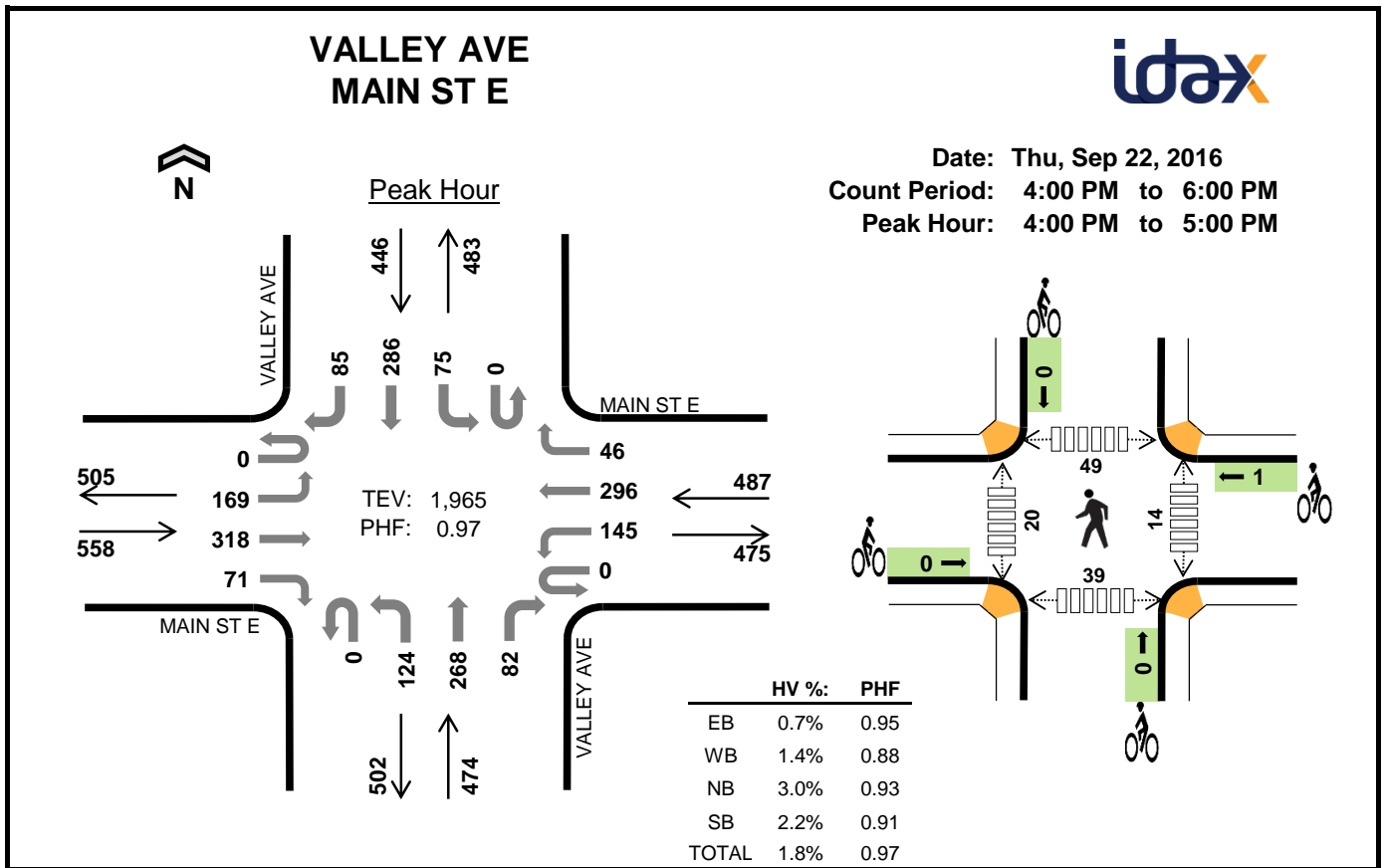


Two-Hour Count Summaries

Interval Start	MAIN ST E Eastbound				MAIN ST E Westbound				VALLEY AVE Northbound				VALLEY AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	2:00 PM	0	29	56	16	0	52	62	16	0	40	71	22	0	6	60		
2:15 PM	0	32	55	12	0	40	68	16	0	25	58	14	0	22	86	24	452	0
2:30 PM	0	42	72	22	0	65	70	6	0	28	57	22	0	28	82	8	502	0
2:45 PM	0	48	68	10	0	45	61	7	0	17	63	18	0	18	86	23	464	1,868
3:00 PM	0	35	66	15	0	42	70	13	0	28	60	19	0	18	74	14	454	1,872
3:15 PM	0	27	67	17	0	37	57	14	0	40	64	18	0	24	81	12	458	1,878
3:30 PM	0	37	76	24	0	42	71	12	0	26	68	27	0	29	69	21	502	1,878
3:45 PM	0	43	80	11	0	39	82	8	0	27	81	25	0	15	84	18	513	1,927
Count Total	0	293	540	127	0	362	541	92	0	231	522	165	0	160	622	140	3,795	0
Peak Hour	0	142	289	67	0	160	280	47	0	121	273	89	0	86	308	65	1,927	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	4	13	4	21	0	0	0	0	0	1	1	0	3	5
2:15 PM	1	0	4	0	5	0	0	0	0	0	3	13	19	11	46
2:30 PM	1	4	9	2	16	0	0	0	0	0	1	31	49	11	92
2:45 PM	3	2	4	2	11	0	0	0	0	0	14	31	29	16	90
3:00 PM	1	0	4	0	5	0	0	1	0	1	5	3	24	3	35
3:15 PM	2	2	6	1	11	0	1	0	0	1	6	7	20	5	38
3:30 PM	1	2	4	2	9	0	0	0	0	0	2	10	19	8	39
3:45 PM	1	2	4	4	11	0	0	0	0	0	5	4	10	9	28
Count Total	10	16	48	15	89	0	1	1	0	2	37	100	170	66	373
Peak Hour	5	6	18	7	36	0	1	1	0	2	18	24	73	25	140

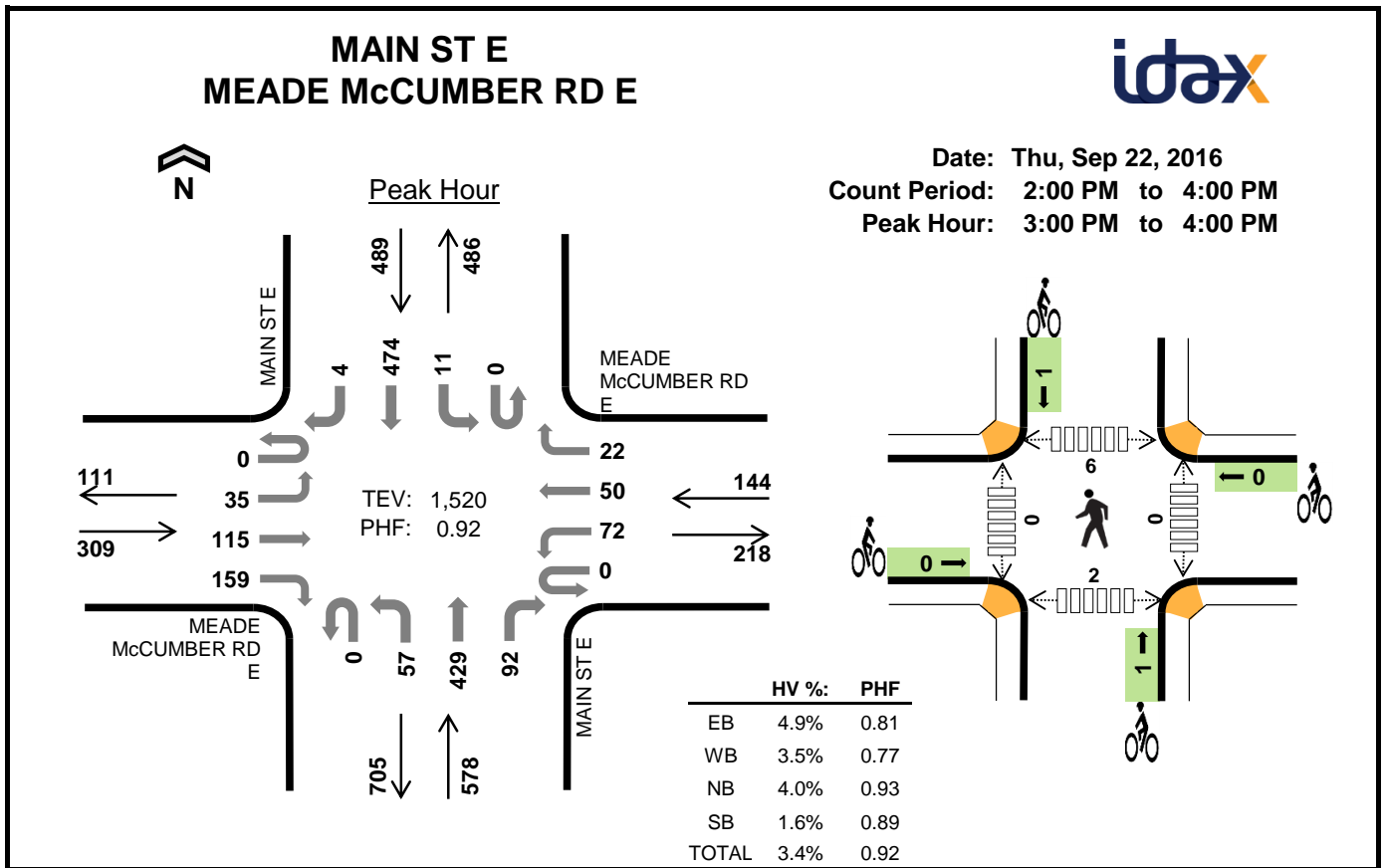


Two-Hour Count Summaries

Interval Start	MAIN ST E Eastbound				MAIN ST E Westbound				VALLEY AVE Northbound				VALLEY AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	39	77	20	0	53	75	11	0	33	69	12	0	18	81	17	505	0
4:15 PM	0	42	85	18	0	27	74	11	0	31	57	23	0	16	65	22	471	0
4:30 PM	0	48	83	16	0	32	78	14	0	30	76	22	0	17	65	22	503	0
4:45 PM	0	40	73	17	0	33	69	10	0	30	66	25	0	24	75	24	486	1,965
5:00 PM	0	53	81	14	0	25	64	13	0	15	83	23	0	19	67	16	473	1,933
5:15 PM	0	51	79	11	0	30	84	11	0	32	72	18	0	17	80	12	497	1,959
5:30 PM	0	57	71	22	0	52	83	6	0	31	57	16	0	23	70	16	504	1,960
5:45 PM	0	39	70	23	0	36	69	6	0	34	84	19	0	15	66	24	485	1,959
Count Total	0	369	619	141	0	288	596	82	0	236	564	158	0	149	569	153	3,924	0
Peak Hour	0	169	318	71	0	145	296	46	0	124	268	82	0	75	286	85	1,965	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	3	1	2	5	11	0	0	0	0	0	1	0	11	5	17
4:15 PM	1	5	1	2	9	0	0	0	0	0	9	10	13	12	44
4:30 PM	0	1	8	1	10	0	1	0	0	1	2	2	14	13	31
4:45 PM	0	0	3	2	5	0	0	0	0	0	2	8	11	9	30
5:00 PM	1	1	1	2	5	0	0	0	0	0	5	8	20	8	41
5:15 PM	0	0	1	1	2	1	1	0	0	2	2	8	29	0	39
5:30 PM	1	1	1	0	3	0	0	0	0	0	6	10	20	2	38
5:45 PM	0	0	1	1	2	0	0	0	0	0	4	13	22	5	44
Count Total	6	9	18	14	47	1	2	0	0	3	31	59	140	54	284
Peak Hour	4	7	14	10	35	0	1	0	0	1	14	20	49	39	122

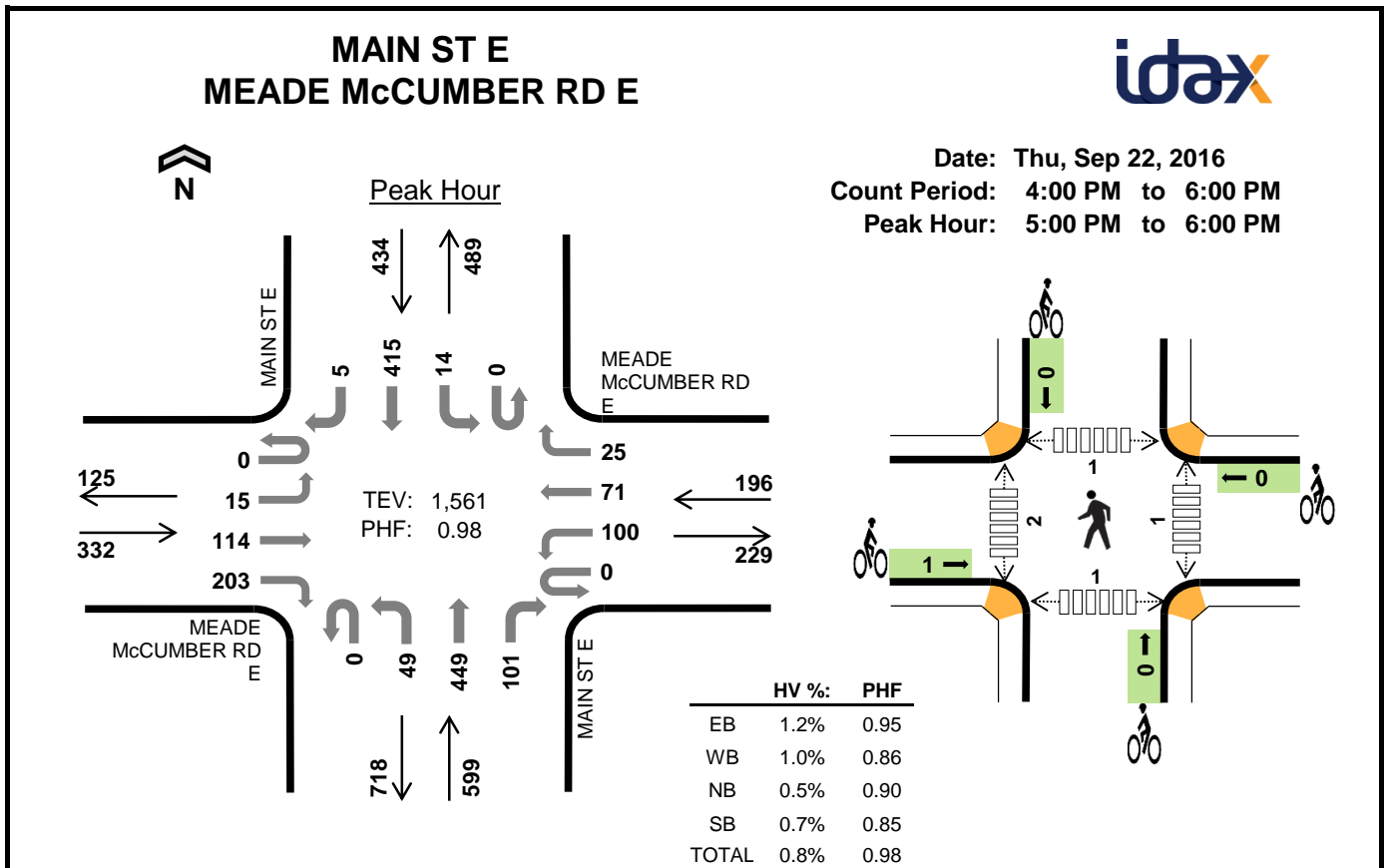


Two-Hour Count Summaries

Interval Start	MEADE McCUMBER RD E Eastbound				MEADE McCUMBER RD E Westbound				MAIN ST E Northbound				MAIN ST E Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	3	5	18	0	13	12	4	0	14	128	8	0	0	119	5	329	0
2:15 PM	0	8	13	28	0	12	10	3	0	18	99	21	0	3	132	8	355	0
2:30 PM	0	11	32	50	0	18	9	4	0	11	80	16	0	6	140	3	380	0
2:45 PM	0	4	19	30	0	11	11	0	0	15	93	18	0	3	134	2	340	1,404
3:00 PM	0	4	15	33	0	21	19	7	0	17	91	17	0	2	91	2	319	1,394
3:15 PM	0	9	33	34	0	15	10	4	0	16	115	19	0	2	132	2	391	1,430
3:30 PM	0	11	29	46	0	12	12	4	0	8	112	27	0	3	135	0	399	1,449
3:45 PM	0	11	38	46	0	24	9	7	0	16	111	29	0	4	116	0	411	1,520
Count Total	0	61	184	285	0	126	92	33	0	115	829	155	0	23	999	22	2,924	0
Peak Hour	0	35	115	159	0	72	50	22	0	57	429	92	0	11	474	4	1,520	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	1	21	4	26	0	0	0	0	0	0	0	1	0	1
2:15 PM	7	0	6	2	15	0	0	0	0	0	0	0	0	0	0
2:30 PM	15	1	3	4	23	0	0	0	1	1	0	1	12	0	13
2:45 PM	1	0	7	3	11	0	0	0	0	0	1	1	2	3	7
3:00 PM	1	1	11	1	14	0	0	1	0	1	0	0	2	1	3
3:15 PM	8	0	3	2	13	0	0	0	0	0	0	0	1	1	2
3:30 PM	3	3	4	3	13	0	0	0	1	1	0	0	3	0	3
3:45 PM	3	1	5	2	11	0	0	0	0	0	0	0	0	0	0
Count Total	38	7	60	21	126	0	0	1	2	3	1	2	21	5	29
Peak Hour	15	5	23	8	51	0	0	1	1	2	0	0	6	2	8

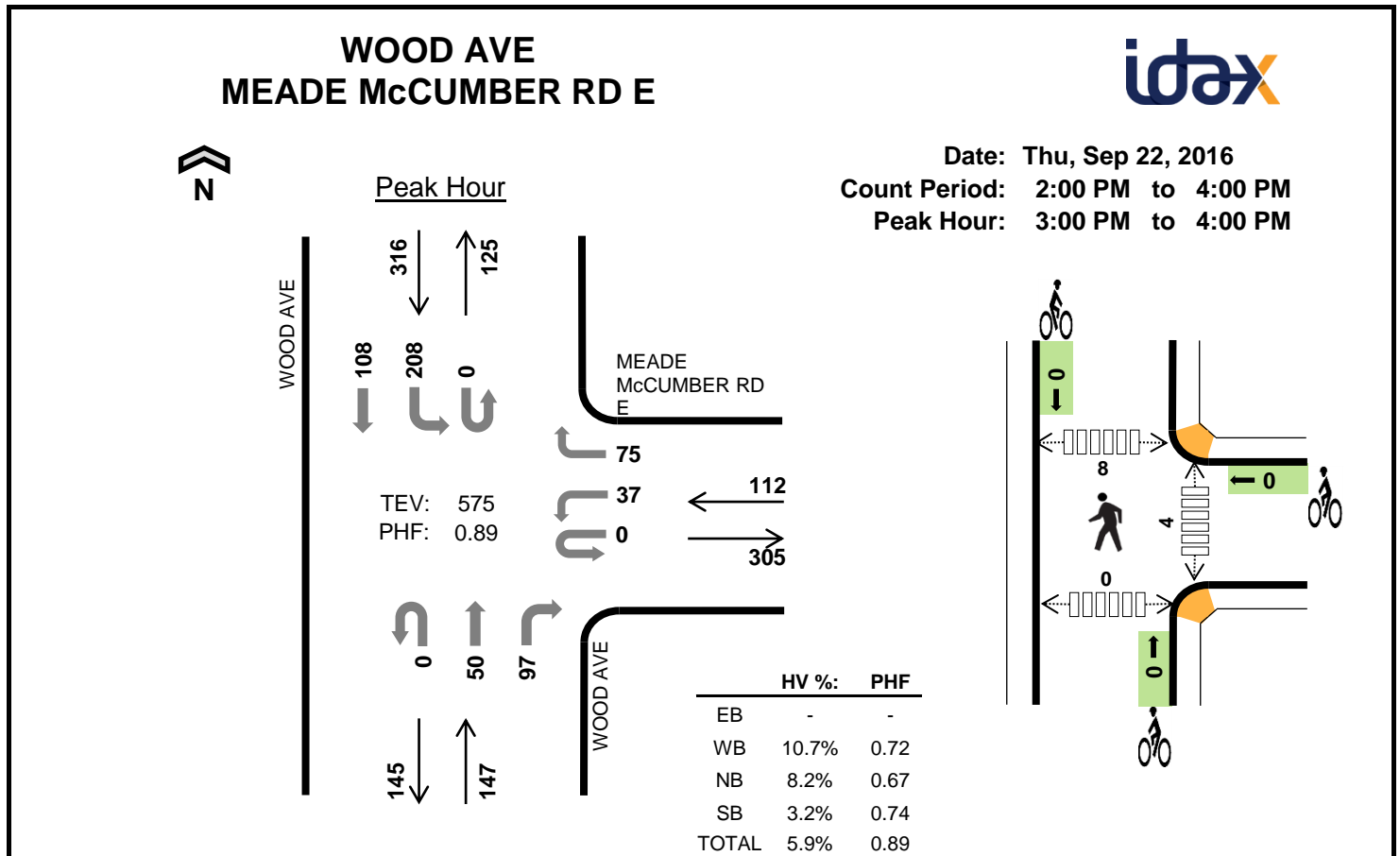


Two-Hour Count Summaries

Interval Start	MEADE McCUMBER RD E				MEADE McCUMBER RD E				MAIN ST E				MAIN ST E				15-min Total	Rolling One Hour
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	7	27	44	0	33	4	4	0	10	96	18	0	0	125	6	374	0
4:15 PM	0	7	39	58	0	24	10	5	0	10	98	29	0	3	102	1	386	0
4:30 PM	0	8	28	55	0	12	17	3	0	11	121	30	0	1	96	1	383	0
4:45 PM	0	3	25	52	0	19	11	3	0	17	112	36	0	3	110	0	391	1,534
5:00 PM	0	6	33	46	0	24	29	4	0	11	117	27	0	5	81	0	383	1,543
5:15 PM	0	4	27	45	0	29	15	12	0	9	97	21	0	3	125	0	387	1,544
5:30 PM	0	3	23	58	0	30	14	2	0	12	112	26	0	3	107	4	394	1,555
5:45 PM	0	2	31	54	0	17	13	7	0	17	123	27	0	3	102	1	397	1,561
Count Total	0	40	233	412	0	188	113	40	0	97	876	214	0	21	848	13	3,095	0
Peak Hour	0	15	114	203	0	100	71	25	0	49	449	101	0	14	415	5	1,561	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	1	3	4	9	0	1	0	0	1	1	1	22	1	25
4:15 PM	1	4	2	1	8	0	0	0	0	0	0	1	0	2	3
4:30 PM	1	0	8	3	12	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	1	4	1	7	0	0	0	0	0	0	3	0	0	3
5:00 PM	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	2	2	5	1	0	0	0	1	0	1	0	0	1
5:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	1	1	2
5:45 PM	1	2	1	0	4	0	0	0	0	0	1	1	0	0	2
Count Total	8	8	20	12	48	1	1	0	0	2	2	7	23	4	36
Peak Hour	4	2	3	3	12	1	0	0	0	1	1	2	1	1	5

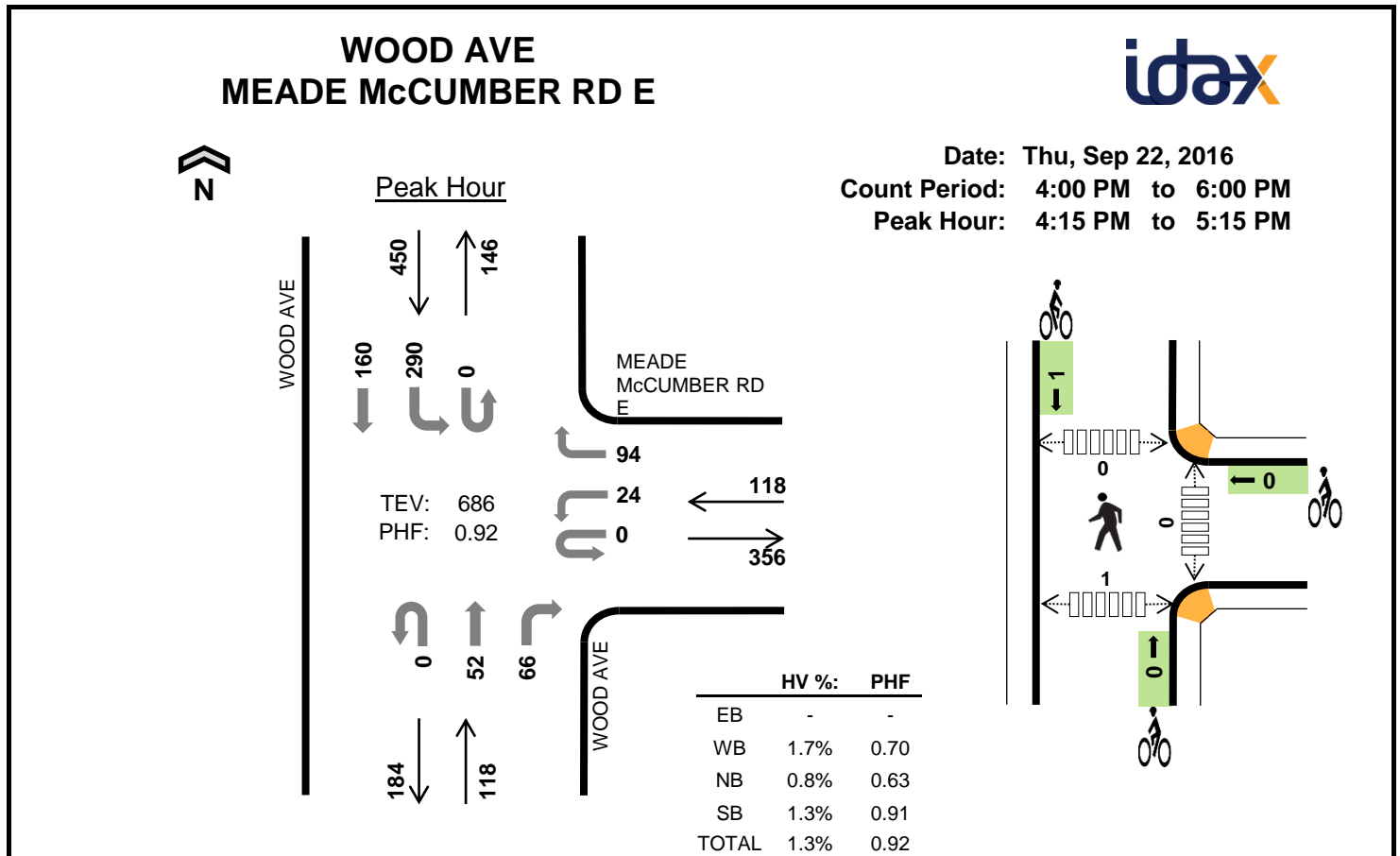


Two-Hour Count Summaries

Interval Start	0				MEADE McCUMBER RD E				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	0	0	0	9	0	23	0	0	11	5	0	18	11	0	77	0
2:15 PM	0	0	0	0	0	16	0	19	0	0	9	10	0	42	15	0	111	0
2:30 PM	0	0	0	0	0	5	0	16	0	0	12	27	0	59	19	0	138	0
2:45 PM	0	0	0	0	0	14	0	14	0	0	9	4	0	45	26	0	112	438
3:00 PM	0	0	0	0	0	18	0	21	0	0	8	6	0	40	24	0	117	478
3:15 PM	0	0	0	0	0	7	0	21	0	0	17	38	0	46	13	0	142	509
3:30 PM	0	0	0	0	0	6	0	14	0	0	19	29	0	54	32	0	154	525
3:45 PM	0	0	0	0	0	6	0	19	0	0	6	24	0	68	39	0	162	575
Count Total	0	0	0	0	0	81	0	147	0	0	91	143	0	372	179	0	1,013	0
Peak Hour	0	0	0	0	0	37	0	75	0	0	50	97	0	208	108	0	575	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	6	0	1	7	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	4	0	7	11	0	0	0	0	0	1	0	1	0	2
2:30 PM	0	1	0	13	14	0	0	0	0	0	10	0	13	2	25
2:45 PM	0	2	0	1	3	0	0	0	0	0	2	0	1	1	4
3:00 PM	0	7	0	2	9	0	0	0	0	0	0	0	5	0	5
3:15 PM	0	0	8	4	12	0	0	0	0	0	4	0	1	0	5
3:30 PM	0	2	1	2	5	0	0	0	0	0	0	0	2	0	2
3:45 PM	0	3	3	2	8	0	0	0	0	0	0	0	0	0	0
Count Total	0	25	12	32	69	0	0	0	0	0	17	0	23	3	43
Peak Hr	0	12	12	10	34	0	0	0	0	0	4	0	8	0	12



Two-Hour Count Summaries

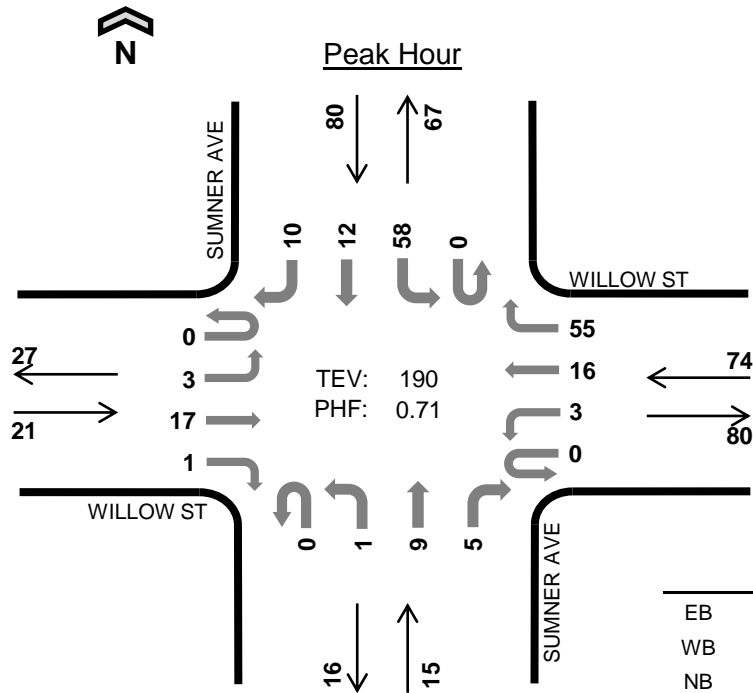
Interval Start	0				MEADE McCUMBER RD E				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	7	0	16	0	0	10	17	0	76	40	0	166	0
4:15 PM	0	0	0	0	0	2	0	17	0	0	14	33	0	61	40	0	167	0
4:30 PM	0	0	0	0	0	6	0	23	0	0	13	14	0	79	45	0	180	0
4:45 PM	0	0	0	0	0	2	0	26	0	0	10	7	0	72	35	0	152	665
5:00 PM	0	0	0	0	0	14	0	28	0	0	15	12	0	78	40	0	187	686
5:15 PM	0	0	0	0	0	12	0	10	0	0	9	5	0	73	45	0	154	673
5:30 PM	0	0	0	0	0	8	0	20	0	0	9	9	0	68	56	0	170	663
5:45 PM	0	0	0	0	0	5	0	24	0	0	19	19	0	64	33	0	164	675
Count Total	0	0	0	0	0	56	0	164	0	0	99	116	0	571	334	0	1,340	0
Peak Hour	0	0	0	0	0	24	0	94	0	0	52	66	0	290	160	0	686	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

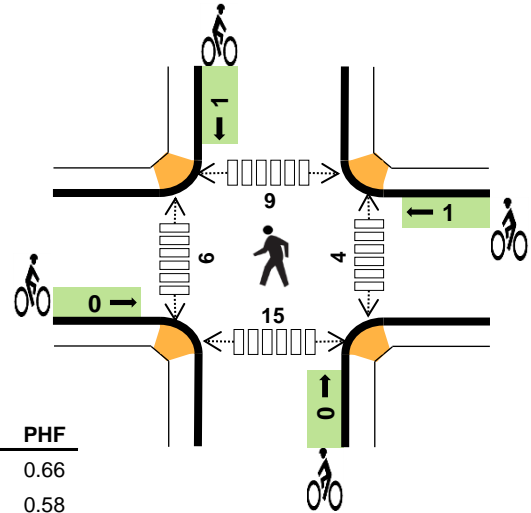
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	2	2	0	0	0	0	0	2	0	2	0	4
4:15 PM	0	2	0	2	4	0	0	0	0	0	0	0	0	1	1
4:30 PM	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0
4:45 PM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	1	2	0	0	0	1	1	2	0	0	0	2
5:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
Count Total	0	3	1	12	16	0	0	0	2	2	4	0	2	1	7
Peak Hr	0	2	1	6	9	0	0	0	1	1	0	0	0	1	1



SUMNER AVE WILLOW ST



Date: Thu, Sep 22, 2016
Count Period: 2:00 PM to 4:00 PM
Peak Hour: 2:30 PM to 3:30 PM



	HV %:	PHF
EB	0.0%	0.66
WB	16.2%	0.58
NB	0.0%	0.38
SB	7.5%	0.83
TOTAL	9.5%	0.71

Two-Hour Count Summaries

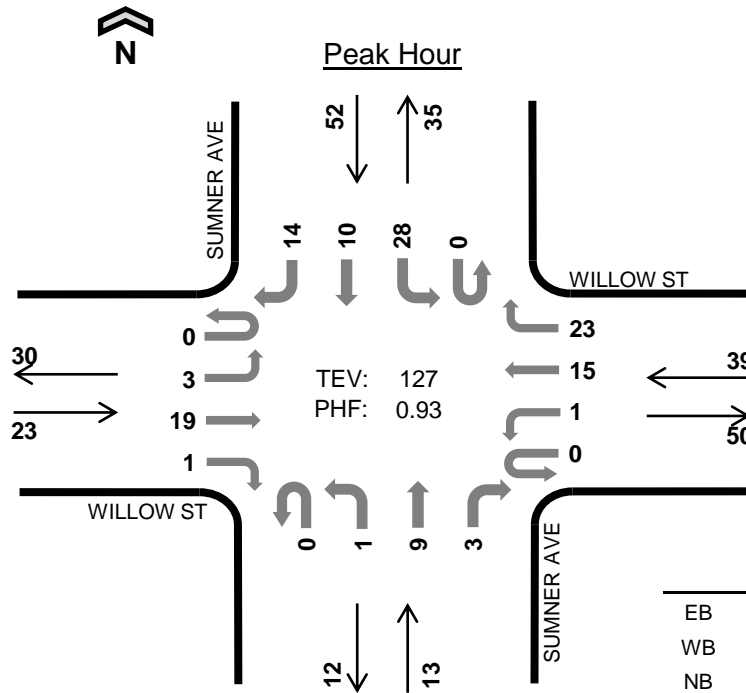
Interval Start	WILLOW ST				WILLOW ST				SUMNER AVE				SUMNER AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	3	0	0	1	2	2	0	0	2	0	0	13	1	2	26	0
2:15 PM	0	2	2	0	0	0	0	17	0	0	1	0	0	18	0	3	43	0
2:30 PM	0	1	4	0	0	0	1	20	0	0	2	0	0	13	4	3	48	0
2:45 PM	0	1	5	0	0	0	1	4	0	0	1	0	0	16	3	0	31	148
3:00 PM	0	0	2	0	0	0	6	10	0	0	2	0	0	17	2	5	44	166
3:15 PM	0	1	6	1	0	3	8	21	0	1	4	5	0	12	3	2	67	190
3:30 PM	0	2	3	0	0	2	2	12	0	0	0	1	0	11	1	2	36	178
3:45 PM	0	1	4	0	0	0	4	9	0	0	4	1	0	7	6	3	39	186
Count Total	0	8	29	1	0	6	24	95	0	1	16	7	0	107	20	20	334	0
Peak Hour	0	3	17	1	0	3	16	55	0	1	9	5	0	58	12	10	190	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

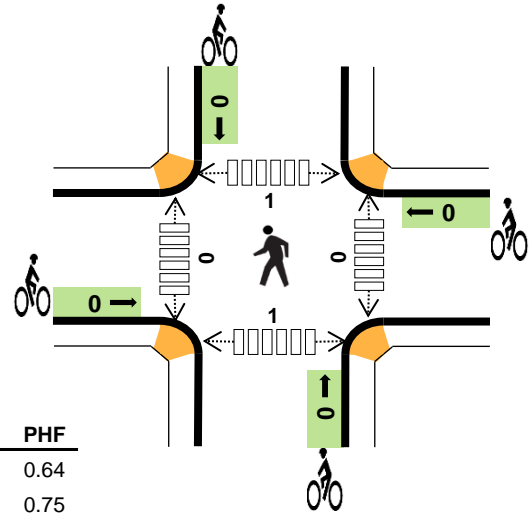
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	8	0	10	18	0	0	0	0	0	1	0	1	1	3
2:30 PM	0	9	0	3	12	0	0	0	1	1	4	1	4	6	15
2:45 PM	0	1	0	1	2	0	0	0	0	0	0	0	1	0	1
3:00 PM	0	0	0	1	1	0	1	0	0	1	0	0	0	1	1
3:15 PM	0	2	0	1	3	0	0	0	0	0	0	5	4	8	17
3:30 PM	0	2	1	3	6	0	0	0	0	0	0	0	0	2	2
3:45 PM	0	2	1	3	6	0	0	0	0	0	8	0	2	3	13
Count Total	0	24	2	27	53	0	1	0	1	2	13	6	12	21	52
Peak Hour	0	12	0	6	18	0	1	0	1	2	4	6	9	15	34



SUMNER AVE WILLOW ST



Date: Thu, Sep 22, 2016
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	0.0%	0.64
WB	7.7%	0.75
NB	0.0%	0.54
SB	1.9%	0.93
TOTAL	3.1%	0.93

Two-Hour Count Summaries

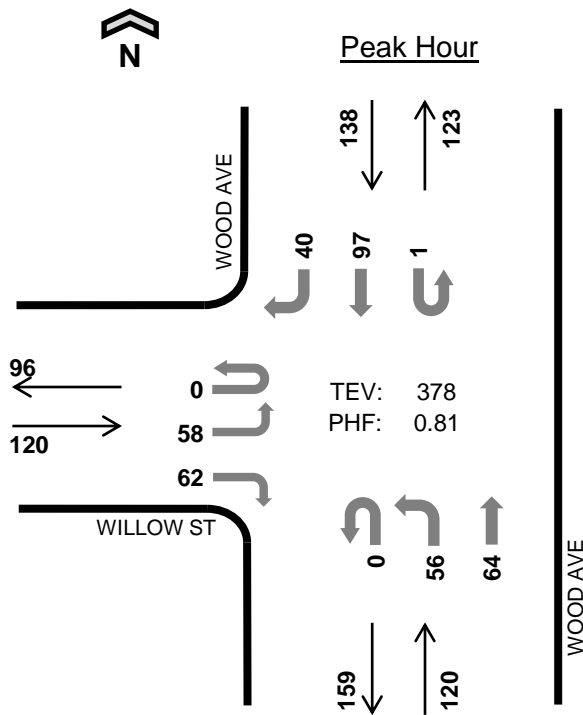
Interval Start	WILLOW ST				WILLOW ST				SUMNER AVE				SUMNER AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	2	7	0	0	0	3	6	0	0	2	0	0	9	3	2	34	0
4:15 PM	0	1	1	0	0	0	4	9	0	0	5	1	0	5	3	4	33	0
4:30 PM	0	0	7	0	0	1	3	3	0	1	1	1	0	6	2	4	29	0
4:45 PM	0	0	4	1	0	0	5	5	0	0	1	1	0	8	2	4	31	127
5:00 PM	0	0	4	0	0	0	1	5	0	0	4	0	0	10	2	3	29	122
5:15 PM	0	2	3	0	1	0	4	2	0	0	0	0	0	9	2	2	25	114
5:30 PM	0	1	5	0	0	0	1	4	0	0	1	2	0	4	7	2	27	112
5:45 PM	0	2	5	0	0	2	1	6	0	0	1	2	0	9	4	2	34	115
Count Total	0	8	36	1	1	3	22	40	0	1	15	7	0	60	25	23	242	0
Peak Hour	0	3	19	1	0	1	15	23	0	1	9	3	0	28	10	14	127	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

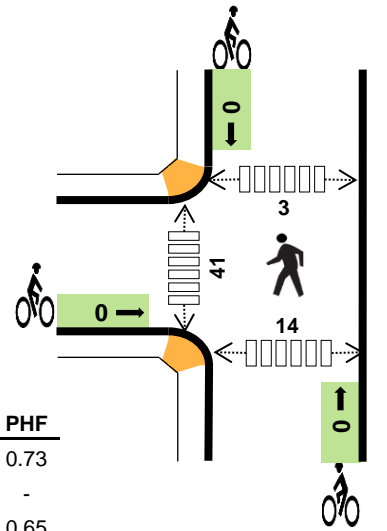
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1
4:15 PM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2
5:15 PM	0	0	0	0	0	3	0	1	0	4	0	0	0	0	0
5:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	1	1	2
Count Total	1	3	0	1	5	3	0	1	1	5	1	0	3	2	6
Peak Hour	0	3	0	1	4	0	0	0	0	0	0	0	1	1	2



WOOD AVE WILLOW ST



Date: Thu, Sep 22, 2016
 Count Period: 2:00 PM to 4:00 PM
 Peak Hour: 3:00 PM to 4:00 PM



	HV %:	PHF
EB	7.5%	0.73
WB	-	-
NB	4.2%	0.65
SB	7.2%	0.82
TOTAL	6.3%	0.81

Two-Hour Count Summaries

Interval Start	WILLOW ST				0				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	2	0	3	0	0	0	0	0	16	12	0	0	0	7	9	49	0
2:15 PM	0	17	0	10	0	0	0	0	0	12	6	0	0	0	12	14	71	0
2:30 PM	0	14	0	22	0	0	0	0	0	12	9	0	1	0	14	5	77	0
2:45 PM	0	2	0	8	0	0	0	0	0	15	7	0	0	0	13	18	63	260
3:00 PM	0	7	0	11	0	0	0	0	0	19	17	0	0	0	20	17	91	302
3:15 PM	0	20	0	21	0	0	0	0	0	9	11	0	1	0	14	4	80	311
3:30 PM	0	12	0	18	0	0	0	0	0	16	30	0	0	0	32	8	116	350
3:45 PM	0	19	0	12	0	0	0	0	0	12	6	0	0	0	31	11	91	378
Count Total	0	93	0	105	0	0	0	0	0	111	98	0	2	0	143	86	638	0
Peak Hour	0	58	0	62	0	0	0	0	0	56	64	0	1	0	97	40	378	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
2:30 PM	0	0	0	0	0	0	0	1	0	1	0	9	0	4	13
2:45 PM	0	0	0	2	2	0	0	0	0	0	0	5	3	2	10
3:00 PM	0	0	1	7	8	0	0	0	0	0	0	20	0	4	24
3:15 PM	6	0	2	0	8	0	0	0	0	0	0	19	1	9	29
3:30 PM	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0
3:45 PM	3	0	1	1	5	0	0	0	0	0	0	2	2	1	5
Count Total	9	0	5	12	26	0	0	1	1	2	0	56	6	21	83
Peak Hr	9	0	5	10	24	0	0	0	0	0	0	41	3	14	58

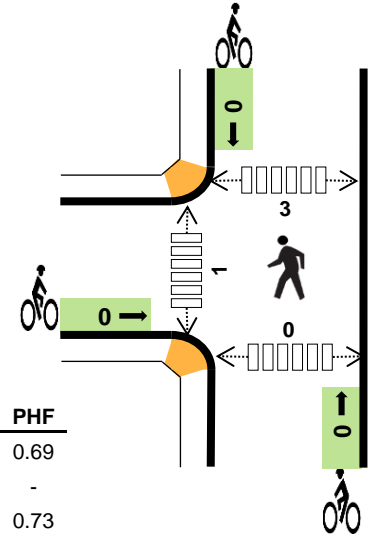
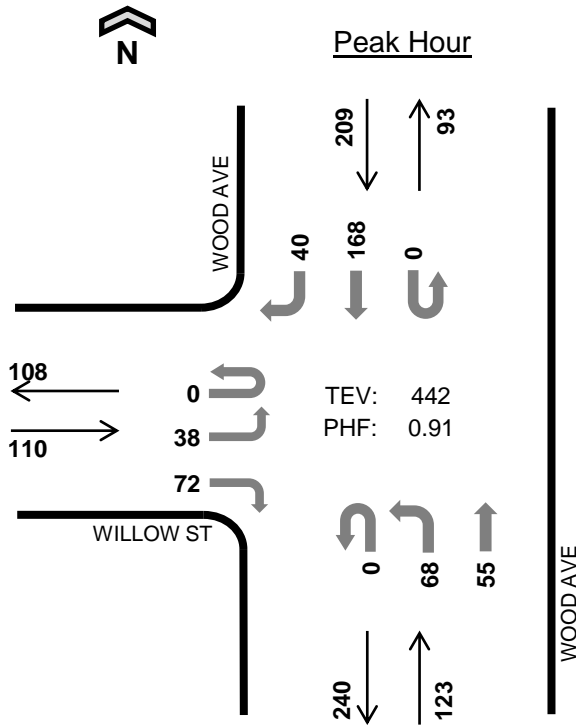


WOOD AVE WILLOW ST

Date: Thu, Sep 22, 2016

Count Period: 4:00 PM to 6:00 PM

Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	0.9%	0.69
WB	-	-
NB	0.0%	0.73
SB	0.5%	0.82
TOTAL	0.5%	0.91

Two-Hour Count Summaries

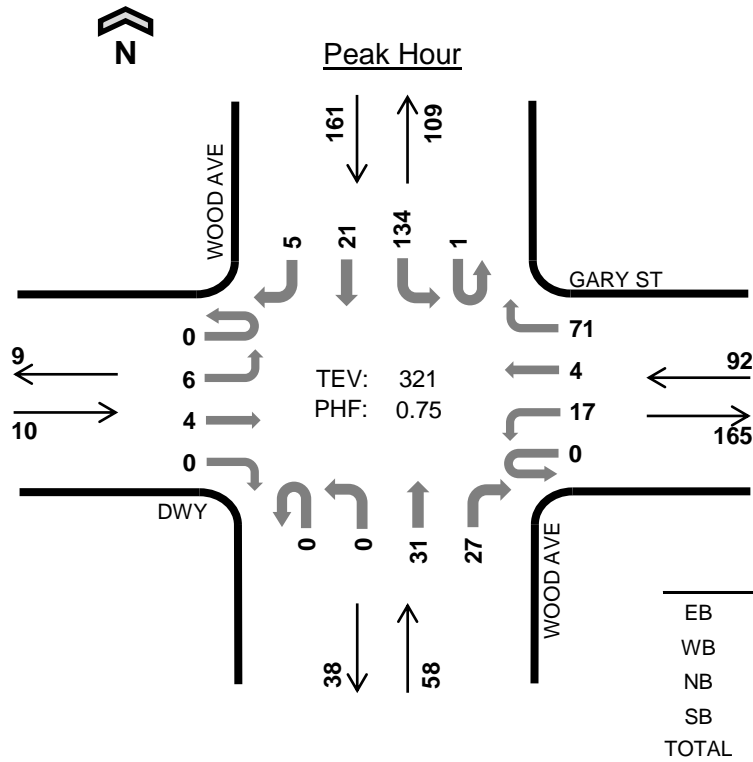
Interval Start	WILLOW ST				0				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	10	0	16	0	0	0	0	0	15	11	0	0	0	42	7	101	0
4:15 PM	0	18	0	20	0	0	0	0	1	12	23	0	0	0	33	7	114	0
4:30 PM	0	5	0	15	0	0	0	0	0	8	17	0	0	0	44	3	92	0
4:45 PM	0	7	0	14	0	0	0	0	0	21	10	0	0	0	29	7	88	395
5:00 PM	0	7	0	15	0	0	0	0	0	15	19	0	0	0	43	11	110	404
5:15 PM	0	6	0	13	0	0	0	0	0	20	9	0	0	1	42	12	103	393
5:30 PM	0	14	0	26	0	0	0	0	0	8	10	0	0	0	56	8	122	423
5:45 PM	0	11	0	18	0	0	0	0	0	25	17	0	0	0	27	9	107	442
Count Total	0	78	0	137	0	0	0	0	1	124	116	0	0	1	316	64	837	0
Peak Hour	0	38	0	72	0	0	0	0	0	68	55	0	0	1	168	40	442	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

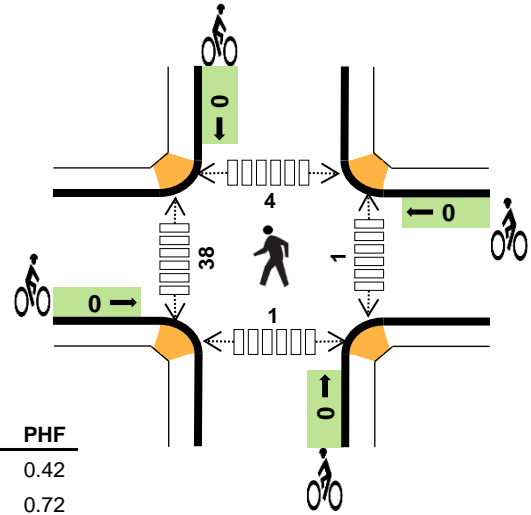
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
4:30 PM	0	0	0	2	2	0	0	0	1	1	0	2	0	0	2
4:45 PM	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3
5:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1
Count Total	2	0	0	4	6	0	0	0	1	1	0	6	3	0	9
Peak Hr	1	0	0	1	2	0	0	0	0	0	0	1	3	0	4



WOOD AVE GARY ST



Date: Thu, Sep 22, 2016
 Count Period: 2:00 PM to 4:00 PM
 Peak Hour: 3:00 PM to 4:00 PM



Two-Hour Count Summaries

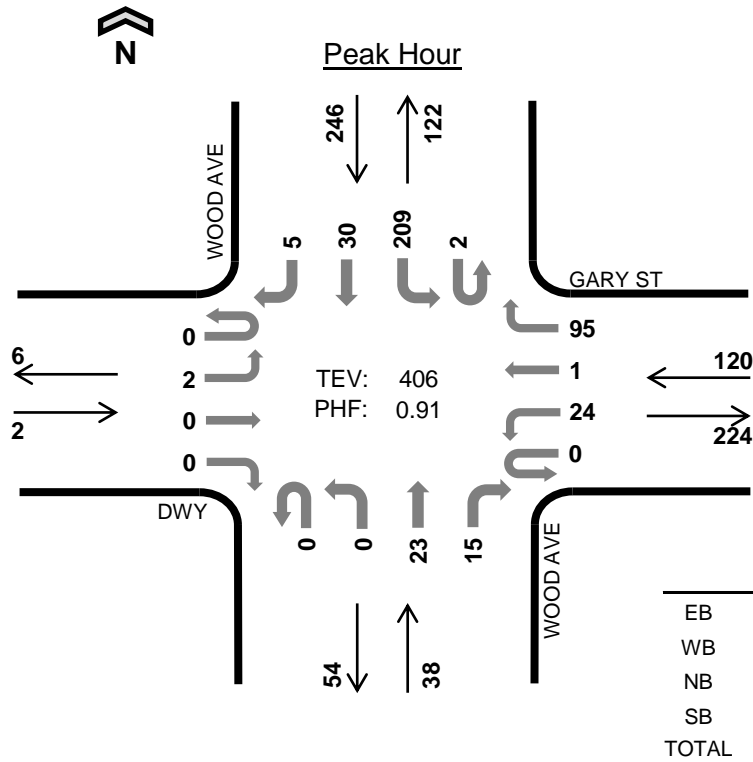
Interval Start	DWY				GARY ST				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	0	0	0	0	0	24	0	0	0	1	0	13	0	0	38	0
2:15 PM	0	0	0	0	0	0	0	19	0	0	0	3	0	17	2	1	42	0
2:30 PM	0	0	1	0	0	3	1	17	0	0	2	0	0	33	3	0	60	0
2:45 PM	0	0	0	0	0	3	1	21	0	0	0	1	0	19	1	0	46	186
3:00 PM	0	1	0	0	0	4	2	26	0	0	5	9	0	22	4	3	76	224
3:15 PM	0	0	2	0	0	4	2	12	0	0	6	5	0	31	5	0	67	249
3:30 PM	0	5	1	0	0	7	0	19	0	0	18	7	0	42	6	2	107	296
3:45 PM	0	0	1	0	0	2	0	14	0	0	2	6	1	39	6	0	71	321
Count Total	0	6	5	0	0	23	6	152	0	0	33	32	1	216	27	6	507	0
Peak Hour	0	6	4	0	0	17	4	71	0	0	31	27	1	134	21	5	321	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

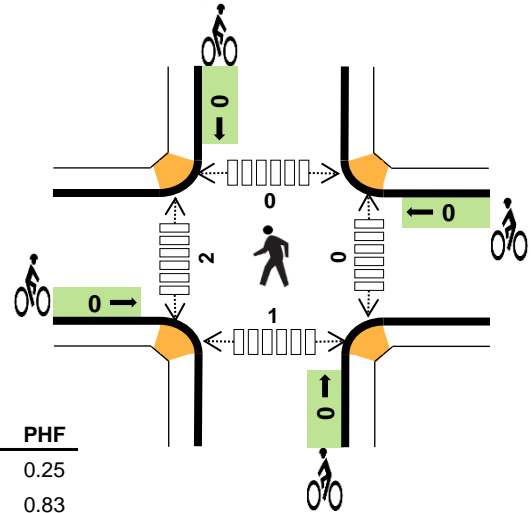
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	1	0	0	1	2	3	1	0	6
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
3:00 PM	0	0	0	1	1	0	0	0	0	0	1	6	0	0	7
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	28	4	1	33
3:30 PM	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2
3:45 PM	0	0	0	1	1	0	0	0	0	0	0	2	0	0	2
Count Total	0	2	1	2	5	0	1	0	1	2	3	43	5	1	52
Peak Hour	0	2	1	2	5	0	0	0	0	0	1	38	4	1	44



WOOD AVE GARY ST



Date: Thu, Sep 22, 2016
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 5:00 PM to 6:00 PM

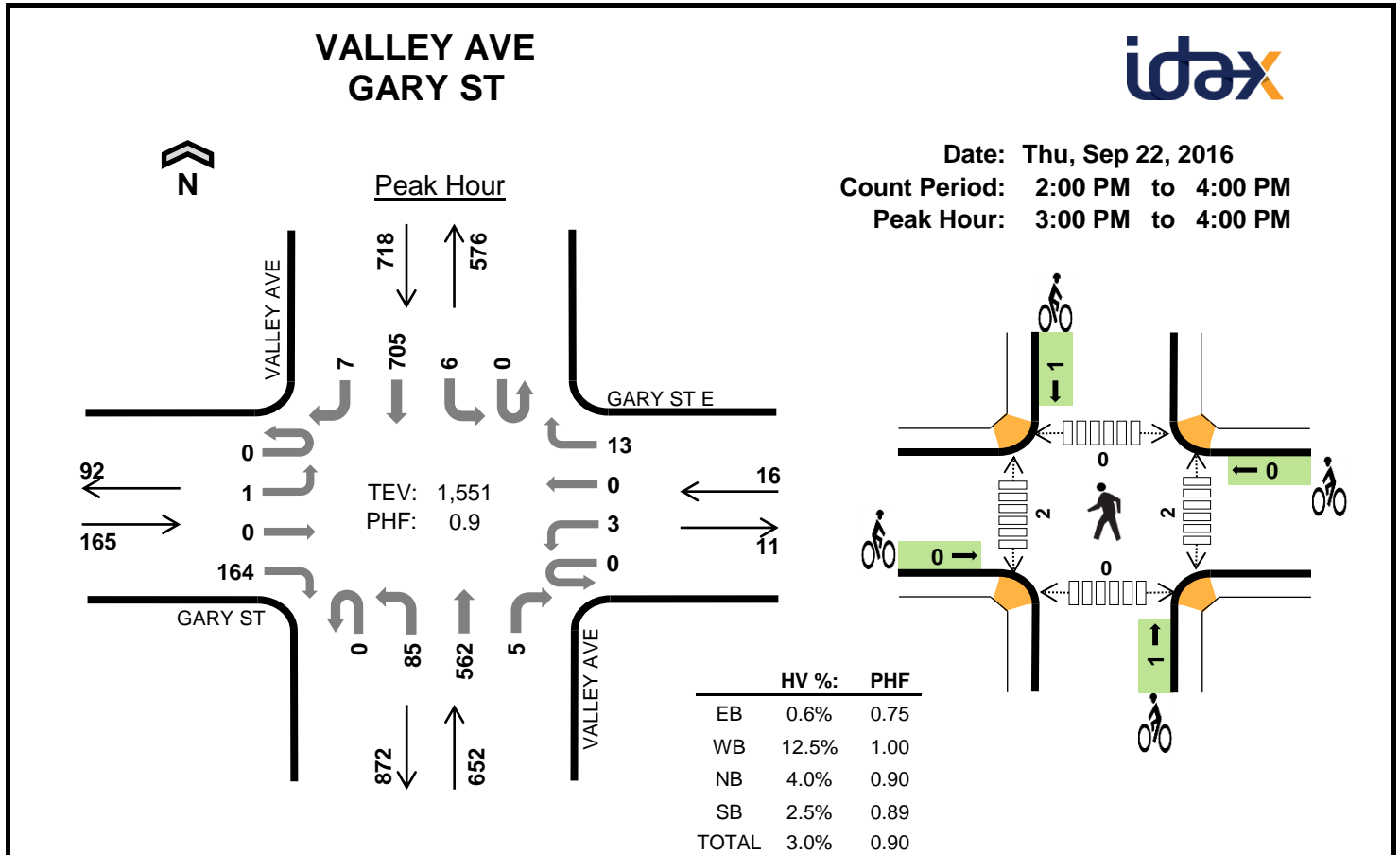


Two-Hour Count Summaries

Interval Start	DWY				GARY ST				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	2	0	0	3	0	21	0	0	3	3	0	50	4	0	87	0
4:15 PM	0	3	0	0	0	3	0	23	0	0	6	7	4	43	6	2	97	0
4:30 PM	0	0	1	0	0	4	0	14	0	0	12	5	1	46	10	2	95	0
4:45 PM	0	1	0	0	0	2	0	23	0	0	5	5	0	34	5	0	75	354
5:00 PM	0	2	0	0	0	5	1	29	0	0	4	7	0	57	6	1	112	379
5:15 PM	0	0	0	0	0	7	0	21	0	0	5	6	0	44	11	0	94	376
5:30 PM	0	0	0	0	0	7	0	14	0	0	4	1	0	64	9	0	99	380
5:45 PM	0	0	0	0	0	5	0	31	0	0	10	1	2	44	4	4	101	406
Count Total	0	7	3	0	0	36	1	176	0	0	49	35	7	382	55	9	760	0
Peak Hour	0	2	0	0	0	24	1	95	0	0	23	15	2	209	30	5	406	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	2	2	0	0	0	0	0	0	3	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3
5:30 PM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	0	4	5	0	0	0	0	0	0	7	1	1	9
Peak Hour	0	1	0	2	3	0	0	0	0	0	0	2	0	1	3



Two-Hour Count Summaries

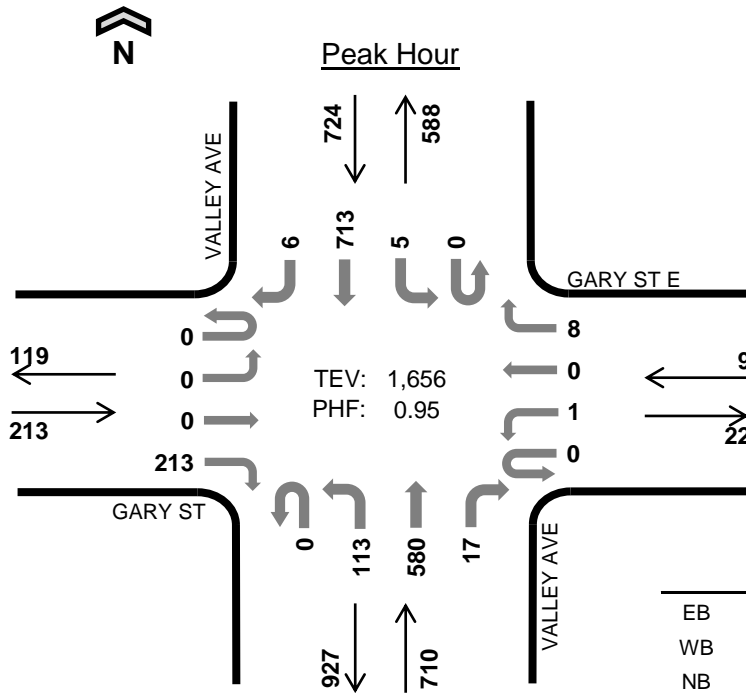
Interval Start	GARY ST				GARY ST E				VALLEY AVE				VALLEY AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	0	15	0	2	0	2	0	22	149	1	0	1	148	5	345	0
2:15 PM	0	1	0	20	0	6	1	11	0	18	131	5	0	1	166	0	360	0
2:30 PM	0	0	0	32	0	1	1	3	0	18	97	0	0	1	185	2	340	0
2:45 PM	0	0	0	22	0	0	0	3	0	25	117	1	0	1	173	0	342	1,387
3:00 PM	0	1	0	30	0	2	0	2	0	31	130	1	0	1	155	3	356	1,398
3:15 PM	0	0	0	34	0	0	0	4	0	13	138	1	0	1	164	3	358	1,396
3:30 PM	0	0	0	55	0	1	0	3	0	27	154	1	0	1	189	0	431	1,487
3:45 PM	0	0	0	45	0	0	0	4	0	14	140	2	0	3	197	1	406	1,551
Count Total	0	2	0	253	0	12	2	32	0	168	1,056	12	0	10	1,377	14	2,938	0
Peak Hour	0	1	0	164	0	3	0	13	0	85	562	5	0	6	705	7	1,551	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	22	3	25	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	1	8	4	13	0	0	0	0	0	0	0	1	0	1
2:30 PM	0	0	2	15	17	0	0	0	2	2	1	0	1	0	2
2:45 PM	0	0	7	4	11	0	0	0	0	0	0	1	0	0	1
3:00 PM	0	1	12	2	15	0	0	1	0	1	0	1	0	0	1
3:15 PM	0	0	2	6	8	0	0	0	0	0	2	1	0	0	3
3:30 PM	1	0	6	4	11	0	0	0	1	1	0	0	0	0	0
3:45 PM	0	1	6	6	13	0	0	0	0	0	0	0	0	0	0
Count Total	1	3	65	44	113	0	0	1	3	4	3	3	2	0	8
Peak Hour	1	2	26	18	47	0	0	1	1	2	2	2	0	0	4

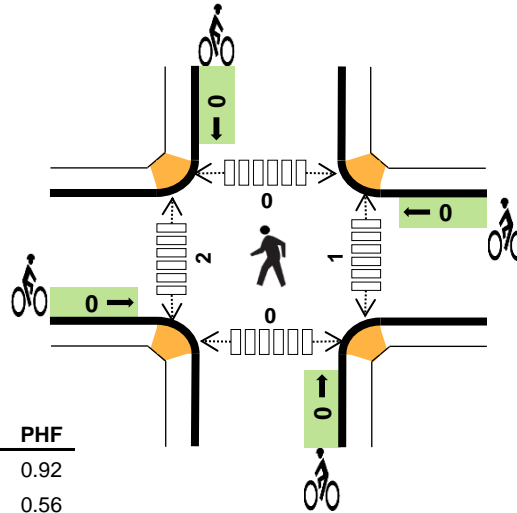


VALLEY AVE GARY ST



Date: Thu, Sep 22, 2016
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 5:00 PM to 6:00 PM

	HV %:	PHF
EB	0.9%	0.92
WB	0.0%	0.56
NB	0.7%	0.87
SB	1.4%	0.88
TOTAL	1.0%	0.95

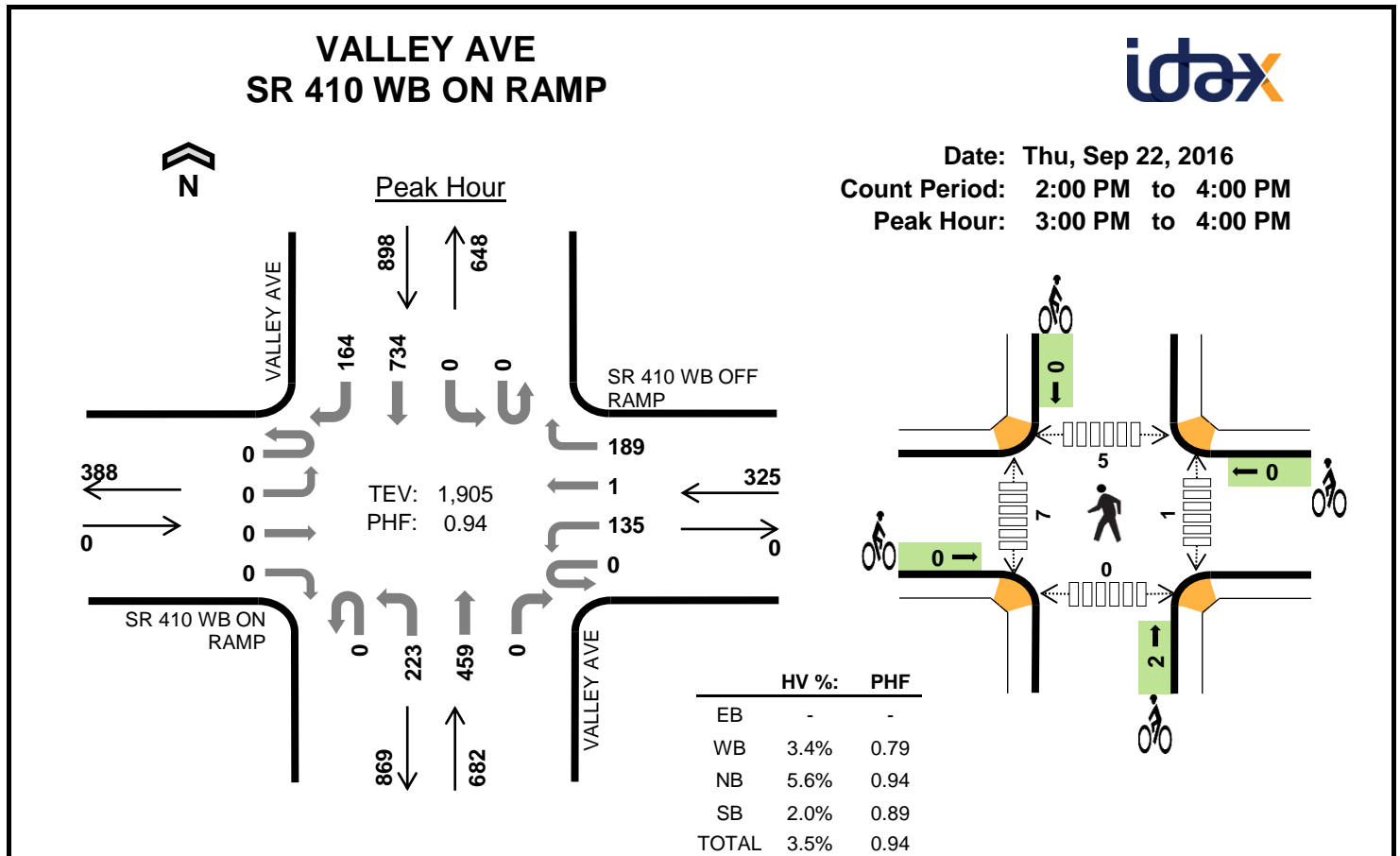


Two-Hour Count Summaries

Interval Start	GARY ST				GARY ST E				VALLEY AVE				VALLEY AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	41	0	0	0	0	0	20	134	1	0	0	188	1	385	0
4:15 PM	0	0	0	46	0	0	0	3	0	19	129	1	0	1	182	1	382	0
4:30 PM	0	0	0	54	0	0	0	4	0	14	169	0	0	1	146	1	389	0
4:45 PM	0	0	0	44	0	0	0	2	0	25	155	1	0	2	178	0	407	1,563
5:00 PM	0	0	0	58	0	0	0	2	0	33	148	0	0	2	153	2	398	1,576
5:15 PM	0	0	0	52	0	1	0	0	0	27	139	4	0	0	202	3	428	1,622
5:30 PM	0	0	0	47	0	0	0	2	0	18	133	5	0	1	190	0	396	1,629
5:45 PM	0	0	0	56	0	0	0	4	0	35	160	8	0	2	168	1	434	1,656
Count Total	0	0	0	398	0	1	0	17	0	191	1,167	20	0	9	1,407	9	3,219	0
Peak Hour	0	0	0	213	0	1	0	8	0	113	580	17	0	5	713	6	1,656	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	1	7	8	0	0	0	1	1	0	3	1	0	4
4:15 PM	0	0	2	6	8	0	0	0	0	0	1	2	0	0	3
4:30 PM	2	0	7	4	13	0	0	0	0	0	1	0	1	0	2
4:45 PM	0	0	4	3	7	0	0	0	0	0	1	0	0	0	1
5:00 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	2	3	5	0	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	1	2	3	0	0	0	0	0	0	1	0	0	1
5:45 PM	2	0	2	2	6	0	0	0	0	0	1	0	0	0	1
Count Total	4	0	19	30	53	0	0	0	1	1	4	7	2	0	13
Peak Hour	2	0	5	10	17	0	0	0	0	0	1	2	0	0	3



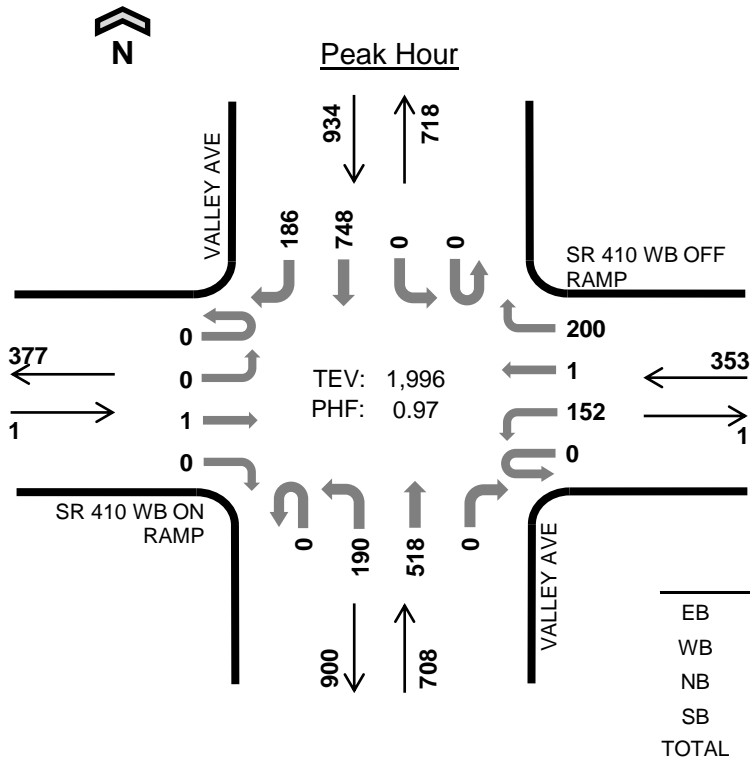
Two-Hour Count Summaries

Interval Start	SR 410 WB ON RAMP				SR 410 WB OFF RAMP				VALLEY AVE				VALLEY AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	0	0	0	27	0	56	0	75	113	0	0	0	113	40	424	0
2:15 PM	0	0	0	0	0	26	0	46	0	50	99	0	0	0	156	39	416	0
2:30 PM	0	0	0	0	0	32	0	37	0	62	77	0	0	0	171	40	419	0
2:45 PM	0	0	0	0	0	49	0	27	0	61	121	0	0	0	159	29	446	1,705
3:00 PM	0	0	0	0	0	47	0	56	0	49	113	0	0	0	160	39	464	1,745
3:15 PM	0	0	0	0	0	29	0	42	0	67	99	0	0	0	176	36	449	1,778
3:30 PM	0	0	0	0	0	31	1	54	0	54	128	0	0	0	189	47	504	1,863
3:45 PM	0	0	0	0	0	28	0	37	0	53	119	0	0	0	209	42	488	1,905
Count Total	0	0	0	0	0	269	1	355	0	471	869	0	0	0	1,333	312	3,610	0
Peak Hour	0	0	0	0	0	135	1	189	0	223	459	0	0	0	734	164	1,905	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

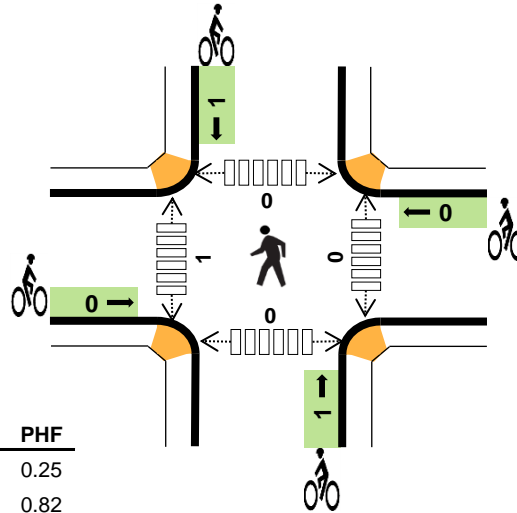
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	22	12	3	37	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	4	8	3	15	0	0	0	1	1	1	3	0	0	4
2:30 PM	0	3	5	15	23	0	0	0	0	0	5	3	3	0	11
2:45 PM	0	3	13	3	19	0	0	0	1	1	2	1	1	0	4
3:00 PM	0	3	14	2	19	0	0	1	0	1	0	5	2	0	7
3:15 PM	0	2	8	6	16	0	0	1	0	1	0	1	3	0	4
3:30 PM	0	2	9	5	16	0	0	0	0	0	1	0	0	0	1
3:45 PM	0	4	7	5	16	0	0	0	0	0	0	1	0	0	1
Count Total	0	43	76	42	161	0	0	2	2	4	9	14	9	0	32
Peak Hour	0	11	38	18	67	0	0	2	0	2	1	7	5	0	13

VALLEY AVE SR 410 WB ON RAMP



Date: Thu, Sep 22, 2016
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 5:00 PM to 6:00 PM

	HV %:	PHF
EB	0.0%	0.25
WB	2.0%	0.82
NB	2.4%	0.94
SB	1.3%	0.89
TOTAL	1.8%	0.97



Two-Hour Count Summaries

Interval Start	SR 410 WB ON RAMP				SR 410 WB OFF RAMP				VALLEY AVE Northbound				VALLEY AVE Southbound				15-min Total	Rolling One Hour
	Eastbound				Westbound													
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	45	0	44	0	59	113	0	0	0	198	28	487	0
4:15 PM	0	0	0	0	0	35	0	49	0	45	102	0	0	0	212	20	463	0
4:30 PM	0	0	0	0	0	49	0	41	0	54	144	0	0	0	183	23	494	0
4:45 PM	0	0	0	0	0	41	0	60	0	49	117	0	0	0	168	37	472	1,916
5:00 PM	0	0	1	0	0	44	0	49	0	60	128	0	0	0	184	32	498	1,927
5:15 PM	0	0	0	0	0	42	1	40	0	39	131	0	0	0	199	62	514	1,978
5:30 PM	0	0	0	0	0	29	0	40	0	50	120	0	0	0	183	46	468	1,952
5:45 PM	0	0	0	0	0	37	0	71	0	41	139	0	0	0	182	46	516	1,996
Count Total	0	0	1	0	0	322	1	394	0	397	994	0	0	0	1,509	294	3,912	0
Peak Hour	0	0	1	0	0	152	1	200	0	190	518	0	0	0	748	186	1,996	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	1	2	7	10	0	0	0	1	1	0	4	0	0	4
4:15 PM	0	2	4	7	13	0	0	0	1	1	0	0	0	0	0
4:30 PM	0	4	8	6	18	0	0	0	0	0	0	0	1	0	1
4:45 PM	0	0	1	3	4	0	0	0	0	0	1	1	2	0	4
5:00 PM	0	4	7	4	15	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	7	3	11	0	0	0	1	1	0	1	0	0	1
5:30 PM	0	1	2	3	6	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	1	2	4	0	0	1	0	1	0	0	0	0	0
Count Total	0	14	32	35	81	0	0	1	3	4	1	6	3	0	10
Peak Hour	0	7	17	12	36	0	0	1	1	2	0	1	0	0	1

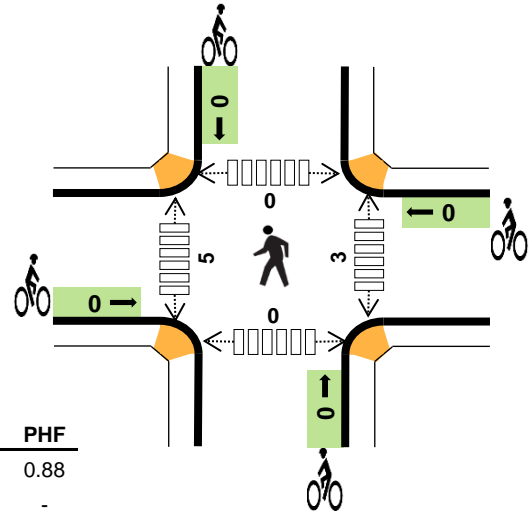
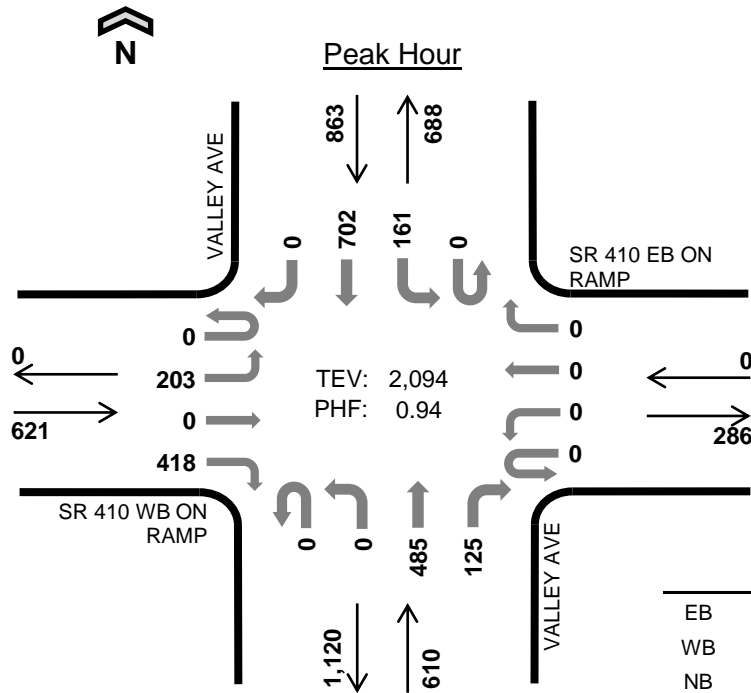


VALLEY AVE SR 410 WB ON RAMP

Date: Thu, Sep 22, 2016

Count Period: 2:00 PM to 4:00 PM

Peak Hour: 3:00 PM to 4:00 PM



	HV %:	PHF
EB	6.6%	0.88
WB	-	-
NB	6.1%	0.92
SB	2.1%	0.92
TOTAL	4.6%	0.94

Two-Hour Count Summaries

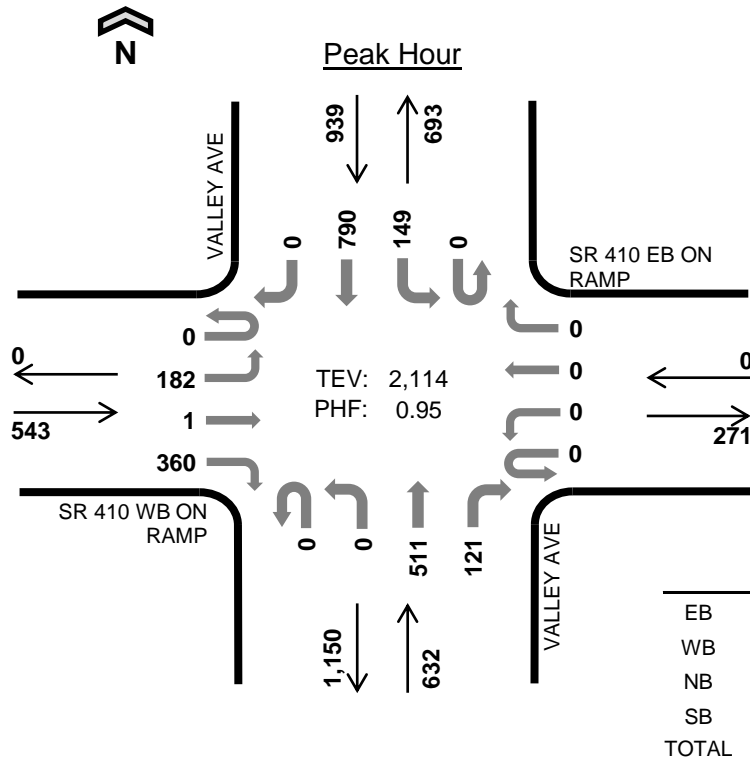
Interval Start	SR 410 WB ON RAMP				SR 410 EB ON RAMP				VALLEY AVE Northbound				VALLEY AVE Southbound				15-min Total	Rolling One Hour
	Eastbound		Westbound		UT		RT		UT		RT		UT		RT			
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	44	0	86	0	0	0	0	0	0	142	25	0	32	113	0	442	0
2:15 PM	0	42	0	110	0	0	0	0	0	0	108	25	0	41	134	0	460	0
2:30 PM	0	44	0	107	0	0	0	0	0	0	99	31	0	39	160	0	480	0
2:45 PM	0	49	0	89	0	0	0	0	0	0	128	24	0	26	178	0	494	1,876
3:00 PM	0	57	0	120	0	0	0	0	0	0	110	30	0	32	173	0	522	1,956
3:15 PM	0	49	0	105	0	0	0	0	0	0	113	39	0	26	169	0	501	1,997
3:30 PM	0	51	0	104	0	0	0	0	0	0	136	30	0	49	185	0	555	2,072
3:45 PM	0	46	0	89	0	0	0	0	0	0	126	26	0	54	175	0	516	2,094
Count Total	0	382	0	810	0	0	0	0	0	0	962	230	0	299	1,287	0	3,970	0
Peak Hour	0	203	0	418	0	0	0	0	0	0	485	125	0	161	702	0	2,094	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

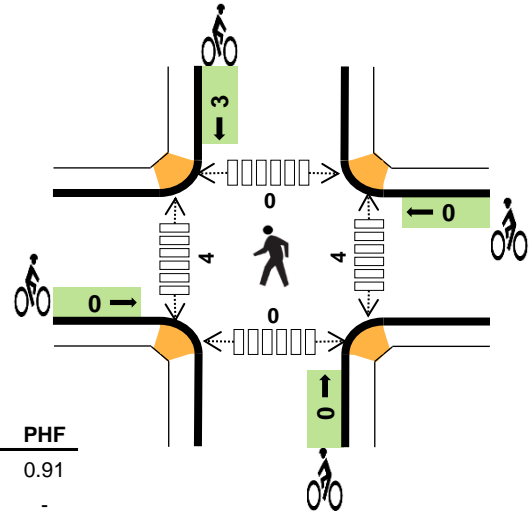
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	13	0	11	4	28	0	0	0	0	0	0	0	0	0	0
2:15 PM	9	0	9	5	23	0	0	0	0	0	1	2	0	0	3
2:30 PM	6	0	6	14	26	0	0	0	0	0	4	5	0	0	9
2:45 PM	4	0	16	3	23	0	0	0	0	0	2	3	0	1	6
3:00 PM	16	0	12	3	31	0	0	0	0	0	1	4	0	0	5
3:15 PM	9	0	9	6	24	0	0	0	0	0	0	0	0	0	0
3:30 PM	9	0	9	5	23	0	0	0	0	0	2	0	0	0	2
3:45 PM	7	0	7	4	18	0	0	0	0	0	0	1	0	0	1
Count Total	73	0	79	44	196	0	0	0	0	0	10	15	0	1	26
Peak Hour	41	0	37	18	96	0	0	0	0	0	3	5	0	0	8



VALLEY AVE SR 410 WB ON RAMP



Date: Thu, Sep 22, 2016
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 4:00 PM to 5:00 PM



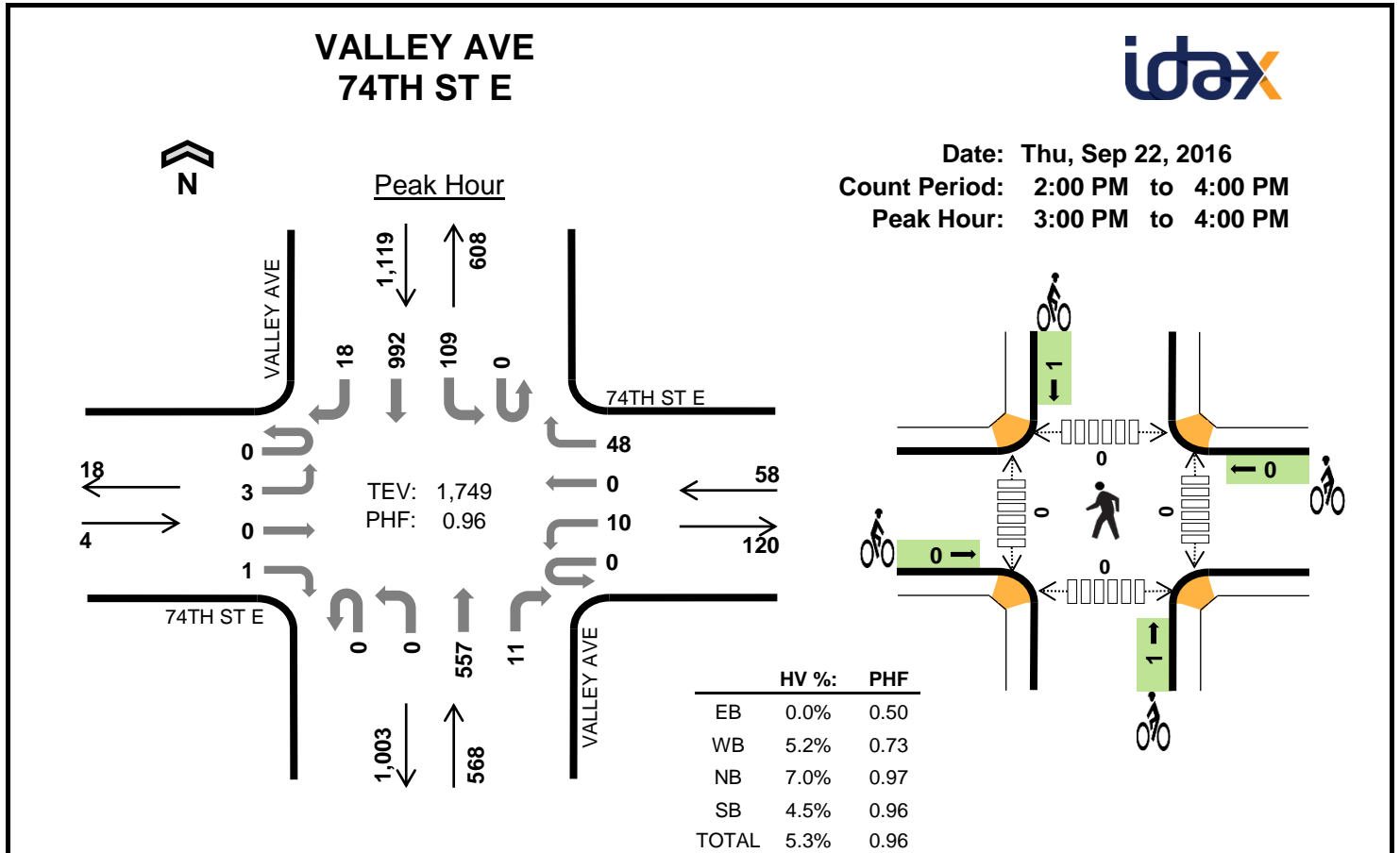
	HV %:	PHF
EB	4.4%	0.91
WB	-	-
NB	2.7%	0.91
SB	2.4%	0.94
TOTAL	3.0%	0.95

Two-Hour Count Summaries

Interval Start	SR 410 WB ON RAMP				SR 410 EB ON RAMP				VALLEY AVE				VALLEY AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	38	1	96	0	0	0	0	0	0	142	32	0	33	207	0	549	0
4:15 PM	0	39	0	82	0	0	0	0	0	0	109	30	0	40	211	0	511	0
4:30 PM	0	59	0	90	0	0	0	0	0	0	137	32	0	36	200	0	554	0
4:45 PM	0	46	0	92	0	0	0	0	0	0	123	27	0	40	172	0	500	2,114
5:00 PM	0	63	0	73	0	0	0	0	0	0	128	32	0	38	189	0	523	2,088
5:15 PM	0	39	0	86	0	0	0	0	0	0	127	38	0	26	207	0	523	2,100
5:30 PM	0	51	0	95	0	0	0	0	0	0	119	39	0	33	182	0	519	2,065
5:45 PM	0	64	0	94	0	0	0	0	0	0	107	25	0	41	177	0	508	2,073
Count Total	0	399	1	708	0	0	0	0	0	0	992	255	0	287	1,545	0	4,187	0
Peak Hour	0	182	1	360	0	0	0	0	0	0	511	121	0	149	790	0	2,114	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	6	0	3	6	15	0	0	0	2	2	0	3	0	0	3
4:15 PM	6	0	4	9	19	0	0	0	1	1	1	0	0	0	1
4:30 PM	8	0	9	6	23	0	0	0	0	0	1	0	0	0	1
4:45 PM	4	0	1	2	7	0	0	0	0	0	2	1	0	0	3
5:00 PM	1	0	6	5	12	0	0	0	0	0	0	0	0	0	0
5:15 PM	3	0	6	3	12	0	0	0	0	0	0	1	0	0	1
5:30 PM	1	0	3	3	7	0	0	0	0	0	0	1	0	0	1
5:45 PM	6	0	1	4	11	0	0	0	0	0	0	1	0	0	1
Count Total	35	0	33	38	106	0	0	0	3	3	4	7	0	0	11
Peak Hour	24	0	17	23	64	0	0	0	3	3	4	4	0	0	8

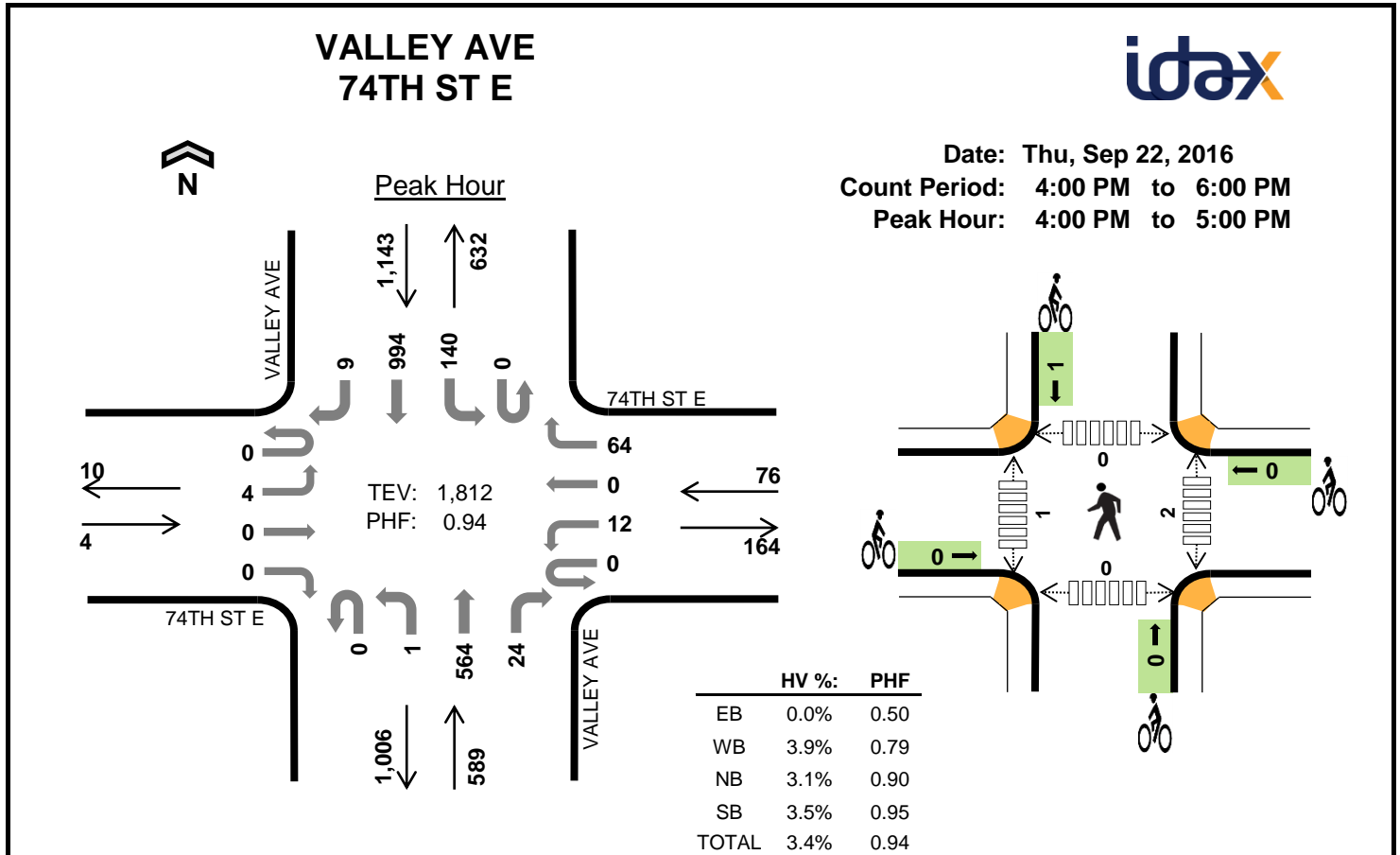


Two-Hour Count Summaries

Interval Start	74TH ST E				74TH ST E				VALLEY AVE				VALLEY AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	0	0	0	2	0	11	0	0	146	2	0	13	183	3	360	0
2:15 PM	0	0	0	0	0	1	0	18	0	0	120	4	0	12	237	0	392	0
2:30 PM	0	0	0	0	0	2	0	9	0	0	124	1	0	16	242	0	394	0
2:45 PM	0	0	0	0	0	2	0	11	0	1	133	5	0	26	243	1	422	1,568
3:00 PM	0	0	0	0	0	4	0	6	0	0	134	3	0	26	260	4	437	1,645
3:15 PM	0	1	0	1	0	1	0	12	0	0	139	3	0	34	229	9	429	1,682
3:30 PM	0	1	0	0	0	0	0	20	0	0	145	2	0	28	255	4	455	1,743
3:45 PM	0	1	0	0	0	5	0	10	0	0	139	3	0	21	248	1	428	1,749
Count Total	0	3	0	1	0	17	0	97	0	1	1,080	23	0	176	1,897	22	3,317	0
Peak Hour	0	3	0	1	0	10	0	48	0	0	557	11	0	109	992	18	1,749	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	8	11	19	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	8	13	21	0	0	0	1	1	0	0	0	0	0
2:30 PM	0	0	5	16	21	0	1	0	0	1	0	0	0	0	0
2:45 PM	0	1	14	10	25	0	0	0	0	0	0	3	0	0	3
3:00 PM	0	1	13	16	30	0	0	1	1	2	0	0	0	0	0
3:15 PM	0	2	9	12	23	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	9	15	24	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	9	7	16	0	0	0	0	0	0	0	0	0	0
Count Total	0	4	75	100	179	0	1	1	2	4	0	3	0	0	3
Peak Hour	0	3	40	50	93	0	0	1	1	2	0	0	0	0	0

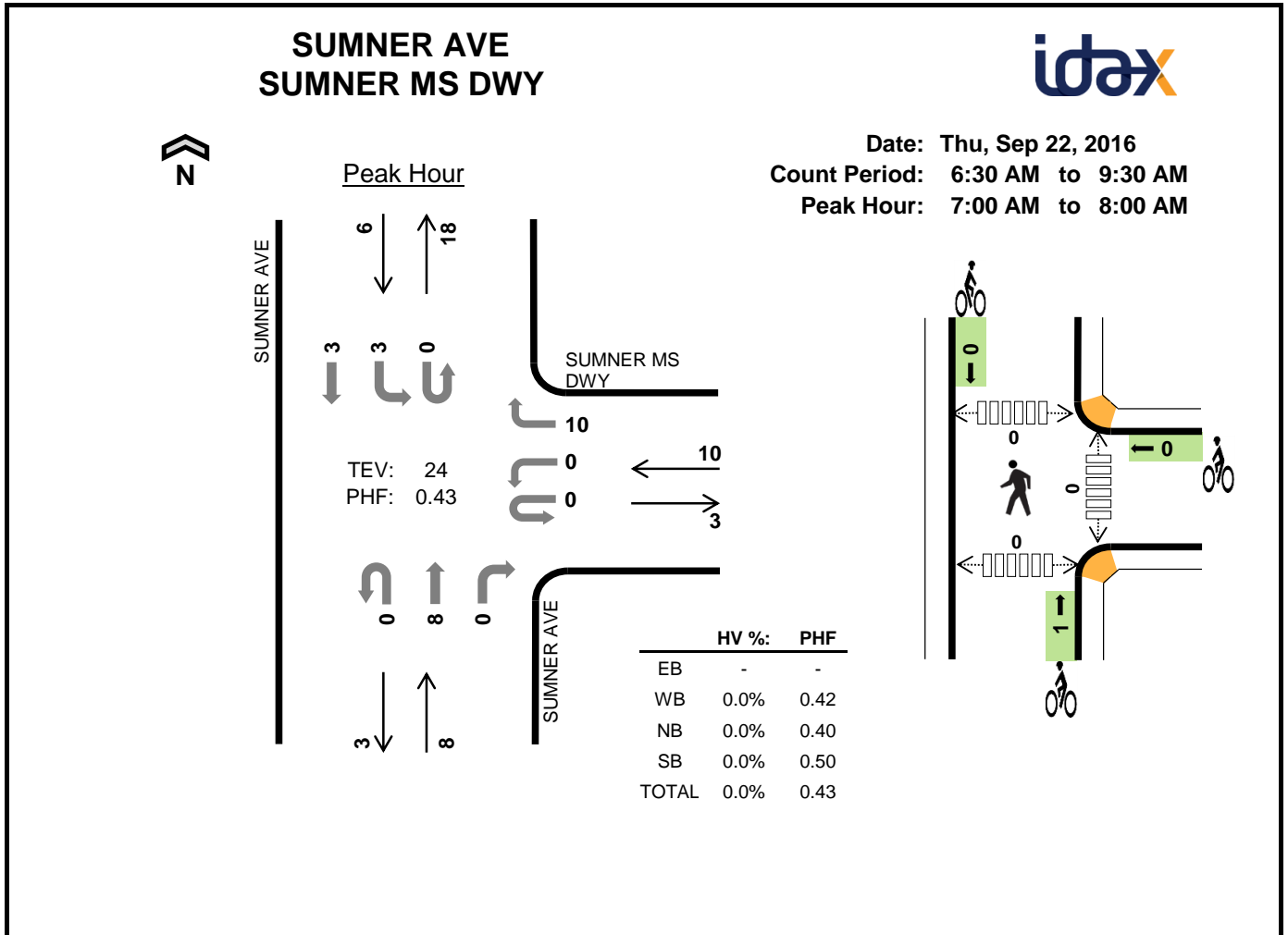


Two-Hour Count Summaries

Interval Start	74TH ST E				74TH ST E				VALLEY AVE				VALLEY AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	0	0	0	2	0	14	0	0	159	4	0	33	265	2	480	0
4:15 PM	0	0	0	0	0	4	0	16	0	1	124	5	0	34	252	4	440	0
4:30 PM	0	2	0	0	0	3	0	21	0	0	141	12	0	43	243	2	467	0
4:45 PM	0	1	0	0	0	3	0	13	0	0	140	3	0	30	234	1	425	1,812
5:00 PM	0	0	0	0	0	4	0	24	0	0	136	8	0	35	232	2	441	1,773
5:15 PM	0	0	0	0	0	4	0	14	0	0	150	8	0	37	255	2	470	1,803
5:30 PM	0	0	0	0	0	3	0	14	0	1	145	3	0	39	246	3	454	1,790
5:45 PM	0	0	0	0	0	3	0	7	0	0	124	3	0	33	228	1	399	1,764
Count Total	0	4	0	0	0	26	0	123	0	2	1,119	46	0	284	1,955	17	3,576	0
Peak Hour	0	4	0	0	0	12	0	64	0	1	564	24	0	140	994	9	1,812	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	1	3	11	15	0	0	0	1	1	0	1	0	0	1
4:15 PM	0	0	5	11	16	0	0	0	0	0	1	0	0	0	1
4:30 PM	0	2	9	13	24	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	5	6	0	0	0	0	0	1	0	0	0	1
5:00 PM	0	1	4	2	7	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	5	5	10	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	2	6	8	0	0	0	1	1	0	0	0	0	0
5:45 PM	0	0	1	8	9	0	0	1	0	1	0	0	0	0	0
Count Total	0	4	30	61	95	0	0	1	2	3	2	1	0	0	3
Peak Hour	0	3	18	40	61	0	0	0	1	1	2	1	0	0	3



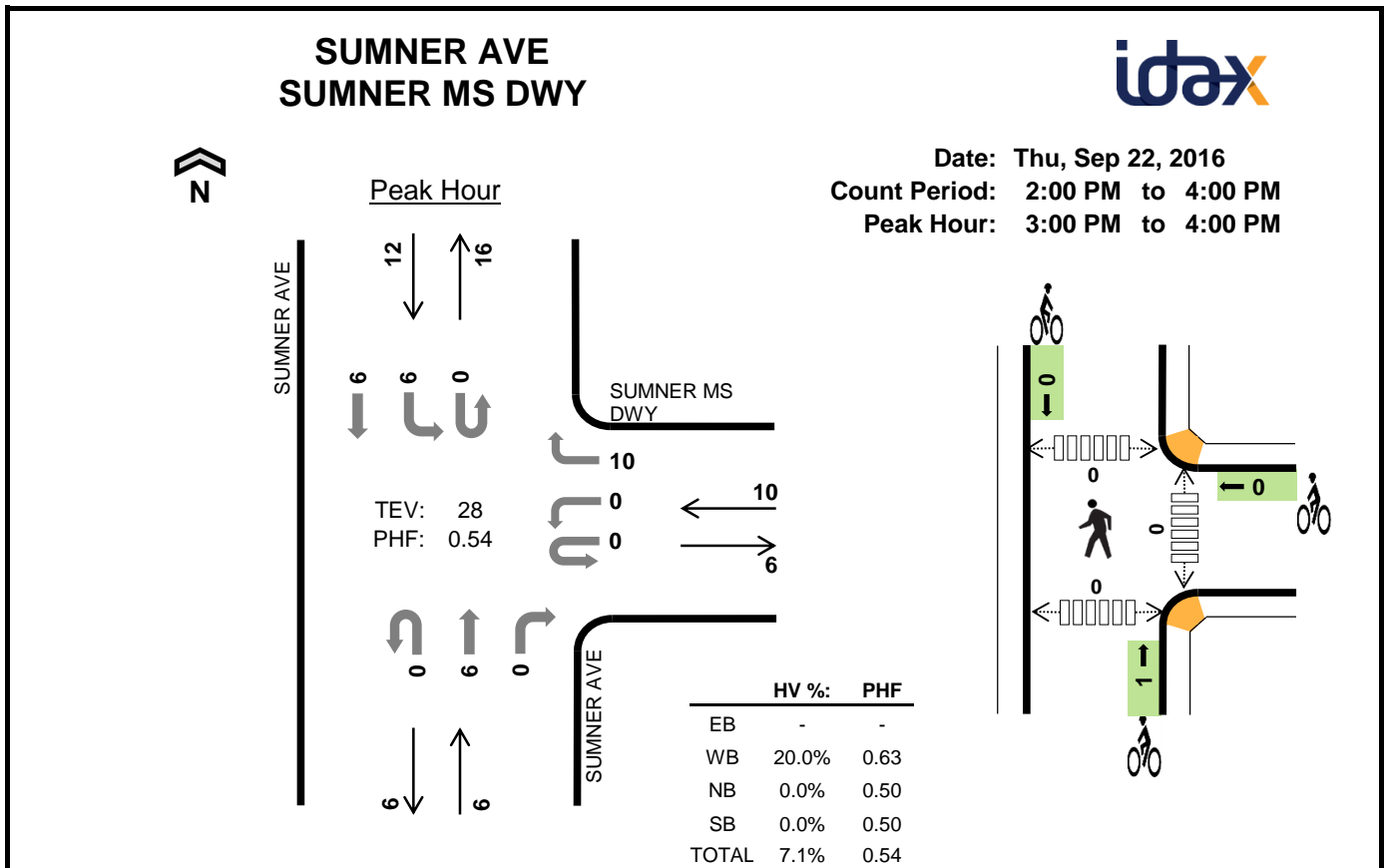
Three-Hour Count Summaries

Interval Start	0				SUMNER MS DWY				SUMNER AVE				SUMNER AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	6	0	0	5	0	0	3	0	0	14	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	3	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:45 AM	0	0	0	0	0	0	0	3	0	0	1	0	0	0	2	0	6	24
Peak Hour	0	0	0	0	0	0	0	10	0	0	8	0	0	3	3	0	24	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0

Three-Hour Count Summaries																		
Interval Start	0				SUMNER MS DWY				SUMNER AVE				SUMNER AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	4	0
6:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0
7:00 AM	0	0	0	0	0	0	0	6	0	0	5	0	0	3	0	0	14	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	3	23
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	20
7:45 AM	0	0	0	0	0	0	0	3	0	0	1	0	0	0	2	0	6	24
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	12
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	11
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
8:45 AM	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	7
9:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	3	8
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	7
Count Total	0	0	0	0	0	0	0	17	0	0	12	0	0	7	5	0	41	0
Peak Hour	0	0	0	0	0	0	0	10	0	0	8	0	0	3	3	0	24	0
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
6:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	2	2	0	0	1	0	1	0	0	0	0	0	0	0	0
Peak Hr	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0



Two-Hour Count Summaries

Interval Start	0				SUMNER MS DWY				SUMNER AVE				SUMNER AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	0
2:15 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0
2:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	2	2	0	5	0
2:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	3	13
3:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	3	13
3:15 PM	0	0	0	0	0	0	0	4	0	0	3	0	0	2	4	0	13	24
3:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	3	22
3:45 PM	0	0	0	0	0	0	0	4	0	0	1	0	0	3	1	0	9	28
Count Total	0	0	0	0	0	0	0	12	1	0	9	0	0	8	11	0	41	0
Peak Hour	0	0	0	0	0	0	0	10	0	0	6	0	0	6	6	0	28	0

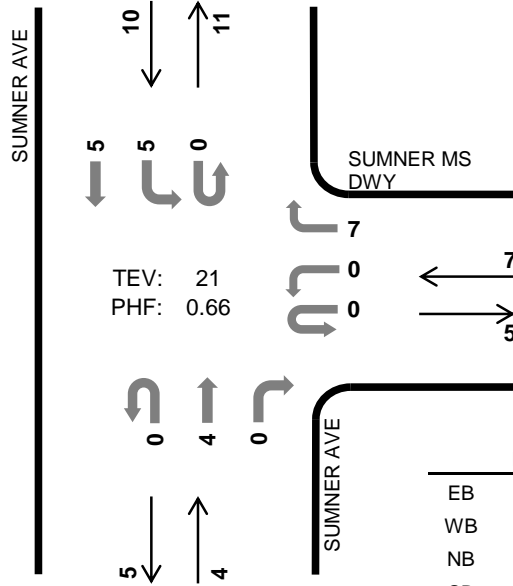
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0
Count Total	0	2	1	0	3	0	0	1	0	1	0	0	1	0	1
Peak Hr	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0

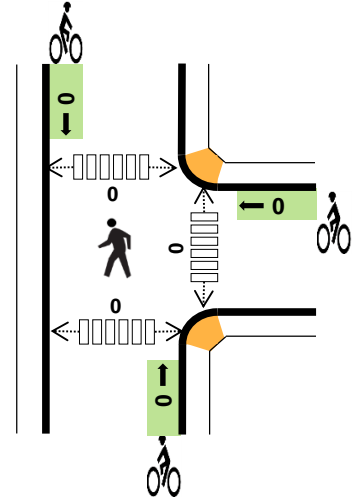
SUMNER AVE SUMNER MS DWY



Peak Hour



Date: Thu, Sep 22, 2016
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	-	-
WB	0.0%	0.58
NB	0.0%	0.50
SB	0.0%	0.83
TOTAL	0.0%	0.66

Two-Hour Count Summaries

Interval Start	0				SUMNER MS DWY				SUMNER AVE				SUMNER AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2	0
4:15 PM	0	0	0	0	0	0	0	3	0	0	2	0	0	2	1	0	8	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	3	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0	4	17
5:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	0	1	1	0	6	21
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	14
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5	16
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	15
Count Total	0	0	0	0	0	0	0	8	0	0	7	0	0	5	12	0	32	0
Peak Hour	0	0	0	0	0	0	0	7	0	0	4	0	0	5	5	0	21	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

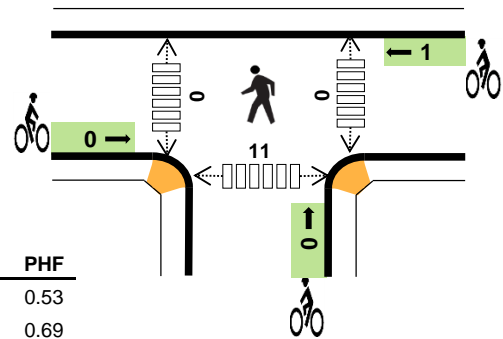
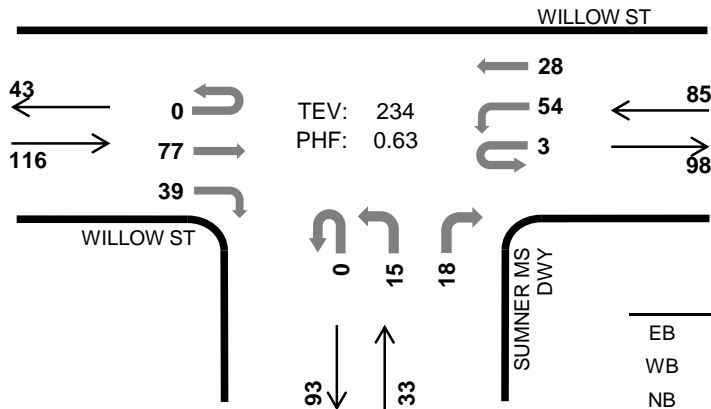
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Peak Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SUMNER MS DWY WILLOW ST



Peak Hour

Date: Thu, Sep 22, 2016
 Count Period: 6:30 AM to 9:30 AM
 Peak Hour: 6:30 AM to 7:30 AM



	HV %:	PHF
EB	15.5%	0.53
WB	0.0%	0.69
NB	45.5%	0.69
SB	-	-
TOTAL	14.1%	0.63

Three-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				SUMNER MS DWY Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	9	3	0	7	2	0	0	1	0	2	0	0	0	0	24	0
6:45 AM	0	0	16	12	0	29	2	0	0	1	0	6	0	0	0	0	66	0
7:00 AM	0	0	35	20	2	11	14	0	0	7	0	4	0	0	0	0	93	0
7:15 AM	0	0	17	4	1	7	10	0	0	6	0	6	0	0	0	0	51	234
Peak Hour	0	0	77	39	3	54	28	0	0	15	0	18	0	0	0	0	234	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0
6:45 AM	5	0	1	0	6	0	0	0	0	0	0	0	0	7	7
7:00 AM	13	0	7	0	20	0	1	0	0	1	0	0	0	2	2
7:15 AM	0	0	5	0	5	0	0	0	0	0	0	0	0	2	2
Peak Hour	18	0	15	0	33	0	1	0	0	1	0	0	0	11	11

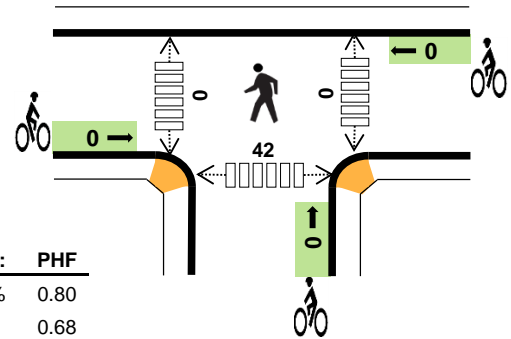
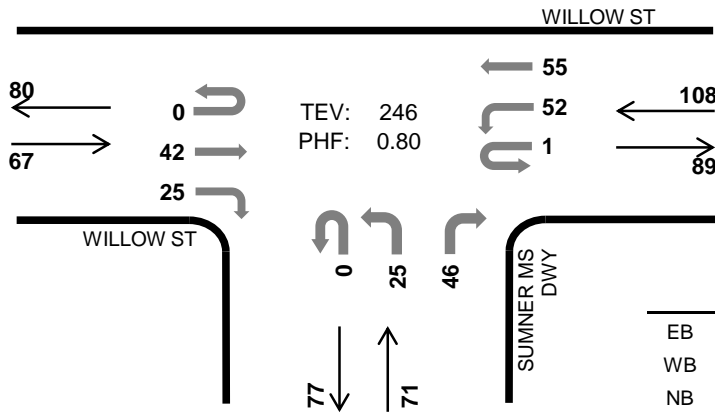
Three-Hour Count Summaries																		
Interval Start	WILLOW ST				WILLOW ST				SUMNER MS DWY				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	9	3	0	7	2	0	0	1	0	2	0	0	0	0	24	0
6:45 AM	0	0	16	12	0	29	2	0	0	1	0	6	0	0	0	0	66	0
7:00 AM	0	0	35	20	2	11	14	0	0	7	0	4	0	0	0	0	93	0
7:15 AM	0	0	17	4	1	7	10	0	0	6	0	6	0	0	0	0	51	234
7:30 AM	0	0	2	1	0	4	0	0	0	4	0	1	0	0	0	0	12	222
7:45 AM	0	0	12	1	0	5	1	0	0	1	0	2	0	0	0	0	22	178
8:00 AM	0	0	27	1	0	1	14	0	0	2	0	3	0	0	0	0	48	133
8:15 AM	0	0	20	4	0	3	18	0	0	1	0	0	0	0	0	0	46	128
8:30 AM	0	0	4	1	0	3	4	0	0	0	0	4	0	0	0	0	16	132
8:45 AM	0	0	5	4	0	5	1	0	0	1	0	2	0	0	0	0	18	128
9:00 AM	0	0	6	0	0	1	3	0	0	3	0	1	0	0	0	0	14	94
9:15 AM	0	0	3	1	0	0	2	0	0	0	0	2	0	0	0	0	8	56
Count Total	0	0	156	52	3	76	71	0	0	27	0	33	0	0	0	0	418	0
Peak Hour	0	0	77	39	3	54	28	0	0	15	0	18	0	0	0	0	234	0
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
6:30 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	5	0	1	0	6	0	0	0	0	0	0	0	0	0	7	7	7	7
7:00 AM	13	0	7	0	20	0	1	0	0	1	0	0	0	2	2	2	2	2
7:15 AM	0	0	5	0	5	0	0	0	0	0	0	0	0	2	2	2	2	2
7:30 AM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	1	1	1
8:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1	1	1	1
8:30 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	2	2	2	2	2
8:45 AM	4	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	23	2	27	0	52	0	1	0	0	1	0	0	0	15	15	15	15	15
Peak Hr	18	0	15	0	33	0	1	0	0	1	0	0	0	11	11	11	11	11

SUMNER MS DWY WILLOW ST



Peak Hour

Date: Thu, Sep 22, 2016
 Count Period: 2:00 PM to 4:00 PM
 Peak Hour: 3:00 PM to 4:00 PM



	HV %:	PHF
EB	13.4%	0.80
WB	3.7%	0.68
NB	8.5%	0.51
SB	-	-
TOTAL	7.7%	0.80

Two-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				SUMNER MS DWY Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	7	7	1	2	3	0	0	1	0	2	0	0	0	0	23	0
2:15 PM	0	0	9	11	0	1	5	0	0	11	0	1	0	0	0	0	38	0
2:30 PM	0	0	14	5	1	2	10	0	0	10	0	7	0	0	0	0	49	0
2:45 PM	0	0	16	4	0	4	2	0	0	3	0	5	0	0	0	0	34	144
3:00 PM	0	0	14	3	0	3	14	0	0	2	0	3	0	0	0	0	39	160
3:15 PM	0	0	16	5	0	15	25	0	0	6	0	10	0	0	0	0	77	199
3:30 PM	0	0	7	10	0	15	11	0	0	8	0	7	0	0	0	0	58	208
3:45 PM	0	0	5	7	1	19	5	0	0	9	0	26	0	0	0	0	72	246
Count Total	0	0	88	52	3	61	75	0	0	50	0	61	0	0	0	0	390	0
Peak Hour	0	0	42	25	1	52	55	0	0	25	0	46	0	0	0	0	246	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

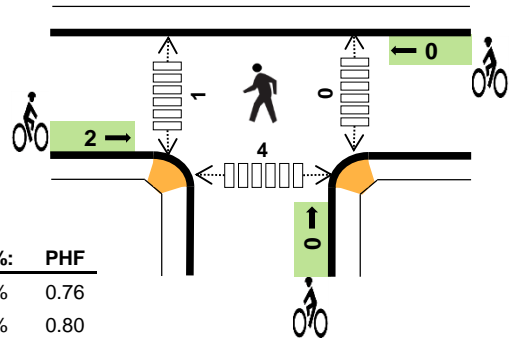
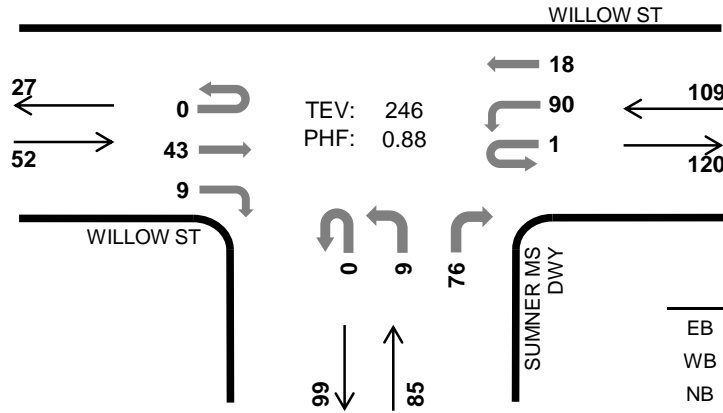
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0
2:15 PM	10	0	8	0	18	0	1	0	0	1	0	0	0	12	12
2:30 PM	3	0	9	0	12	1	0	0	0	1	0	0	0	10	10
2:45 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	2	2
3:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	9	9
3:15 PM	1	0	2	0	3	0	0	0	0	0	0	0	0	15	15
3:30 PM	3	2	1	0	6	0	0	0	0	0	0	0	0	12	12
3:45 PM	4	2	3	0	9	0	0	0	0	0	0	0	0	6	6
Count Total	27	4	24	0	55	1	1	0	0	2	0	0	0	66	66
Peak Hr	9	4	6	0	19	0	0	0	0	0	0	0	0	42	42

SUMNER MS DWY WILLOW ST



Peak Hour

Date: Thu, Sep 22, 2016
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	1.9%	0.76
WB	0.0%	0.80
NB	0.0%	0.63
SB	-	-
TOTAL	0.4%	0.88

Two-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				SUMNER MS DWY Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	12	4	0	21	6	0	0	0	0	14	0	0	0	0	57	0
4:15 PM	0	0	5	2	0	15	9	0	0	4	0	34	0	0	0	0	69	0
4:30 PM	0	0	11	3	0	8	3	0	0	2	0	11	0	0	0	0	38	0
4:45 PM	0	0	10	3	0	21	8	0	0	2	0	7	0	0	0	0	51	215
5:00 PM	0	0	11	2	0	23	3	0	0	3	0	11	0	0	0	0	53	211
5:15 PM	0	0	9	3	1	27	6	0	0	2	0	12	0	0	0	0	60	202
5:30 PM	0	0	9	1	0	17	2	0	0	2	0	32	0	0	0	0	63	227
5:45 PM	0	0	14	3	0	23	7	0	0	2	0	21	0	0	0	0	70	246
Count Total	0	0	81	21	1	155	44	0	0	17	0	142	0	0	0	0	461	0
Peak Hour	0	0	43	9	1	90	18	0	0	9	0	76	0	0	0	0	246	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

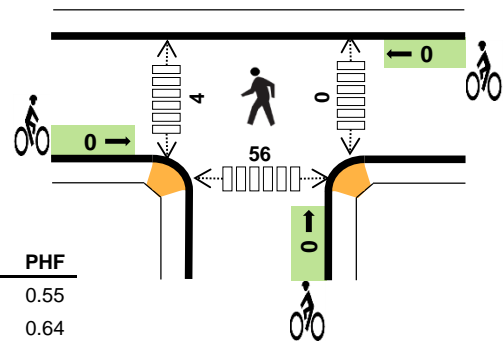
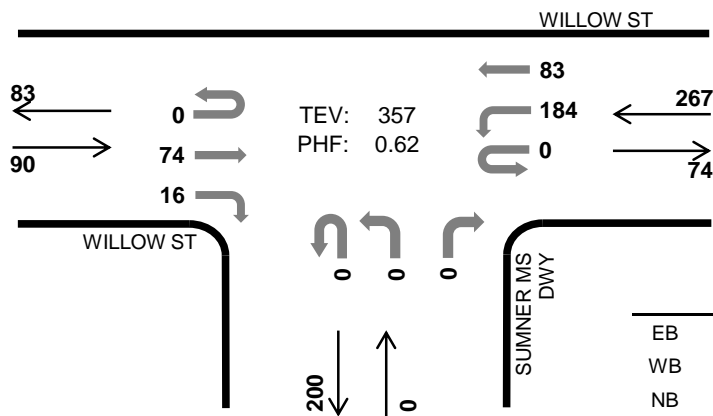
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	3
4:15 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1
5:30 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3
Count Total	2	1	0	0	3	2	0	0	0	2	1	2	0	6	9
Peak Hr	1	0	0	0	1	2	0	0	0	2	0	1	0	4	5

SUMNER MS DWY WILLOW ST



Peak Hour

Date: Thu, Sep 22, 2016
 Count Period: 6:30 AM to 9:30 AM
 Peak Hour: 6:30 AM to 7:30 AM



	HV %:	PHF
EB	1.1%	0.55
WB	0.0%	0.64
NB	-	-
SB	-	-
TOTAL	0.3%	0.62

Three-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				SUMNER MS DWY Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	8	1	0	12	10	0	0	0	0	0	0	0	0	0	31	0
6:45 AM	0	0	15	3	0	34	30	0	0	0	0	0	0	0	0	0	82	0
7:00 AM	0	0	33	8	0	79	25	0	0	0	0	0	0	0	0	0	145	0
7:15 AM	0	0	18	4	0	59	18	0	0	0	0	0	0	0	0	0	99	357
Peak Hour	0	0	74	16	0	184	83	0	0	0	0	0	0	0	0	0	357	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	37	37
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	11	15
Peak Hour	1	0	0	0	1	0	0	0	0	0	0	4	0	56	60

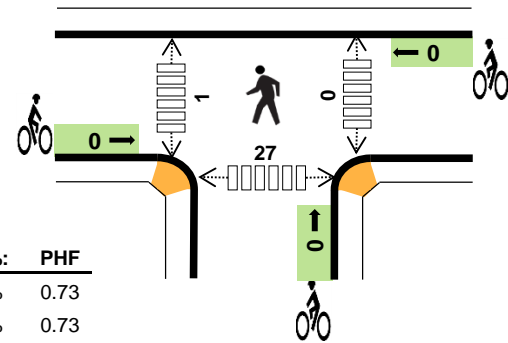
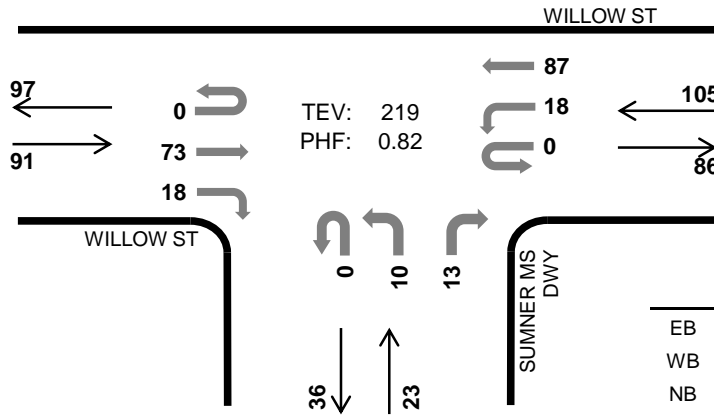
Three-Hour Count Summaries																		
Interval Start	WILLOW ST				WILLOW ST				SUMNER MS DWY				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	8	1	0	12	10	0	0	0	0	0	0	0	0	0	31	0
6:45 AM	0	0	15	3	0	34	30	0	0	0	0	0	0	0	0	0	82	0
7:00 AM	0	0	33	8	0	79	25	0	0	0	0	0	0	0	0	0	145	0
7:15 AM	0	0	18	4	0	59	18	0	0	0	0	0	0	0	0	0	99	357
7:30 AM	0	0	5	1	0	4	4	0	0	0	0	0	0	0	0	0	14	340
7:45 AM	0	0	4	5	0	5	7	0	0	0	0	1	0	0	0	0	22	280
8:00 AM	0	0	18	15	0	18	9	0	0	1	0	1	0	0	0	0	62	197
8:15 AM	0	0	10	11	0	8	23	0	0	1	0	1	0	0	0	0	54	152
8:30 AM	0	0	9	1	0	4	6	0	0	0	0	0	0	0	0	0	20	158
8:45 AM	0	0	6	1	0	1	5	0	0	2	0	0	0	0	0	0	15	151
9:00 AM	0	0	4	0	0	1	4	0	0	0	0	0	0	0	0	0	9	98
9:15 AM	0	0	7	0	0	5	1	0	0	0	0	0	0	0	0	0	13	57
Count Total	0	0	137	50	0	230	142	0	0	4	0	3	0	0	0	0	566	0
Peak Hour	0	0	74	16	0	184	83	0	0	0	0	0	0	0	0	0	357	0
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
6:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	0	0	8
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	37	37	0	0	37
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	11	15	0	0	15
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	166	166	0	0	166
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	52	52	0	0	52
8:00 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	1	1	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1
8:30 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	2	2	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	212	212	0	0	212
9:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	4	2	0	0	6	0	0	0	0	0	0	4	0	490	494	0	0	494
Peak Hr	1	0	0	0	1	0	0	0	0	0	0	4	0	56	60	0	0	60

SUMNER MS DWY WILLOW ST



Peak Hour

Date: Thu, Sep 22, 2016
 Count Period: 2:00 PM to 4:00 PM
 Peak Hour: 3:00 PM to 4:00 PM



	HV %:	PHF
EB	3.3%	0.73
WB	2.9%	0.73
NB	0.0%	0.44
SB	-	-
TOTAL	2.7%	0.82

Two-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				SUMNER MS DWY Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	3	1	1	10	12	0	0	0	0	0	0	0	0	0	27	0
2:15 PM	0	0	15	3	0	17	3	0	0	0	0	0	0	0	0	0	38	0
2:30 PM	0	0	20	2	0	19	13	0	0	1	0	3	0	0	0	0	58	0
2:45 PM	0	0	10	5	2	8	7	0	0	1	0	1	0	0	0	0	34	157
3:00 PM	0	0	9	11	0	9	7	0	0	3	0	5	0	0	0	0	44	174
3:15 PM	0	0	14	4	0	3	33	0	0	6	0	7	0	0	0	0	67	203
3:30 PM	0	0	20	2	0	4	24	0	0	1	0	1	0	0	0	0	52	197
3:45 PM	0	0	30	1	0	2	23	0	0	0	0	0	0	0	0	0	56	219
Count Total	0	0	121	29	3	72	122	0	0	12	0	17	0	0	0	0	376	0
Peak Hour	0	0	73	18	0	18	87	0	0	10	0	13	0	0	0	0	219	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

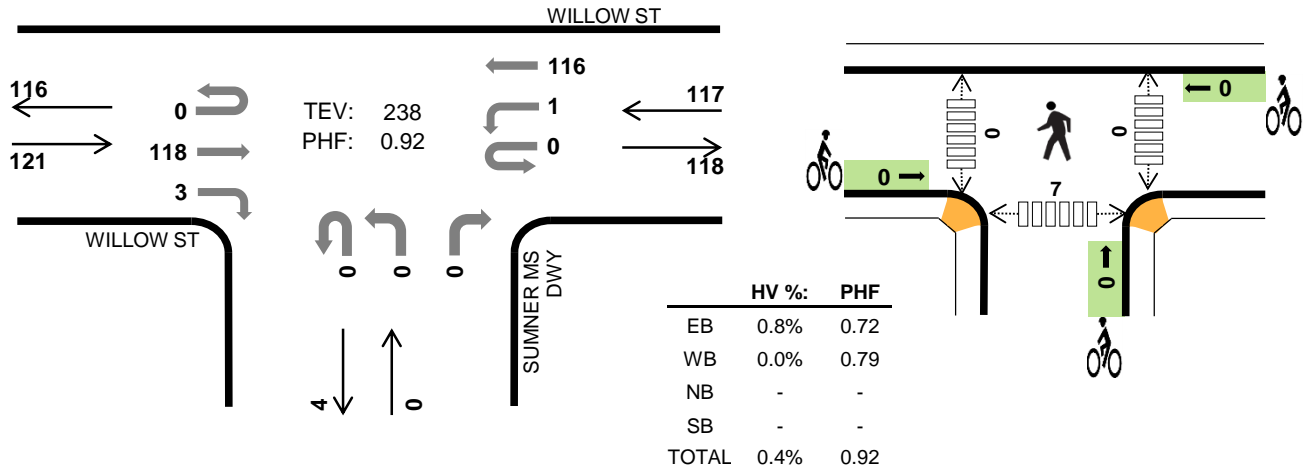
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	44	47
2:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	36	38
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	12	13
3:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	2	2
3:45 PM	3	1	0	0	4	0	0	0	0	0	0	0	0	1	1
Count Total	3	4	0	0	7	0	0	0	0	0	2	6	0	115	123
Peak Hr	3	3	0	0	6	0	0	0	0	0	0	1	0	27	28

SUMNER MS DWY WILLOW ST



Peak Hour

Date: Thu, Sep 22, 2016
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 5:00 PM to 6:00 PM

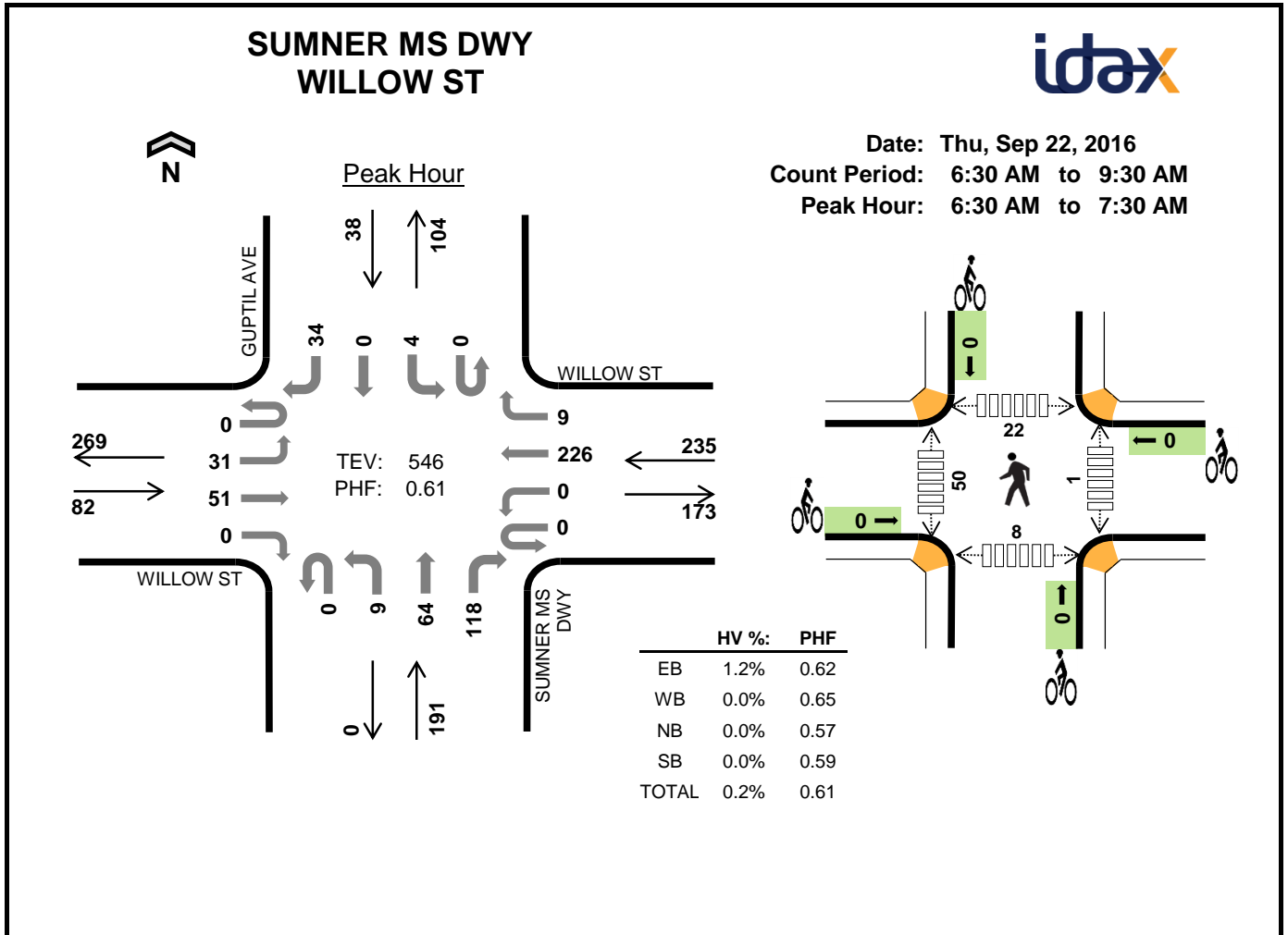


Two-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				SUMNER MS DWY Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	22	1	0	2	27	0	0	1	0	0	0	0	0	0	53	0
4:15 PM	0	0	40	1	0	1	23	0	0	1	0	0	0	0	0	0	66	0
4:30 PM	0	0	23	1	0	0	12	0	0	0	0	0	0	0	0	0	36	0
4:45 PM	0	0	15	0	0	0	27	0	0	0	0	0	0	0	0	0	42	197
5:00 PM	0	0	24	0	0	0	29	0	0	0	0	0	0	0	0	0	53	197
5:15 PM	0	0	21	0	0	1	36	0	0	0	0	0	0	0	0	0	58	189
5:30 PM	0	0	41	1	0	0	20	0	0	0	0	0	0	0	0	0	62	215
5:45 PM	0	0	32	2	0	0	31	0	0	0	0	0	0	0	0	0	65	238
Count Total	0	0	218	6	0	4	205	0	0	2	0	0	0	0	0	0	435	0
Peak Hour	0	0	118	3	0	1	116	0	0	0	0	0	0	0	0	0	238	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
4:15 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
5:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	2	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Count Total	2	1	0	0	3	0	0	0	0	0	0	0	0	15	15
Peak Hr	1	0	0	0	1	0	0	0	0	0	0	0	0	7	7



Three-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				SUMNER MS DWY Northbound				GUPTIL AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	2	8	0	0	0	23	1	0	0	6	9	0	0	0	1	50	0
6:45 AM	0	4	12	0	0	0	66	4	0	0	12	22	0	1	0	8	129	0
7:00 AM	0	18	15	0	0	0	87	3	0	5	29	50	0	1	0	15	223	0
7:15 AM	0	7	16	0	0	0	50	1	0	4	17	37	0	2	0	10	144	546
Peak Hour	0	31	51	0	0	0	226	9	0	9	64	118	0	4	0	34	546	0

Note: For all three-hour count summary, see next page.

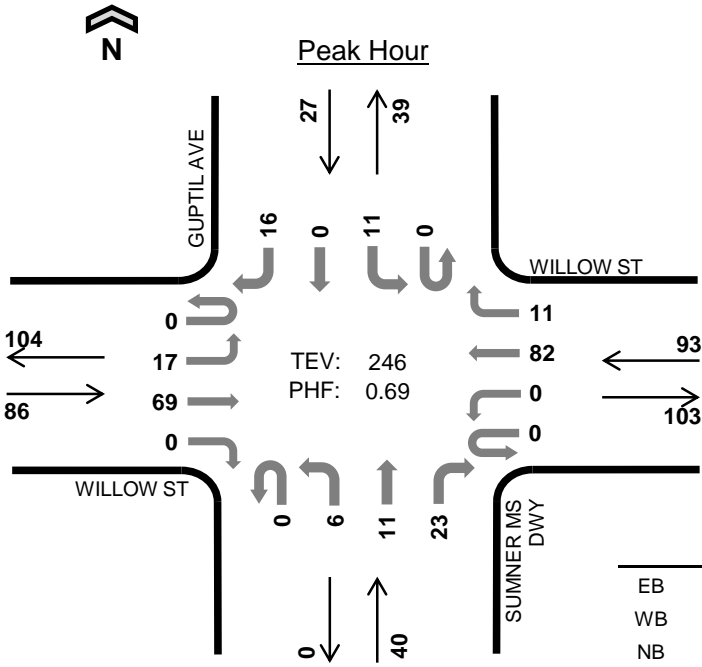
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2
6:45 AM	0	0	0	0	0	0	0	0	0	0	1	10	7	3	21
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	35	13	4	52
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	2	1	6
Peak Hour	1	0	0	0	1	0	0	0	0	0	1	50	22	8	81

Three-Hour Count Summaries																		
Interval Start	WILLOW ST				WILLOW ST				SUMNER MS DWY				GUPTIL AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	2	8	0	0	0	23	1	0	0	6	9	0	0	0	1	50	0
6:45 AM	0	4	12	0	0	0	66	4	0	0	12	22	0	1	0	8	129	0
7:00 AM	0	18	15	0	0	0	87	3	0	5	29	50	0	1	0	15	223	0
7:15 AM	0	7	16	0	0	0	50	1	0	4	17	37	0	2	0	10	144	546
7:30 AM	0	0	1	0	0	0	6	0	0	0	1	2	0	0	0	2	12	508
7:45 AM	0	1	6	0	0	0	11	0	0	0	0	3	0	1	0	0	22	401
8:00 AM	0	4	13	0	0	0	15	4	0	7	17	8	0	5	0	9	82	260
8:15 AM	0	4	8	0	1	0	22	8	0	4	8	5	0	3	0	1	64	180
8:30 AM	0	0	8	0	0	0	9	2	0	0	0	4	0	1	0	1	25	193
8:45 AM	0	0	6	0	0	0	4	0	0	0	0	3	0	0	0	1	14	185
9:00 AM	0	0	6	0	0	0	6	0	0	0	0	1	0	0	0	0	13	116
9:15 AM	0	0	5	0	0	0	4	0	0	0	0	3	0	0	0	1	13	65
Count Total	0	40	104	0	1	0	303	23	0	20	90	147	0	14	0	49	791	0
Peak Hour	0	31	51	0	0	0	226	9	0	9	64	118	0	4	0	34	546	0

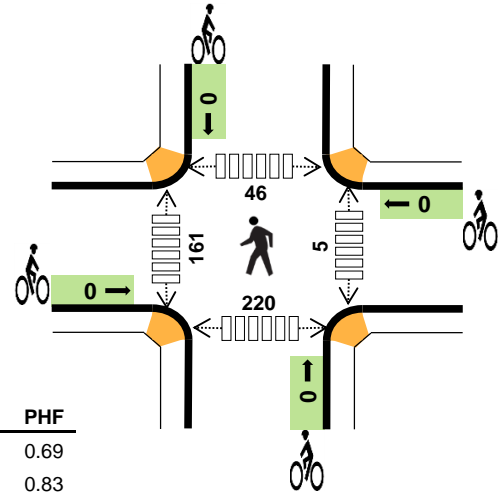
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2
6:45 AM	0	0	0	0	0	0	0	0	0	0	1	10	7	3	21
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	35	13	4	52
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	2	1	6
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	205	206
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	13	13
8:00 AM	1	0	0	1	2	0	0	0	0	0	2	0	9	37	48
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	20	24
8:30 AM	1	1	0	0	2	0	0	0	0	0	0	1	2	29	32
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	181	181
9:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	4	1	0	1	6	0	0	0	0	0	4	51	38	493	586
Peak Hour	1	0	0	0	1	0	0	0	0	0	1	50	22	8	81

SUMNER MS DWY WILLOW ST



Date: Thu, Sep 22, 2016
Count Period: 2:00 PM to 4:00 PM
Peak Hour: 3:00 PM to 4:00 PM



	HV %:	PHF
EB	2.3%	0.69
WB	3.2%	0.83
NB	0.0%	0.42
SB	0.0%	0.68
TOTAL	2.0%	0.69

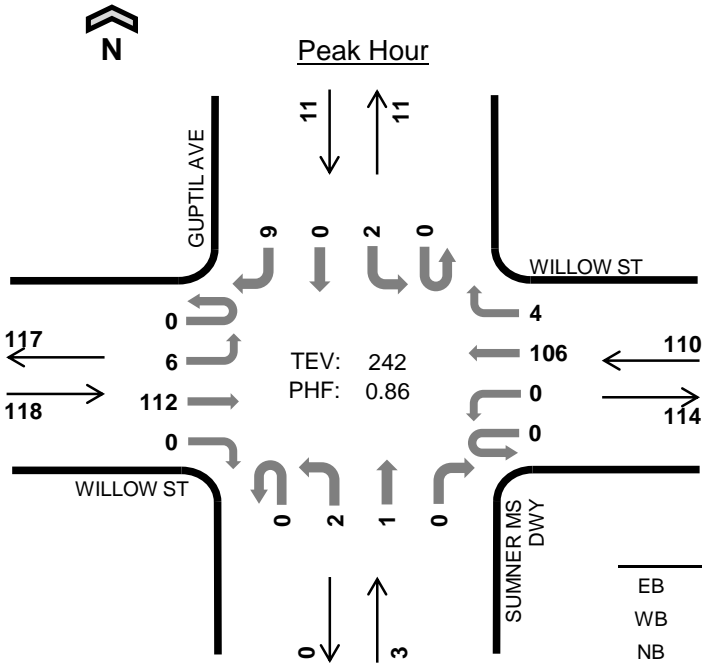
Two-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				SUMNER MS DWY Northbound				GUPTIL AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	4	0	0	0	24	2	0	0	0	0	0	1	0	2	33	0
2:15 PM	0	8	8	0	0	0	20	3	0	0	4	19	0	1	0	1	64	0
2:30 PM	0	6	17	0	0	0	13	2	0	1	4	14	0	0	0	13	70	0
2:45 PM	0	6	8	0	0	0	11	9	0	0	0	2	0	0	0	9	45	212
3:00 PM	0	3	9	0	0	0	15	1	0	0	0	4	0	4	0	4	40	219
3:15 PM	0	9	18	0	0	0	19	9	0	4	9	11	0	3	0	7	89	244
3:30 PM	0	0	16	0	0	0	24	0	0	1	2	6	0	2	0	4	55	229
3:45 PM	0	5	26	0	0	0	24	1	0	1	0	2	0	2	0	1	62	246
Count Total	0	37	106	0	0	0	150	27	0	7	19	58	0	13	0	41	458	0
Peak Hour	0	17	69	0	0	0	82	11	0	6	11	23	0	11	0	16	246	0

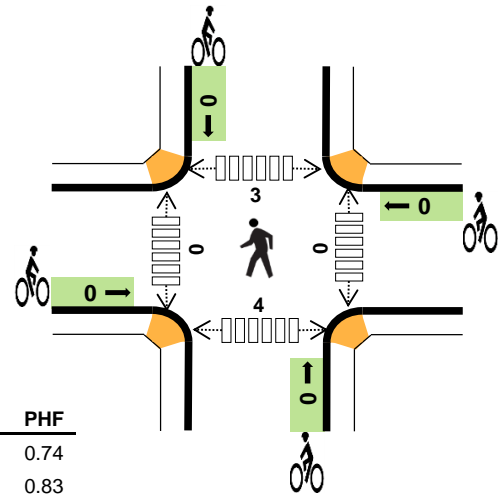
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	2	4
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	55	7	16	78
2:30 PM	0	0	0	0	0	0	1	0	0	1	0	22	1	20	43
2:45 PM	0	0	0	0	0	0	0	0	0	0	2	6	3	7	18
3:00 PM	0	0	0	0	0	0	0	0	0	0	4	97	12	152	265
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	59	30	60	149
3:30 PM	0	3	0	0	3	0	0	0	0	0	0	4	1	6	11
3:45 PM	2	0	0	0	2	0	0	0	0	0	1	1	3	2	7
Count Total	2	4	0	0	6	0	1	0	0	1	7	246	57	265	575
Peak Hour	2	3	0	0	5	0	0	0	0	0	5	161	46	220	432

SUMNER MS DWY WILLOW ST



Date: Thu, Sep 22, 2016
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	0.8%	0.74
WB	0.0%	0.83
NB	0.0%	0.38
SB	0.0%	0.39
TOTAL	0.4%	0.86

Two-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				SUMNER MS DWY Northbound				GUPTIL AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	23	0	0	0	24	0	0	1	1	1	0	0	0	3	54	0
4:15 PM	0	4	35	0	0	0	17	1	0	1	0	1	0	0	0	5	64	0
4:30 PM	0	3	18	0	0	0	10	0	0	1	0	1	0	0	0	1	34	0
4:45 PM	0	0	17	0	0	0	27	1	0	0	0	0	0	0	0	2	47	199
5:00 PM	0	0	24	0	0	0	24	2	0	0	0	0	0	0	0	2	52	197
5:15 PM	0	1	19	0	0	0	32	1	0	0	0	0	0	2	0	5	60	193
5:30 PM	0	0	40	0	0	0	18	0	0	0	1	0	0	0	0	1	60	219
5:45 PM	0	5	29	0	0	0	32	1	0	2	0	0	0	0	0	1	70	242
Count Total	0	14	205	0	0	0	184	6	0	5	2	3	0	2	0	20	441	0
Peak Hour	0	6	112	0	0	0	106	4	0	2	1	0	0	2	0	9	242	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

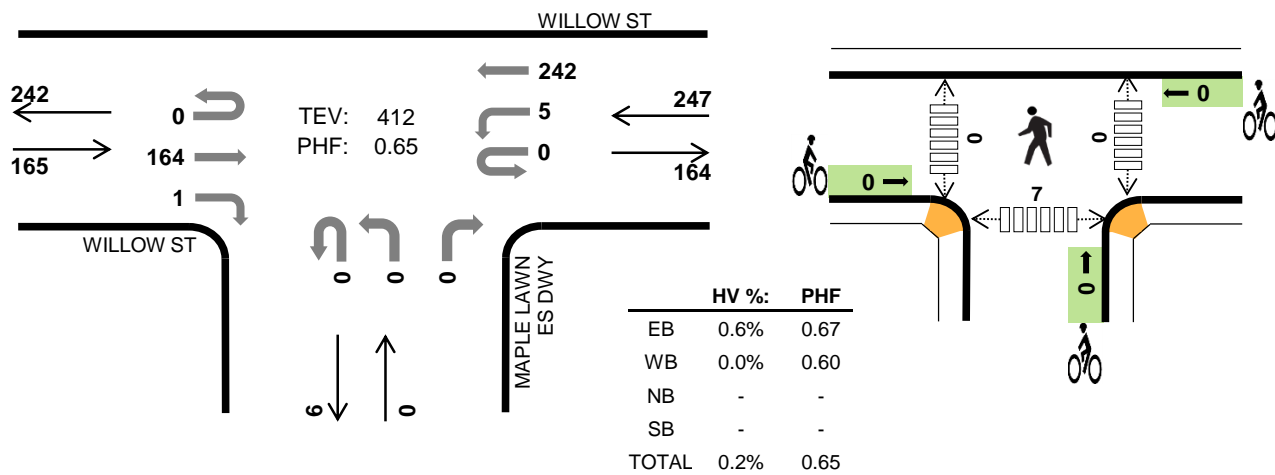
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	1	0	1	0	0	0	0	0	2	0	0	5	7
4:15 PM	0	0	1	0	1	0	0	0	0	0	2	0	2	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	3	1	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	4	6
5:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Count Total	1	0	2	0	3	0	0	0	0	0	4	1	8	11	24
Peak Hour	1	0	0	0	1	0	0	0	0	0	0	0	3	4	7

MAPLE LAWN ES DWY WILLOW ST



Peak Hour

Date: Thu, Sep 22, 2016
 Count Period: 6:30 AM to 9:30 AM
 Peak Hour: 6:30 AM to 7:30 AM



Three-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				MAPLE LAWN ES DWY Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	10	1	0	1	21	0	0	0	0	0	0	0	0	0	33	0
6:45 AM	0	0	36	0	0	1	60	0	0	0	0	0	0	0	0	0	97	0
7:00 AM	0	0	56	0	0	2	101	0	0	0	0	0	0	0	0	0	159	0
7:15 AM	0	0	62	0	0	1	60	0	0	0	0	0	0	0	0	0	123	412
Peak Hour	0	0	164	1	0	5	242	0	0	0	0	0	0	0	0	0	412	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Peak Hour	1	0	0	0	1	0	0	0	0	0	0	0	0	7	7

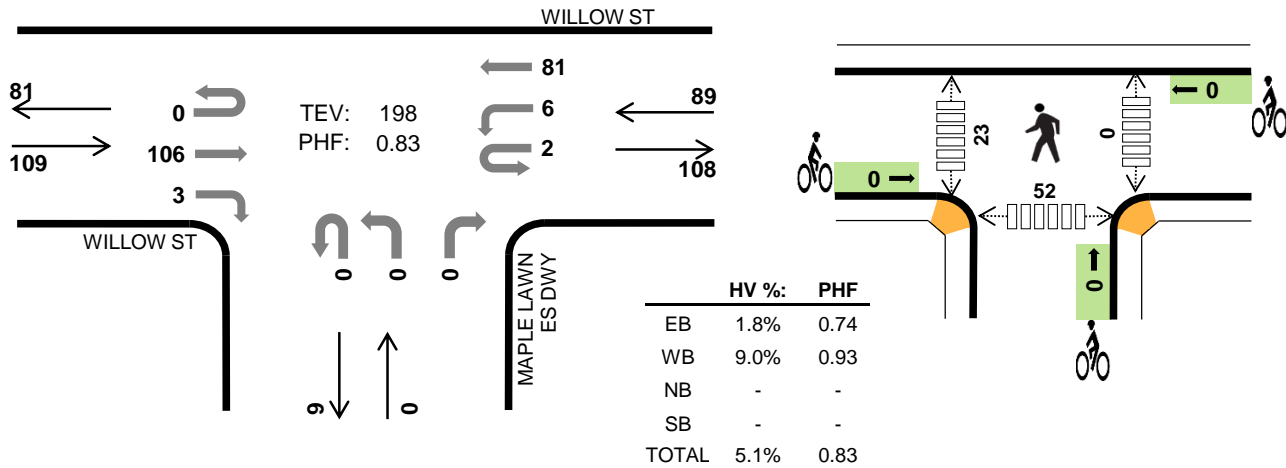
Three-Hour Count Summaries																		
Interval Start	WILLOW ST				WILLOW ST				MAPLE LAWN ES DWY				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	10	1	0	1	21	0	0	0	0	0	0	0	0	33	0	
6:45 AM	0	0	36	0	0	1	60	0	0	0	0	0	0	0	97	0		
7:00 AM	0	0	56	0	0	2	101	0	0	0	0	0	0	0	159	0		
7:15 AM	0	0	62	0	0	1	60	0	0	0	0	0	0	0	123	412		
7:30 AM	0	0	11	0	0	0	7	0	0	0	0	0	0	0	18	397		
7:45 AM	0	0	9	0	0	0	12	0	0	0	0	0	0	0	21	321		
8:00 AM	0	0	24	0	1	6	16	0	0	0	0	0	0	0	47	209		
8:15 AM	0	0	17	3	0	2	36	0	0	0	0	0	0	0	58	144		
8:30 AM	0	0	14	0	0	0	11	0	0	0	0	0	0	0	25	151		
8:45 AM	0	0	9	0	0	0	5	0	0	0	0	0	0	0	14	144		
9:00 AM	0	0	4	0	0	0	5	0	0	0	0	0	0	0	9	106		
9:15 AM	0	0	11	0	0	1	5	0	0	0	0	0	0	0	17	65		
Count Total	0	0	263	4	1	14	339	0	0	0	0	0	0	0	621	0		
Peak Hour	0	0	164	1	0	5	242	0	0	0	0	0	0	0	412	0		
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
6:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0			
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5			
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3			
8:00 AM	1	5	0	0	6	0	0	0	0	0	5	4	0	11	20			
8:15 AM	0	1	0	0	1	0	0	0	0	0	1	5	0	10	16			
8:30 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	1	1			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1			
9:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0			
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Count Total	4	7	0	0	11	0	0	0	0	0	6	10	0	33	49			
Peak Hr	1	0	0	0	1	0	0	0	0	0	0	0	0	7	7			

MAPLE LAWN ES DWY WILLOW ST



Peak Hour

Date: Thu, Sep 22, 2016
 Count Period: 2:00 PM to 4:00 PM
 Peak Hour: 3:00 PM to 4:00 PM



Two-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				MAPLE LAWN ES DWY Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	5	0	0	0	28	0	0	0	0	0	0	0	0	0	33	0
2:15 PM	0	0	21	0	0	1	24	0	0	0	0	0	0	0	0	0	46	0
2:30 PM	0	0	38	0	0	3	17	0	0	0	0	0	0	0	0	0	58	0
2:45 PM	0	0	8	0	0	3	20	0	0	0	0	0	0	0	0	0	31	168
3:00 PM	0	0	12	0	1	3	16	0	0	0	0	0	0	0	0	0	32	167
3:15 PM	0	0	36	1	1	1	21	0	0	0	0	0	0	0	0	0	60	181
3:30 PM	0	0	30	2	0	1	23	0	0	0	0	0	0	0	0	0	56	179
3:45 PM	0	0	28	0	0	1	21	0	0	0	0	0	0	0	0	0	50	198
Count Total	0	0	178	3	2	13	170	0	0	0	0	0	0	0	0	0	366	0
Peak Hour	0	0	106	3	2	6	81	0	0	0	0	0	0	0	0	0	198	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

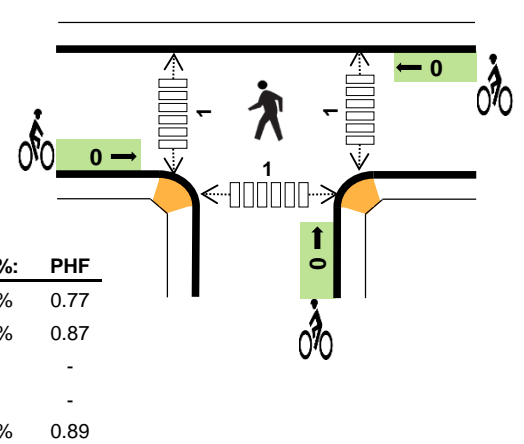
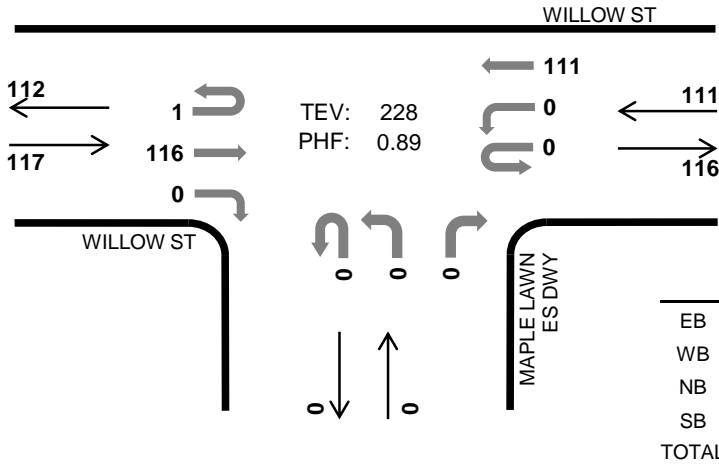
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	2	3
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
2:30 PM	0	0	0	0	0	1	0	0	0	1	2	1	0	25	28
2:45 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	7	7
3:00 PM	0	3	0	0	3	0	0	0	0	0	0	7	0	19	26
3:15 PM	0	1	0	0	1	0	0	0	0	0	0	14	0	28	42
3:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	3	5
3:45 PM	2	2	0	0	4	0	0	0	0	0	0	0	0	2	2
Count Total	2	11	0	0	13	1	1	0	0	2	2	25	0	88	115
Peak Hr	2	8	0	0	10	0	0	0	0	0	0	23	0	52	75

MAPLE LAWN ES DWY WILLOW ST



Peak Hour

Date: Thu, Sep 22, 2016
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	0.9%	0.77
WB	0.0%	0.87
NB	-	-
SB	-	-
TOTAL	0.4%	0.89

Two-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				MAPLE LAWN ES DWY Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	23	0	0	0	28	0	0	0	0	0	0	0	0	0	51	0
4:15 PM	0	0	38	0	0	0	18	0	0	0	0	0	0	0	0	0	56	0
4:30 PM	0	0	20	0	0	0	10	0	0	0	0	0	0	0	0	0	30	0
4:45 PM	0	0	15	0	0	1	24	0	0	0	0	0	0	0	0	0	40	177
5:00 PM	0	0	23	0	0	0	32	0	0	0	0	0	0	0	0	0	55	181
5:15 PM	1	0	21	0	0	0	31	0	0	0	0	0	0	0	0	0	53	178
5:30 PM	0	0	38	0	0	0	18	0	0	0	0	0	0	0	0	0	56	204
5:45 PM	0	0	34	0	0	0	30	0	0	0	0	0	0	0	0	0	64	228
Count Total	1	0	212	0	0	1	191	0	0	0	0	0	0	0	0	0	405	0
Peak Hour	1	0	116	0	0	0	111	0	0	0	0	0	0	0	0	0	228	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

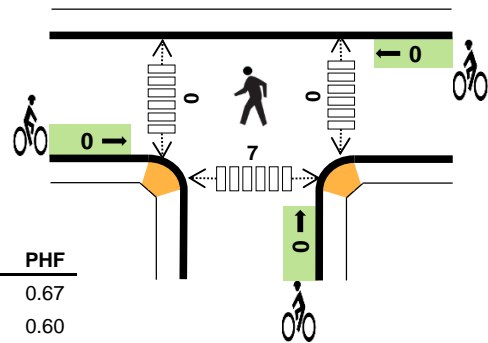
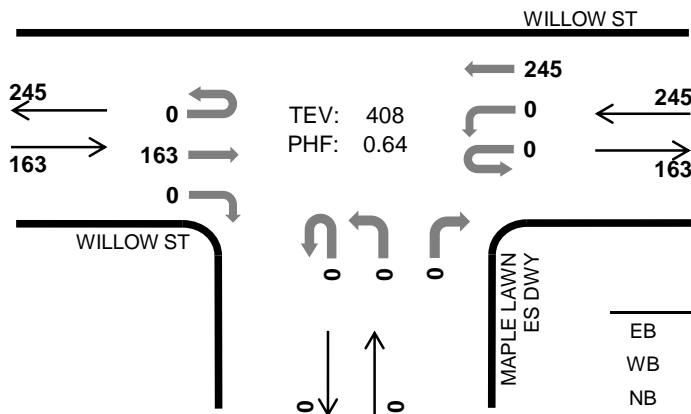
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
5:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Count Total	1	1	0	0	2	0	0	0	0	0	1	1	0	7	9
Peak Hr	1	0	0	0	1	0	0	0	0	0	1	1	0	1	3

MAPLE LAWN ES DWY WILLOW ST



Peak Hour

Date: Thu, Sep 22, 2016
 Count Period: 6:30 AM to 9:30 AM
 Peak Hour: 6:30 AM to 7:30 AM



	HV %:	PHF
EB	0.6%	0.67
WB	0.0%	0.60
NB	-	-
SB	-	-
TOTAL	0.2%	0.64

Three-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				MAPLE LAWN ES DWY Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	9	0	0	0	22	0	0	0	0	0	0	0	0	0	31	0
6:45 AM	0	0	35	0	0	0	62	0	0	0	0	0	0	0	0	0	97	0
7:00 AM	0	0	58	0	0	0	102	0	0	0	0	0	0	0	0	0	160	0
7:15 AM	0	0	61	0	0	0	59	0	0	0	0	0	0	0	0	0	120	408
Peak Hour	0	0	163	0	0	0	245	0	0	0	0	0	0	0	0	0	408	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Peak Hour	1	0	0	0	1	0	0	0	0	0	0	0	0	7	7

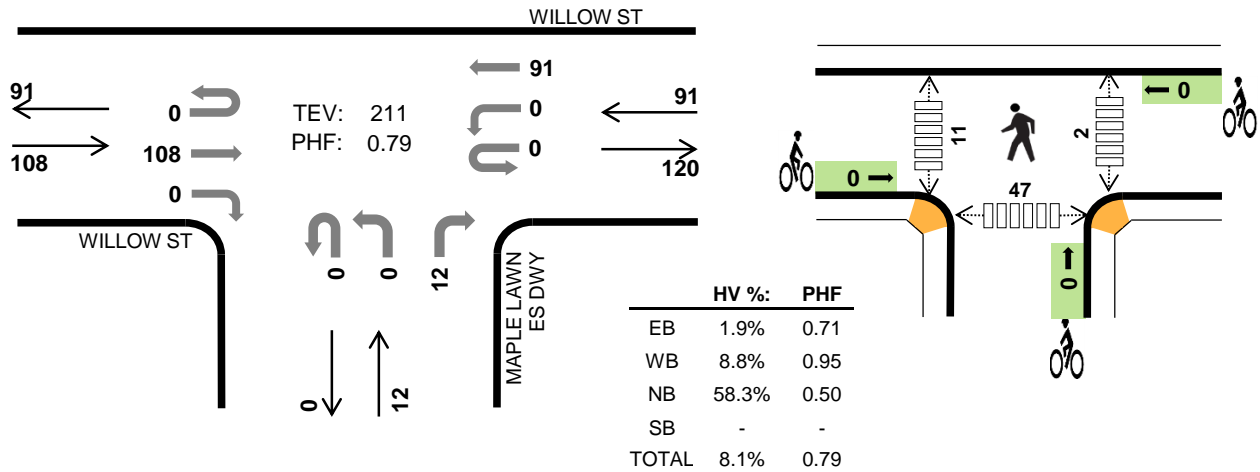
Three-Hour Count Summaries																		
Interval Start	WILLOW ST				WILLOW ST				MAPLE LAWN ES DWY				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	9	0	0	0	22	0	0	0	0	0	0	0	0	31	0	
6:45 AM	0	0	35	0	0	0	62	0	0	0	0	0	0	0	97	0		
7:00 AM	0	0	58	0	0	0	102	0	0	0	0	0	0	0	160	0		
7:15 AM	0	0	61	0	0	0	59	0	0	0	0	0	0	0	120	408		
7:30 AM	0	0	11	0	0	0	7	0	0	0	0	1	0	0	19	396		
7:45 AM	0	0	9	0	0	0	12	0	0	0	0	0	0	0	21	320		
8:00 AM	0	0	22	0	0	0	25	0	0	0	0	5	0	0	52	212		
8:15 AM	0	0	17	0	0	0	29	0	0	4	0	2	0	0	52	144		
8:30 AM	0	0	14	0	0	0	10	0	0	0	0	0	0	0	24	149		
8:45 AM	0	0	10	0	0	0	5	1	0	0	0	0	0	0	16	144		
9:00 AM	0	0	4	0	0	0	5	0	0	0	0	0	0	0	9	101		
9:15 AM	0	0	12	0	0	0	5	0	0	1	0	0	0	0	18	67		
Count Total	0	0	262	0	0	0	343	1	0	5	0	8	0	0	619	0		
Peak Hour	0	0	163	0	0	0	245	0	0	0	0	0	0	0	408	0		
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
6:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0			
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	5	5				
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1				
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1				
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1				
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	3				
8:00 AM	1	5	4	0	10	0	0	0	0	0	5	11	0	12	28			
8:15 AM	0	1	2	0	3	0	0	0	0	0	2	3	0	11	16			
8:30 AM	1	1	0	0	2	0	0	0	0	0	0	2	0	4	6			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0			
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Count Total	4	7	6	0	17	0	0	0	0	0	7	16	0	38	61			
Peak Hr	1	0	0	0	1	0	0	0	0	0	0	0	0	7	7			

MAPLE LAWN ES DWY WILLOW ST



Peak Hour

Date: Thu, Sep 22, 2016
 Count Period: 2:00 PM to 4:00 PM
 Peak Hour: 3:00 PM to 4:00 PM



Two-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				MAPLE LAWN ES DWY Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	6	0	0	0	27	0	0	0	0	0	0	0	0	0	33	0
2:15 PM	0	0	21	0	0	0	24	0	0	1	0	1	0	0	0	0	47	0
2:30 PM	0	0	39	0	0	0	24	0	0	0	0	3	0	0	0	0	66	0
2:45 PM	0	0	8	0	0	0	25	0	0	0	0	1	0	0	0	0	34	180
3:00 PM	0	0	13	0	0	0	21	0	0	0	0	0	0	0	0	0	34	181
3:15 PM	0	0	38	0	0	0	23	0	0	0	0	6	0	0	0	0	67	201
3:30 PM	0	0	30	0	0	0	24	0	0	0	0	4	0	0	0	0	58	193
3:45 PM	0	0	27	0	0	0	23	0	0	0	0	2	0	0	0	0	52	211
Count Total	0	0	182	0	0	0	191	0	0	1	0	17	0	0	0	0	391	0
Peak Hour	0	0	108	0	0	0	91	0	0	0	0	12	0	0	0	0	211	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

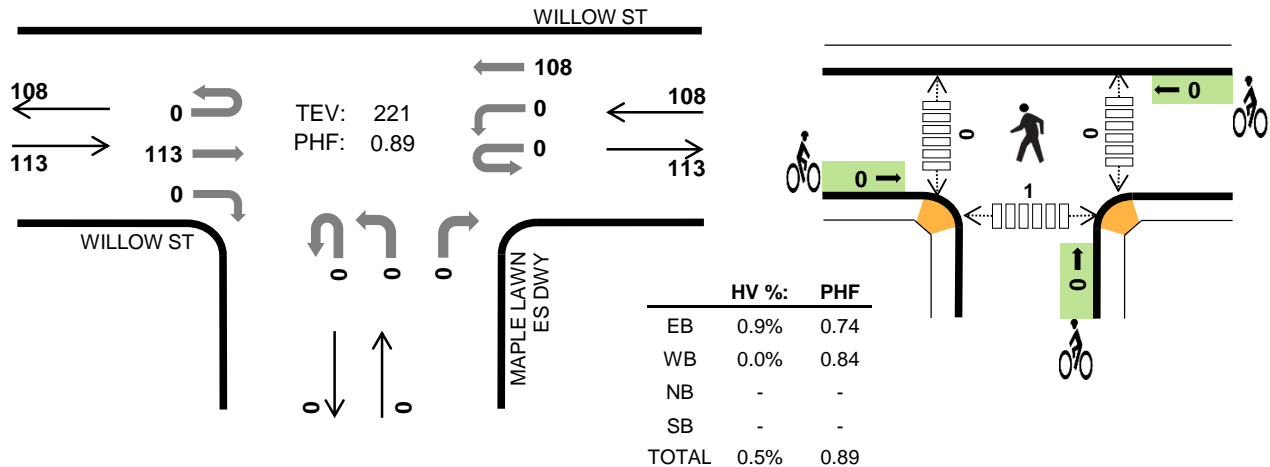
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	19	19
2:45 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	5	5
3:00 PM	0	3	0	0	3	0	0	0	0	0	1	8	0	20	29
3:15 PM	0	1	6	0	7	0	0	0	0	0	0	3	0	22	25
3:30 PM	0	2	0	0	2	0	0	0	0	0	1	0	0	3	4
3:45 PM	2	2	1	0	5	0	0	0	0	0	0	0	0	2	2
Count Total	2	10	7	0	19	0	1	0	0	1	2	11	0	74	87
Peak Hr	2	8	7	0	17	0	0	0	0	0	2	11	0	47	60

MAPLE LAWN ES DWY WILLOW ST



Peak Hour

Date: Thu, Sep 22, 2016
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 5:00 PM to 6:00 PM



Two-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				MAPLE LAWN ES DWY Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	22	0	0	0	26	0	0	1	0	2	0	0	0	0	51	0
4:15 PM	0	0	41	0	0	0	18	0	0	0	0	1	0	0	0	0	60	0
4:30 PM	0	0	20	0	0	0	10	0	0	0	0	0	0	0	0	0	30	0
4:45 PM	0	0	16	0	0	0	25	0	0	0	0	1	0	0	0	0	42	183
5:00 PM	0	0	24	0	0	0	32	0	0	0	0	0	0	0	0	0	56	188
5:15 PM	0	0	17	0	0	0	32	0	0	0	0	0	0	0	0	0	49	177
5:30 PM	0	0	38	0	0	0	16	0	0	0	0	0	0	0	0	0	54	201
5:45 PM	0	0	34	0	0	0	28	0	0	0	0	0	0	0	0	0	62	221
Count Total	0	0	212	0	0	0	187	0	0	1	0	4	0	0	0	0	404	0
Peak Hour	0	0	113	0	0	0	108	0	0	0	0	0	0	0	0	0	221	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

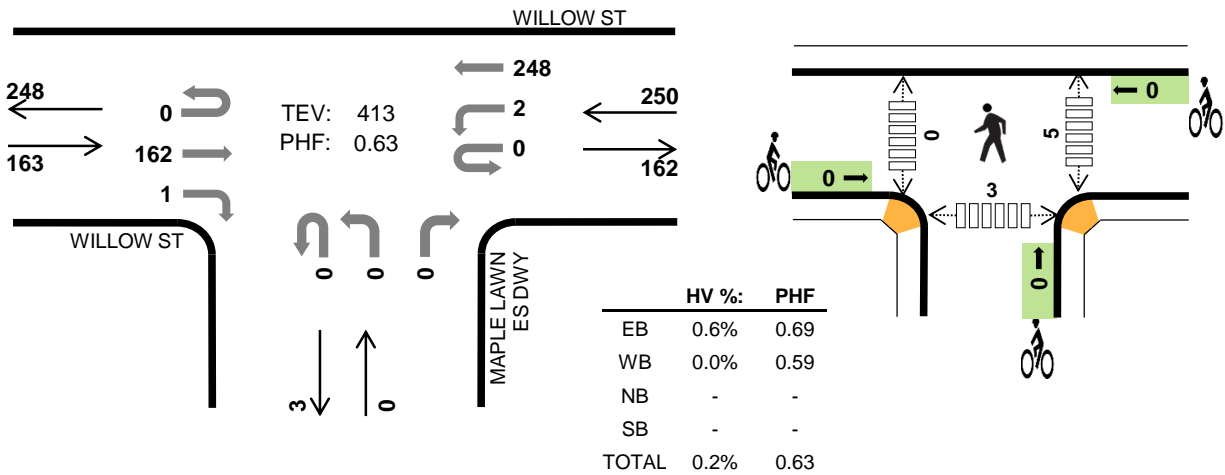
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
4:45 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
5:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	1	1	1	0	3	0	0	0	0	0	0	0	0	7	7
Peak Hr	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1

MAPLE LAWN ES DWY WILLOW ST



Peak Hour

Date: Thu, Sep 22, 2016
 Count Period: 6:30 AM to 9:30 AM
 Peak Hour: 6:30 AM to 7:30 AM



Three-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				MAPLE LAWN ES DWY Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	11	0	0	0	24	0	0	0	0	0	0	0	0	0	35	0
6:45 AM	0	0	34	0	0	0	65	0	0	0	0	0	0	0	0	0	99	0
7:00 AM	0	0	59	0	0	2	104	0	0	0	0	0	0	0	0	0	165	0
7:15 AM	0	0	58	1	0	0	55	0	0	0	0	0	0	0	0	0	114	413
Peak Hour	0	0	162	1	0	2	248	0	0	0	0	0	0	0	0	0	413	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	1	4
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Peak Hour	1	0	0	0	1	0	0	0	0	0	5	0	0	3	8

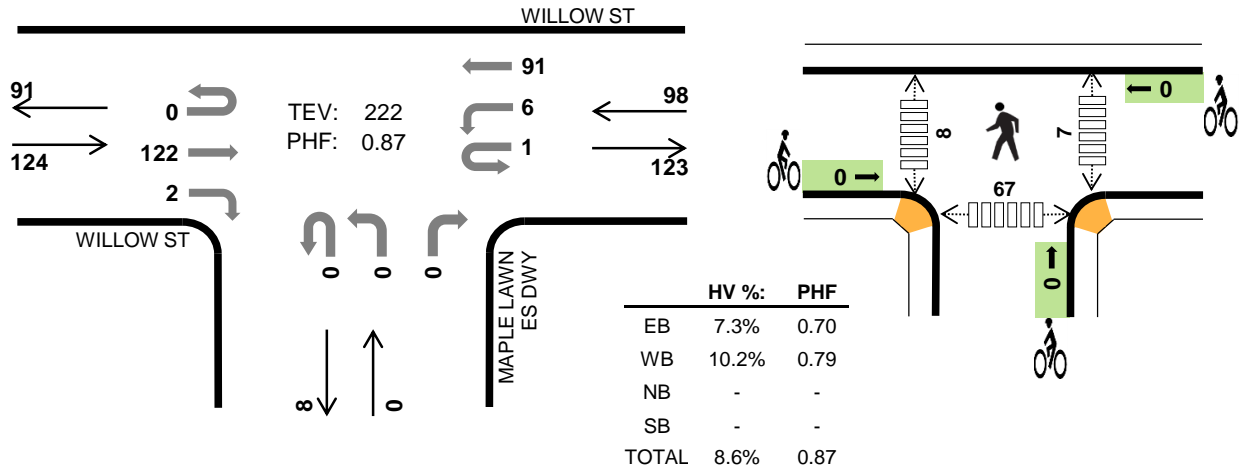
Three-Hour Count Summaries																		
Interval Start	WILLOW ST				WILLOW ST				MAPLE LAWN ES DWY				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	11	0	0	0	24	0	0	0	0	0	0	0	0	0	35	0
6:45 AM	0	0	34	0	0	0	65	0	0	0	0	0	0	0	0	0	99	0
7:00 AM	0	0	59	0	0	2	104	0	0	0	0	0	0	0	0	0	165	0
7:15 AM	0	0	58	1	0	0	55	0	0	0	0	0	0	0	0	0	114	413
7:30 AM	0	0	11	0	0	1	7	0	0	0	0	0	0	0	0	0	19	397
7:45 AM	0	0	7	2	0	1	13	0	0	0	0	0	0	0	0	0	23	321
8:00 AM	0	0	26	4	0	8	31	0	0	0	0	0	0	0	0	0	69	225
8:15 AM	0	0	17	2	0	12	24	0	0	0	0	0	0	0	0	0	55	166
8:30 AM	0	0	14	0	0	0	10	0	0	0	0	0	0	0	0	0	24	171
8:45 AM	0	0	10	0	0	1	5	0	0	0	0	0	0	0	0	0	16	164
9:00 AM	0	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0	9	104
9:15 AM	0	0	12	0	0	1	5	0	0	0	0	0	0	0	0	0	18	67
Count Total	0	0	263	9	0	26	348	0	0	0	0	0	0	0	0	0	646	0
Peak Hour	0	0	162	1	0	2	248	0	0	0	0	0	0	0	0	0	413	0
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
6:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	1	4			
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2			
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2			
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2			
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	3	5			
8:00 AM	5	9	0	0	14	0	0	0	0	0	40	0	0	24	64			
8:15 AM	2	0	0	0	2	0	0	0	0	0	18	0	0	47	65			
8:30 AM	1	1	0	0	2	0	0	0	0	0	1	0	0	3	4			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0			
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Count Total	10	10	0	0	20	0	0	0	0	0	66	1	0	81	148			
Peak Hr	1	0	0	0	1	0	0	0	0	0	5	0	0	3	8			

MAPLE LAWN ES DWY WILLOW ST



Peak Hour

Date: Thu, Sep 22, 2016
 Count Period: 2:00 PM to 4:00 PM
 Peak Hour: 3:00 PM to 4:00 PM



Two-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				MAPLE LAWN ES DWY Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	3	0	0	1	25	0	0	0	0	0	0	0	0	0	29	0
2:15 PM	0	0	23	1	0	0	26	0	0	0	0	0	0	0	0	0	50	0
2:30 PM	0	0	39	0	0	0	19	0	0	0	0	0	0	0	0	0	58	0
2:45 PM	0	0	9	0	0	5	27	0	0	0	0	0	0	0	0	0	41	178
3:00 PM	0	0	16	0	1	4	26	0	0	0	0	0	0	0	0	0	47	196
3:15 PM	0	0	43	1	0	2	18	0	0	0	0	0	0	0	0	0	64	210
3:30 PM	0	0	32	1	0	0	25	0	0	0	0	0	0	0	0	0	58	210
3:45 PM	0	0	31	0	0	0	22	0	0	0	0	0	0	0	0	0	53	222
Count Total	0	0	196	3	1	12	188	0	0	0	0	0	0	0	0	0	400	0
Peak Hour	0	0	122	2	1	6	91	0	0	0	0	0	0	0	0	0	222	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

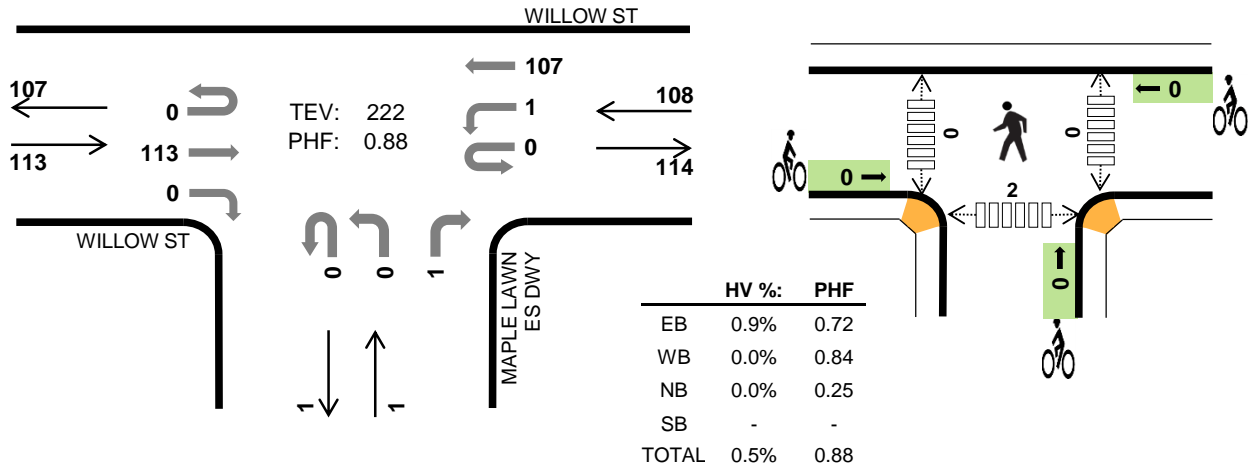
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	1	0	0	1	0	0	0	0	0	2	3	0	0	5
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	1	0	0	1	5	0	0	17	22
2:45 PM	0	2	0	0	2	0	0	0	0	0	4	1	0	17	22
3:00 PM	0	6	0	0	6	0	0	0	0	0	2	4	0	31	37
3:15 PM	6	0	0	0	6	0	0	0	0	0	2	2	0	31	35
3:30 PM	0	2	0	0	2	0	0	0	0	0	2	1	0	1	4
3:45 PM	3	2	0	0	5	0	0	0	0	0	1	1	0	4	6
Count Total	9	13	0	0	22	0	1	0	0	1	18	12	0	101	131
Peak Hr	9	10	0	0	19	0	0	0	0	0	7	8	0	67	82

MAPLE LAWN ES DWY WILLOW ST



Peak Hour

Date: Thu, Sep 22, 2016
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 5:00 PM to 6:00 PM



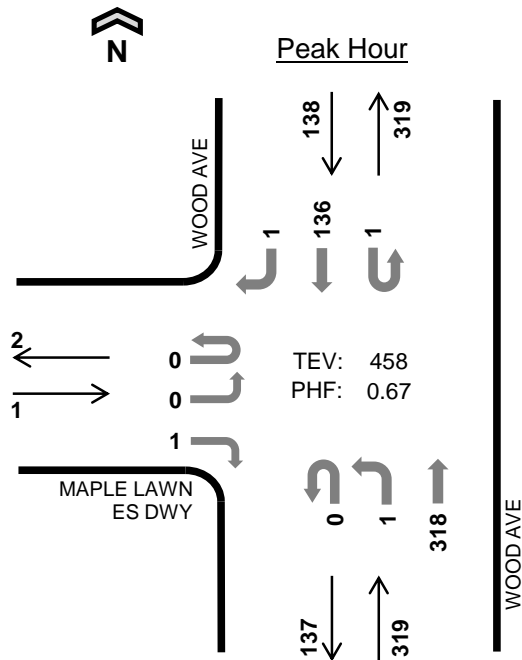
Two-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				MAPLE LAWN ES DWY Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	26	0	0	0	25	0	0	0	0	0	0	0	0	0	51	0
4:15 PM	0	0	38	0	0	1	18	0	0	0	0	1	0	0	0	0	58	0
4:30 PM	0	0	19	1	0	1	12	0	0	0	0	1	0	0	0	0	34	0
4:45 PM	0	0	19	0	0	0	27	0	0	0	0	0	0	0	0	0	46	189
5:00 PM	0	0	23	0	0	0	27	0	0	0	0	0	0	0	0	0	50	188
5:15 PM	0	0	19	0	0	0	32	0	0	0	0	0	0	0	0	0	51	181
5:30 PM	0	0	39	0	0	0	18	0	0	0	0	1	0	0	0	0	58	205
5:45 PM	0	0	32	0	0	1	30	0	0	0	0	0	0	0	0	0	63	222
Count Total	0	0	215	1	0	3	189	0	0	0	0	3	0	0	0	0	411	0
Peak Hour	0	0	113	0	0	1	107	0	0	0	0	1	0	0	0	0	222	0

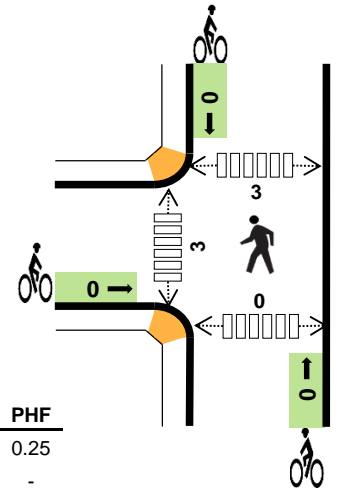
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
5:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	2	1	0	0	3	0	0	0	0	0	0	0	0	2	2
Peak Hr	1	0	0	0	1	0	0	0	0	0	0	0	0	2	2

WOOD AVE MAPLE LAWN ES DWY



Date: Thu, Sep 22, 2016
 Count Period: 6:30 AM to 9:30 AM
 Peak Hour: 6:30 AM to 7:30 AM



	HV %:	PHF
EB	0.0%	0.25
WB	-	-
NB	0.6%	0.62
SB	0.0%	0.72
TOTAL	0.4%	0.67

Three-Hour Count Summaries

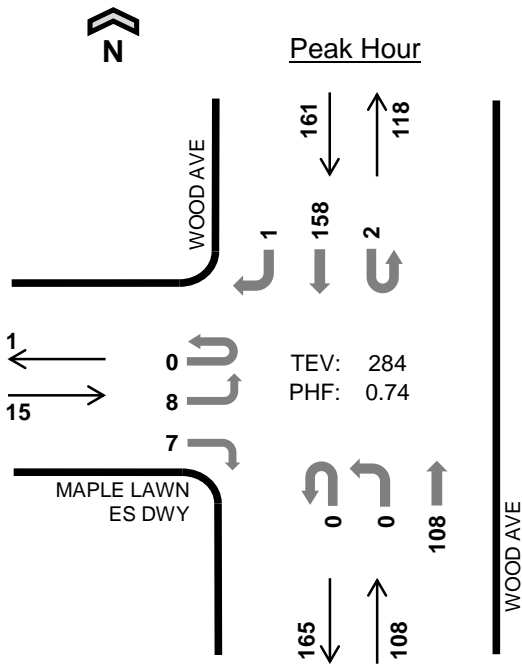
Interval Start	MAPLE LAWN ES DWY				0				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	0	0	0	0	0	0	0	0	39	0	0	0	14	0	53	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	94	0	0	0	34	0	128	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	129	0	0	0	41	1	171	0
7:15 AM	0	0	0	1	0	0	0	0	0	1	56	0	1	0	47	0	106	458
Peak Hour	0	0	0	1	0	0	0	0	0	1	318	0	1	0	136	1	458	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2
6:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	3	0	3
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Peak Hour	0	0	2	0	2	0	0	0	0	0	0	3	3	0	6

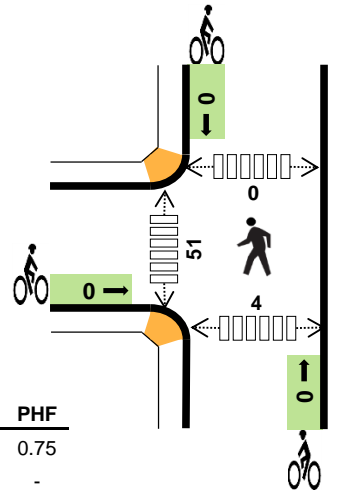
Three-Hour Count Summaries																			
Interval Start	MAPLE LAWN ES DWY				0				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
6:30 AM	0	0	0	0	0	0	0	0	0	0	39	0	0	0	14	0	53	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	94	0	0	0	34	0	128	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	129	0	0	0	41	1	171	0	
7:15 AM	0	0	0	1	0	0	0	0	0	0	56	0	1	0	47	0	106	458	
7:30 AM	0	0	0	0	0	0	0	0	0	0	18	0	0	0	12	0	30	435	
7:45 AM	0	1	0	0	0	0	0	0	0	0	23	0	0	0	10	0	34	341	
8:00 AM	0	6	0	3	0	0	0	0	0	0	37	0	0	0	18	0	64	234	
8:15 AM	0	10	0	6	0	0	0	0	0	0	40	0	0	0	30	0	86	214	
8:30 AM	0	1	0	1	0	0	0	0	0	0	18	0	0	0	16	0	36	220	
8:45 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	15	0	25	211	
9:00 AM	0	0	0	1	0	0	0	0	0	1	18	0	0	0	14	0	34	181	
9:15 AM	0	1	0	1	0	0	0	0	0	0	19	0	0	0	15	0	36	131	
Count Total	0	19	0	13	0	0	0	0	0	1	1	501	0	1	0	266	1	803	0
Peak Hour	0	0	0	1	0	0	0	0	0	0	1	318	0	1	0	136	1	458	0
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																			
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)								
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total				
6:30 AM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2				
6:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	3	0	3				
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1				
7:30 AM	0	0	2	0	2	0	0	0	0	0	3	0	0	0	3				
7:45 AM	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2				
8:00 AM	1	0	0	1	2	0	0	0	0	0	11	0	0	0	11				
8:15 AM	2	0	4	0	6	0	0	0	0	0	5	0	1	0	6				
8:30 AM	0	0	0	1	1	0	0	0	0	0	1	0	0	0	1				
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1				
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Count Total	3	0	9	2	14	0	0	0	0	0	25	3	2	0	30				
Peak Hr	0	0	2	0	2	0	0	0	0	0	3	3	0	0	6				

WOOD AVE MAPLE LAWN ES DWY



Date: Thu, Sep 22, 2016
 Count Period: 2:00 PM to 4:00 PM
 Peak Hour: 3:00 PM to 4:00 PM

	HV %:	PHF
EB	13.3%	0.75
WB	-	-
NB	2.8%	0.66
SB	0.6%	0.81
TOTAL	2.1%	0.74



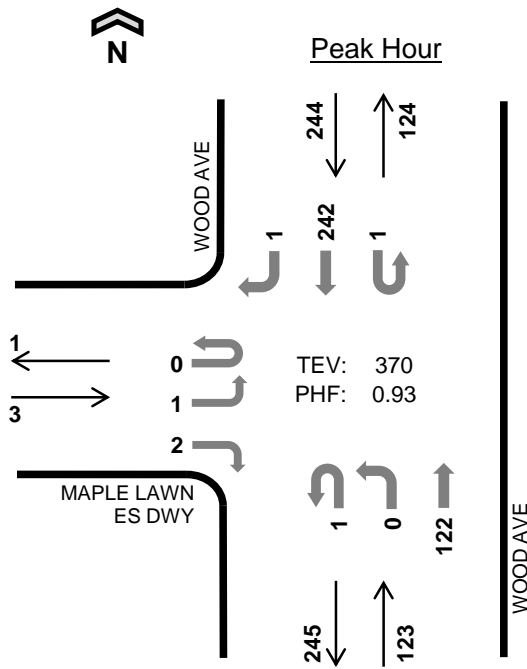
Two-Hour Count Summaries

Interval Start	MAPLE LAWN ES DWY				0				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	1	0	1	0	0	0	0	0	0	27	0	0	0	10	0	39	0
2:15 PM	0	1	0	0	0	0	0	0	0	0	17	0	0	0	20	0	38	0
2:30 PM	0	2	0	0	0	0	0	0	0	0	19	0	0	0	38	0	59	0
2:45 PM	0	1	0	1	0	0	0	0	0	0	22	0	0	0	17	0	41	177
3:00 PM	0	2	0	1	0	0	0	0	0	0	29	0	1	0	31	0	64	202
3:15 PM	0	2	0	3	0	0	0	0	0	0	21	0	0	0	33	1	60	224
3:30 PM	0	3	0	2	0	0	0	0	0	0	41	0	0	0	50	0	96	261
3:45 PM	0	1	0	1	0	0	0	0	0	0	17	0	1	0	44	0	64	284
Count Total	0	13	0	9	0	0	0	0	0	0	193	0	2	0	243	1	461	0
Peak Hour	0	8	0	7	0	0	0	0	0	0	108	0	2	0	158	1	284	0

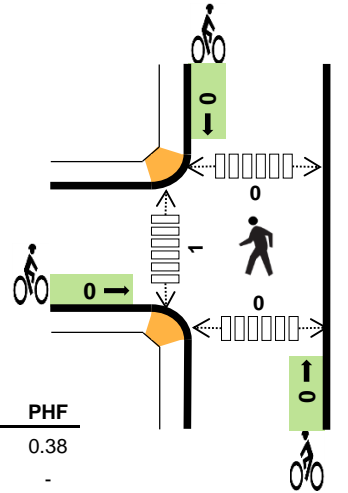
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
3:00 PM	1	0	0	0	1	0	0	0	0	0	0	6	0	1	7
3:15 PM	1	0	1	0	2	0	0	0	0	0	0	37	0	3	40
3:30 PM	0	0	1	0	1	0	0	0	0	0	0	5	0	0	5
3:45 PM	0	0	1	1	2	0	0	0	0	0	0	3	0	0	3
Count Total	2	0	3	2	7	0	0	1	1	2	0	52	0	4	56
Peak Hr	2	0	3	1	6	0	0	0	0	0	0	51	0	4	55

WOOD AVE MAPLE LAWN ES DWY



Date: Thu, Sep 22, 2016
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	0.0%	0.38
WB	-	-
NB	0.0%	0.73
SB	0.8%	0.80
TOTAL	0.5%	0.93

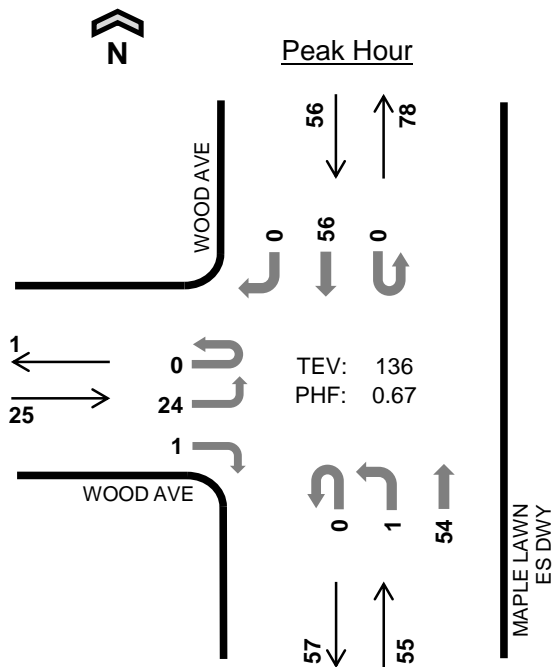
Two-Hour Count Summaries

Interval Start	MAPLE LAWN ES DWY				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour				
	Eastbound				Westbound				Northbound						Southbound			
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	0	0	0	0	0	0	0	0	25	0	0	0	55	0	81	0
4:15 PM	0	0	0	1	0	0	0	0	0	0	35	0	0	0	55	1	92	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	27	0	0	0	58	1	86	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	29	0	0	0	39	0	68	327
5:00 PM	0	1	0	1	0	0	0	0	1	0	36	0	0	0	61	0	100	346
5:15 PM	0	0	0	0	0	0	0	0	0	0	26	0	0	0	56	0	82	336
5:30 PM	0	0	0	0	0	0	0	0	0	0	18	0	0	0	75	1	94	344
5:45 PM	0	0	0	1	0	0	0	0	0	0	42	0	1	0	50	0	94	370
Count Total	0	2	0	3	0	0	0	0	1	0	238	0	1	0	449	3	697	0
Peak Hour	0	1	0	2	0	0	0	0	1	0	122	0	1	0	242	1	370	0

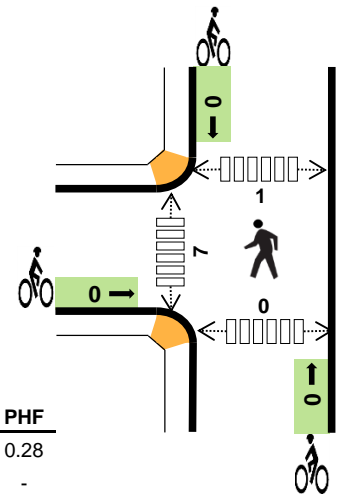
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	1	1	0	0	0	0	0	0	2	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
4:30 PM	0	0	0	2	2	0	0	0	1	1	0	3	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	5	5	0	0	0	1	1	0	9	0	1	10
Peak Hr	0	0	0	2	2	0	0	0	0	0	0	1	0	0	1

MAPLE LAWN ES DWY WOOD AVE



Date: Thu, Sep 22, 2016
 Count Period: 6:30 AM to 9:30 AM
 Peak Hour: 8:15 AM to 9:15 AM



	HV %:	PHF
EB	4.0%	0.28
WB	-	-
NB	0.0%	0.65
SB	0.0%	0.74
TOTAL	0.7%	0.67

Three-Hour Count Summaries

Interval Start	WOOD AVE				0				MAPLE LAWN ES DWY				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:15 AM	0	21	0	1	0	0	0	0	0	1	13	0	0	0	15	0	51	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	13	0	0	0	12	0	26	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	7	0	0	0	19	0	27	0
9:00 AM	0	1	0	0	0	0	0	0	0	0	21	0	0	0	10	0	32	136
Peak Hour	0	24	0	1	0	0	0	0	0	1	54	0	0	0	56	0	136	0

Note: For all three-hour count summary, see next page.

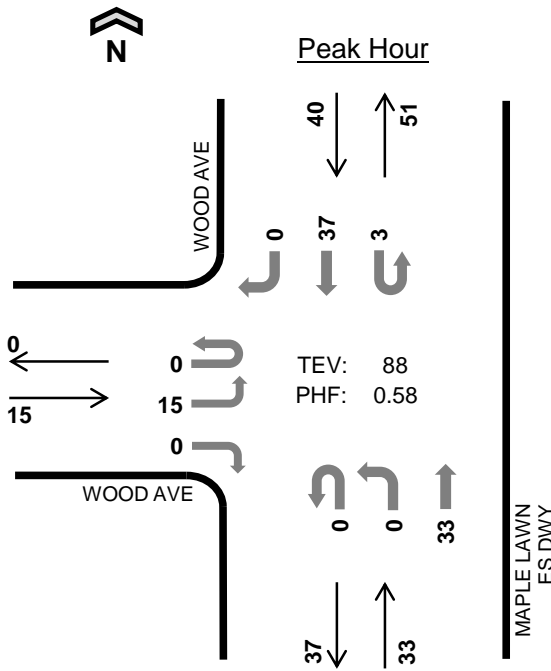
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
8:15 AM	1	0	0	0	1	0	0	0	0	0	0	7	1	0	8
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	1	0	0	0	1	0	0	0	0	0	0	7	1	0	8

Three-Hour Count Summaries																			
Interval Start	WOOD AVE				0				MAPLE LAWN ES DWY				WOOD AVE				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
6:30 AM	0	1	0	0	0	0	0	0	0	0	7	0	0	0	5	0	13	0	
6:45 AM	0	1	0	0	0	0	0	0	0	0	11	0	0	0	9	0	21	0	
7:00 AM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	9	1	14	0	
7:15 AM	0	1	0	0	0	0	0	0	0	0	10	0	1	0	6	2	20	68	
7:30 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	5	0	12	67	
7:45 AM	0	4	0	0	0	0	0	0	0	0	3	0	0	0	9	0	16	62	
8:00 AM	0	7	0	1	0	0	0	0	0	0	7	0	0	0	13	2	30	78	
8:15 AM	0	21	0	1	0	0	0	0	0	0	1	13	0	0	0	15	0	51	109
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	13	0	0	0	12	0	26	123
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	7	0	0	0	19	0	27	134
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	21	0	0	0	10	0	32	136
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	13	0	0	0	4	0	18	103
Count Total	0	40	0	2	0	0	0	0	0	0	1	115	0	1	0	116	5	280	0
Peak Hour	0	24	0	1	0	0	0	0	0	0	1	54	0	0	0	56	0	136	0

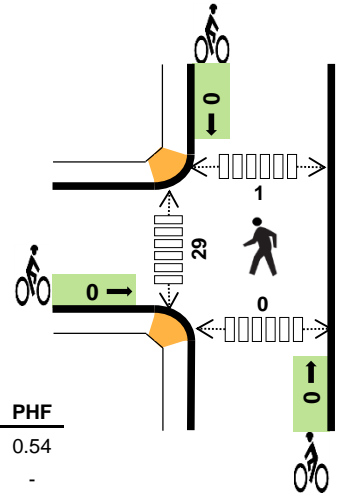
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)					
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total	
6:30 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	35	2	0	0	37
8:15 AM	1	0	0	0	1	0	0	0	0	0	0	7	1	0	0	8
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	2	0	0	0	2	0	0	1	0	1	0	46	3	0	0	49
Peak Hr	1	0	0	0	1	0	0	0	0	0	0	7	1	0	0	8

MAPLE LAWN ES DWY WOOD AVE



Date: Thu, Sep 22, 2016
 Count Period: 2:00 PM to 4:00 PM
 Peak Hour: 3:00 PM to 4:00 PM



	HV %:	PHF
EB	0.0%	0.54
WB	-	-
NB	3.0%	0.52
SB	2.5%	0.67
TOTAL	2.3%	0.58

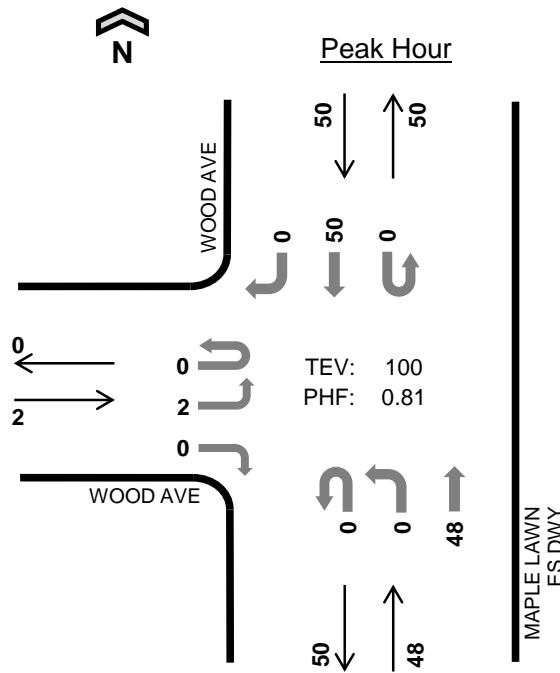
Two-Hour Count Summaries

Interval Start	WOOD AVE Eastbound				WOOD AVE Westbound				MAPLE LAWN ES DWY Northbound				WOOD AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
2:15 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2	0	4	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	7	0	9	0
2:45 PM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	3	0	7	21
3:00 PM	0	5	0	0	0	0	0	0	0	0	6	0	1	0	7	0	19	39
3:15 PM	0	2	0	0	0	0	0	0	0	0	5	0	1	0	9	0	17	52
3:30 PM	0	7	0	0	0	0	0	0	0	0	16	0	1	0	14	0	38	81
3:45 PM	0	1	0	0	0	0	0	0	0	0	6	0	0	0	7	0	14	88
Count Total	0	17	0	0	0	0	0	0	0	0	40	0	3	0	49	0	109	0
Peak Hour	0	15	0	0	0	0	0	0	0	0	33	0	3	0	37	0	88	0

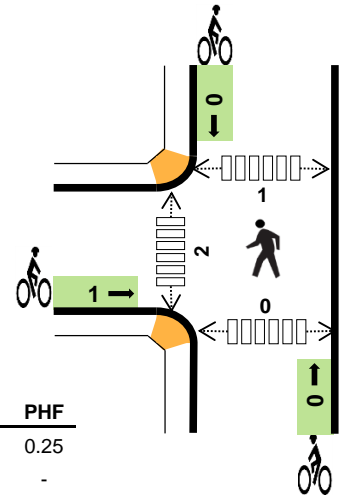
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	3	7
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
3:00 PM	0	0	0	1	1	0	0	0	0	0	0	4	0	0	4
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	22	1	0	23
3:30 PM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Count Total	0	0	1	1	2	0	0	0	0	0	0	34	1	5	40
Peak Hr	0	0	1	1	2	0	0	0	0	0	0	29	1	0	30

MAPLE LAWN ES DWY WOOD AVE



Date: Thu, Sep 22, 2016
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



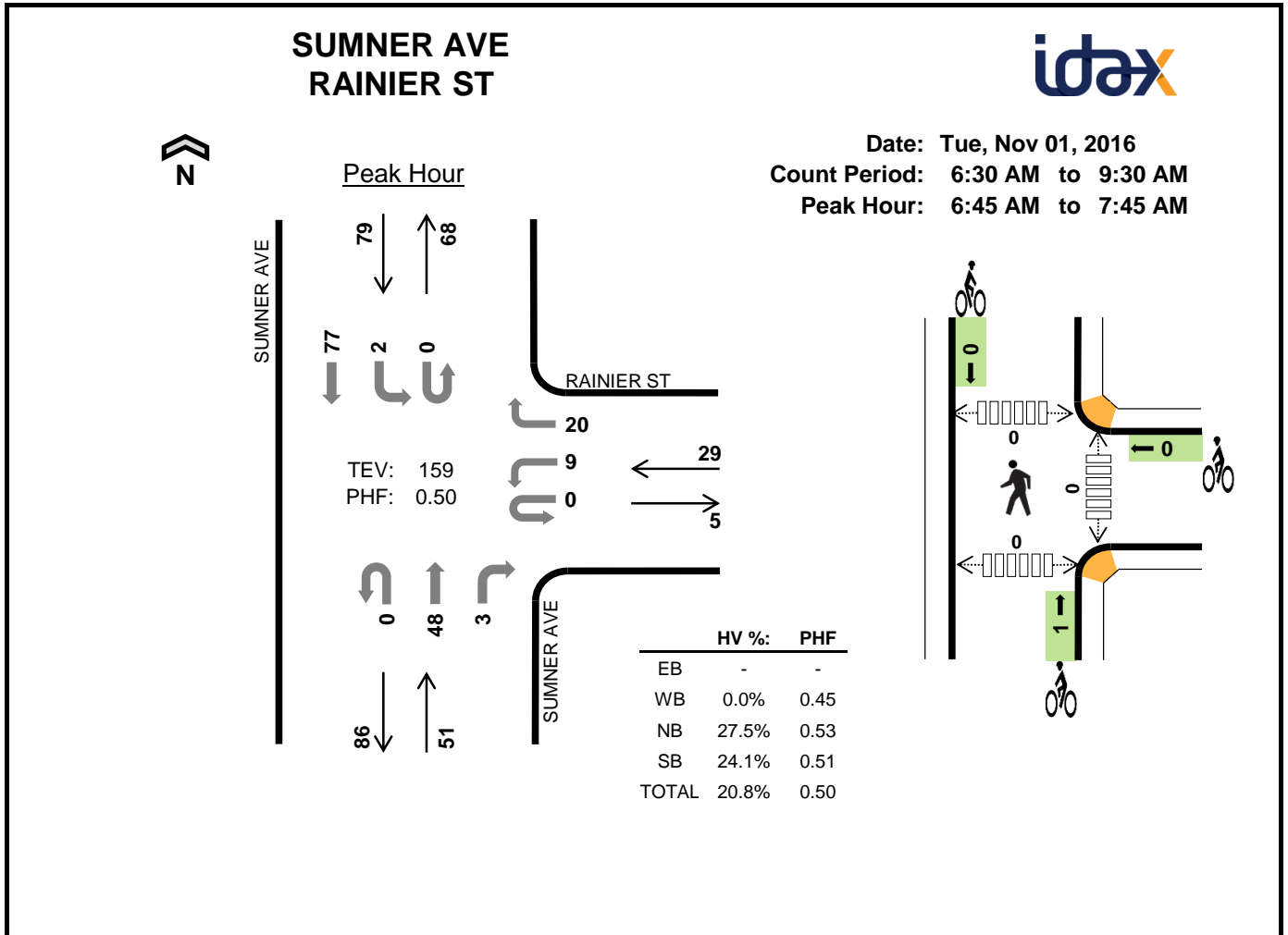
	HV %:	PHF
EB	0.0%	0.25
WB	-	-
NB	0.0%	0.80
SB	0.0%	0.78
TOTAL	0.0%	0.81

Two-Hour Count Summaries

Interval Start	WOOD AVE				0				MAPLE LAWN ES DWY				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound		Westbound		Northbound		Southbound		Eastbound		Westbound		Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	0	0	0	0	0	0	0	0	6	0	0	0	8	0	15	0
4:15 PM	0	1	0	1	0	0	0	0	0	0	11	0	0	0	7	0	20	0
4:30 PM	0	2	0	0	0	0	0	0	0	0	15	0	0	0	14	0	31	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	6	0	17	83
5:00 PM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	14	0	25	93
5:15 PM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	16	0	27	100
5:30 PM	0	1	0	0	0	0	0	0	0	0	4	0	0	0	15	0	20	89
5:45 PM	0	3	0	0	0	0	0	0	0	0	8	0	0	0	10	0	21	93
Count Total	0	8	0	1	0	0	0	0	0	0	77	0	0	0	90	0	176	0
Peak Hour	0	2	0	0	0	0	0	0	0	0	48	0	0	0	50	0	100	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
4:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	1	1	1	0	0	0	1	0	2	1	0	3
Peak Hr	0	0	0	0	0	1	0	0	0	1	0	2	1	0	3



Three-Hour Count Summaries

Interval Start	0				RAINIER ST				SUMNER AVE				SUMNER AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:45 AM	0	0	0	0	0	0	0	4	0	0	2	0	0	0	12	0	18	0
7:00 AM	0	0	0	0	0	6	0	10	0	0	24	0	0	1	38	0	79	0
7:15 AM	0	0	0	0	0	3	0	4	0	0	15	2	0	1	23	0	48	0
7:30 AM	0	0	0	0	0	0	0	2	0	0	7	1	0	0	4	0	14	159
Peak Hour	0	0	0	0	0	9	0	20	0	0	48	3	0	2	77	0	159	0

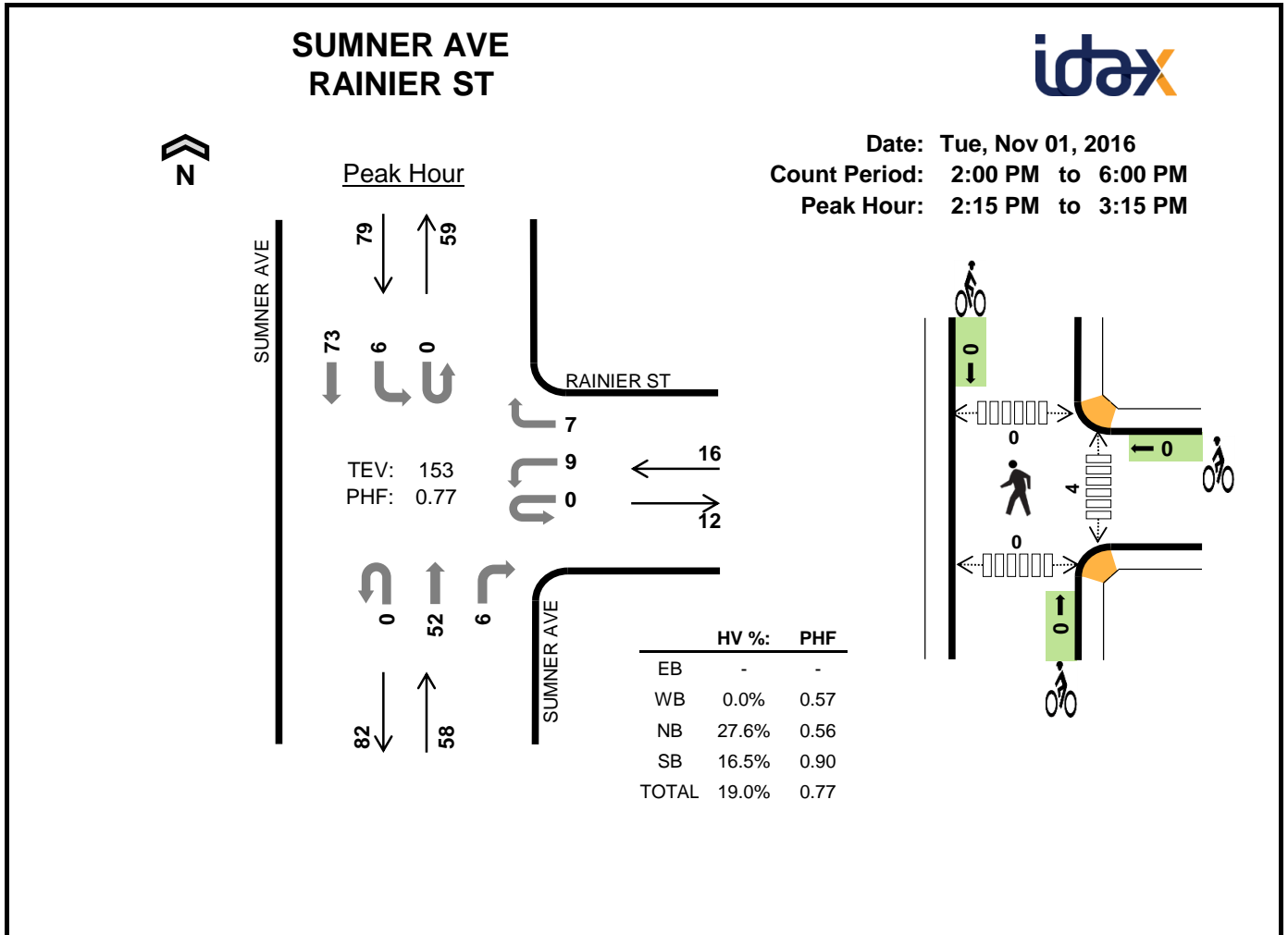
Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:45 AM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	7	13	20	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	5	2	7	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	2	1	3	0	0	1	0	1	0	0	0	0	0
Peak Hour	0	0	14	19	33	0	0	1	0	1	0	0	0	0	0

Three-Hour Count Summaries																		
Interval Start	0				RAINIER ST				SUMNER AVE				SUMNER AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	0	0	0	0	0	3	0	0	2	0	0	1	5	0	11	0
6:45 AM	0	0	0	0	0	0	0	4	0	0	2	0	0	0	12	0	18	0
7:00 AM	0	0	0	0	0	6	0	10	0	0	24	0	0	1	38	0	79	0
7:15 AM	0	0	0	0	0	3	0	4	0	0	15	2	0	1	23	0	48	156
7:30 AM	0	0	0	0	0	0	0	2	0	0	7	1	0	0	4	0	14	159
7:45 AM	0	0	0	0	0	1	0	1	0	0	4	0	0	0	4	0	10	151
8:00 AM	0	0	0	0	0	1	0	2	0	0	9	0	0	2	11	0	25	97
8:15 AM	0	0	0	0	0	3	0	3	0	0	16	0	0	3	18	0	43	92
8:30 AM	0	0	0	0	0	0	0	1	0	0	4	0	0	0	2	0	7	85
8:45 AM	0	0	0	0	0	0	0	1	0	0	5	0	0	1	10	0	17	92
9:00 AM	0	0	0	0	0	0	0	1	0	0	8	1	0	0	10	0	20	87
9:15 AM	0	0	0	0	0	0	0	0	0	0	4	1	1	0	2	0	8	52
Count Total	0	0	0	0	0	14	0	32	0	0	100	5	1	9	139	0	300	0
Peak Hour	0	0	0	0	0	9	0	20	0	0	48	3	0	2	77	0	159	0

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
6:45 AM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	7	13	20	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	5	2	7	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	2	1	3	0	0	1	0	1	0	0	0	0	0
7:45 AM	0	0	4	1	5	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	5	5	0	0	0	0	0	1	0	0	0	1
9:00 AM	0	1	4	1	6	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
Count Total	0	2	22	27	51	0	0	1	0	1	1	0	0	1	2
Peak Hr	0	0	14	19	33	0	0	1	0	1	0	0	0	0	0



Four-Hour Count Summaries

Interval Start	0				RAINIER ST				SUMNER AVE				SUMNER AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:15 PM	0	0	0	0	0	4	0	1	0	0	18	0	0	0	22	0	45	0
2:30 PM	0	0	0	0	0	3	0	4	0	0	22	4	0	1	16	0	50	0
2:45 PM	0	0	0	0	0	2	0	1	0	0	4	2	0	2	19	0	30	0
3:00 PM	0	0	0	0	0	0	0	1	0	0	8	0	0	3	16	0	28	153
Peak Hour	0	0	0	0	0	9	0	7	0	0	52	6	0	6	73	0	153	0

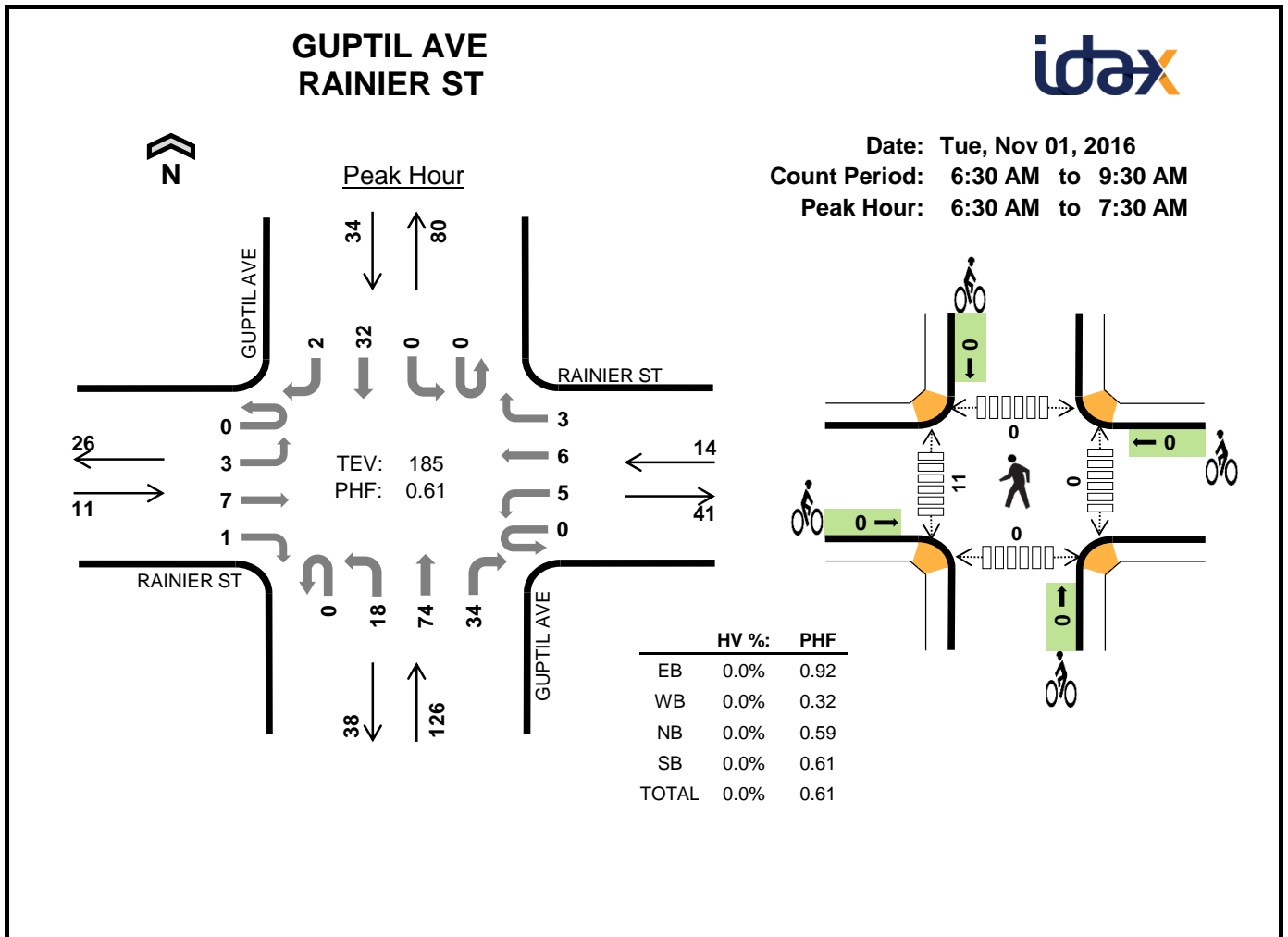
Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:15 PM	0	0	8	8	16	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	8	4	12	0	0	0	0	0	1	0	0	0	1
2:45 PM	0	0	0	1	1	0	0	0	0	0	1	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
Peak Hour	0	0	16	13	29	0	0	0	0	0	4	0	0	0	4

Four-Hour Count Summaries																		
Interval Start	0				RAINIER ST				SUMNER AVE				SUMNER AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	0	0	0	0	0	1	0	0	7	0	0	1	11	0	20	0
2:15 PM	0	0	0	0	0	4	0	1	0	0	18	0	0	0	22	0	45	0
2:30 PM	0	0	0	0	0	3	0	4	0	0	22	4	0	1	16	0	50	0
2:45 PM	0	0	0	0	0	2	0	1	0	0	4	2	0	2	19	0	30	145
3:00 PM	0	0	0	0	0	0	0	1	0	0	8	0	0	3	16	0	28	153
3:15 PM	0	0	0	0	0	2	0	7	0	0	24	0	0	3	6	0	42	150
3:30 PM	0	0	0	0	0	0	0	3	0	0	13	0	0	0	7	0	23	123
3:45 PM	0	0	0	0	0	1	0	2	0	0	11	2	0	3	9	0	28	121
4:00 PM	0	0	0	0	0	1	0	1	0	0	10	2	0	3	17	0	34	127
4:15 PM	0	0	0	0	0	2	0	3	0	0	9	2	0	4	10	0	30	115
4:30 PM	0	0	0	0	0	2	0	1	0	0	3	0	0	2	10	0	18	110
4:45 PM	0	0	0	0	0	2	0	0	0	0	9	1	0	2	14	0	28	110
5:00 PM	0	0	0	0	0	0	0	2	0	0	4	2	0	3	13	0	24	100
5:15 PM	0	0	0	0	0	1	0	3	0	0	5	0	0	4	7	0	20	90
5:30 PM	0	0	0	0	0	0	0	1	0	0	5	0	0	1	12	0	19	91
5:45 PM	0	0	0	0	0	1	0	2	0	0	4	0	1	7	11	0	26	89
Count Total	0	0	0	0	0	21	0	33	0	0	156	15	1	39	200	0	465	0
Peak Hour	0	0	0	0	0	9	0	7	0	0	52	6	0	6	73	0	153	0

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	8	8	16	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	8	4	12	0	0	0	0	0	1	0	0	0	1
2:45 PM	0	0	0	1	1	0	0	0	0	0	1	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
3:30 PM	0	0	1	1	2	0	0	0	0	0	1	0	0	0	1
3:45 PM	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	1	1	2	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
4:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	19	20	39	0	0	0	1	1	13	0	0	2	15
Peak Hr	0	0	16	13	29	0	0	0	0	0	4	0	0	0	4



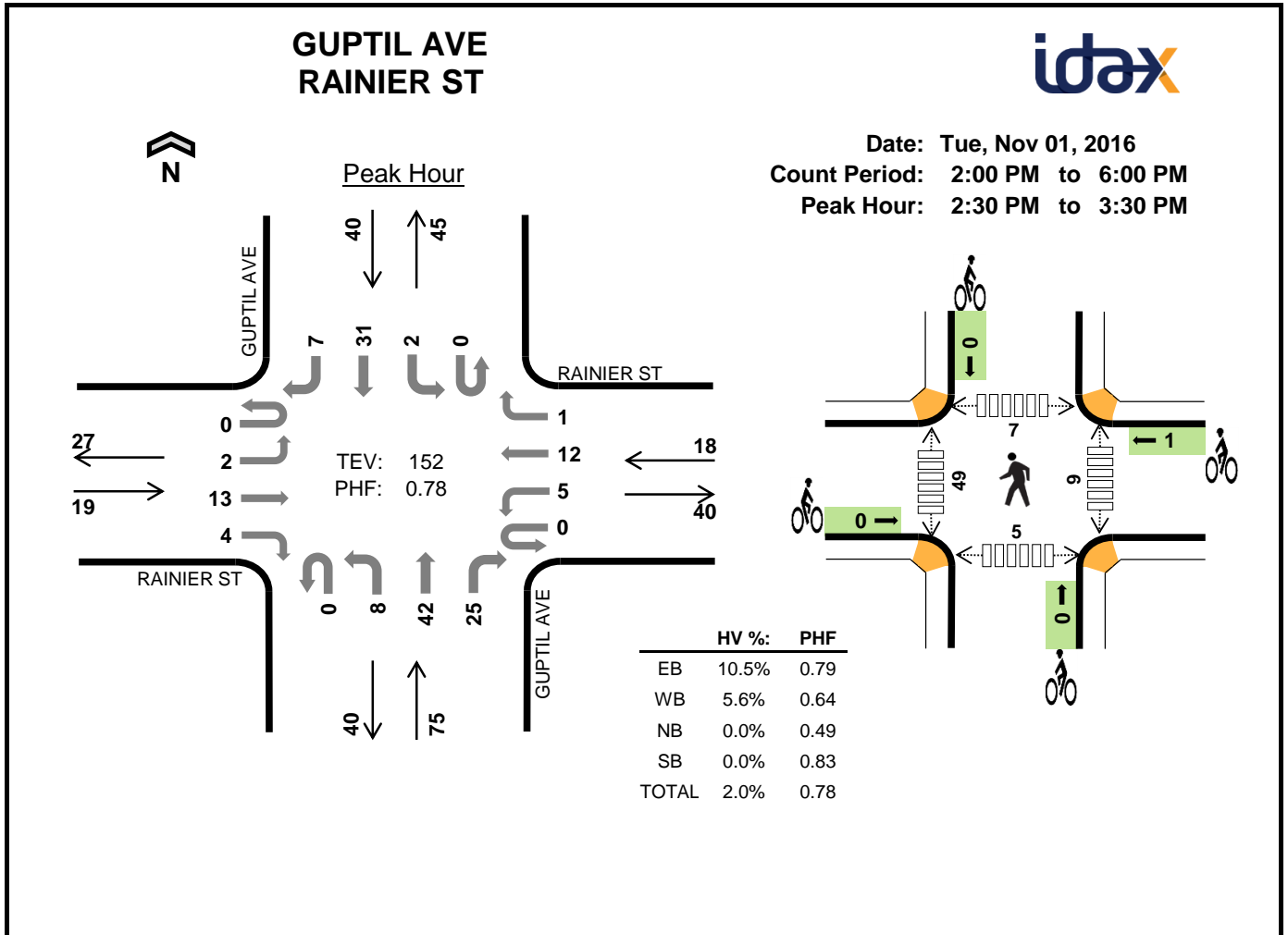
Three-Hour Count Summaries

Interval Start	RAINIER ST Eastbound				RAINIER ST Westbound				GUPTIL AVE Northbound				GUPTIL AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	3	0	0	0	0	0	0	2	4	1	0	0	2	0	12	0
6:45 AM	0	1	2	0	0	1	0	0	0	2	18	2	0	0	8	0	34	0
7:00 AM	0	2	0	0	0	2	6	3	0	9	24	20	0	0	9	1	76	0
7:15 AM	0	0	2	1	0	2	0	0	0	5	28	11	0	0	13	1	63	185
Peak Hour	0	3	7	1	0	5	6	3	0	18	74	34	0	0	32	2	185	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11

Three-Hour Count Summaries																		
Interval Start	RAINIER ST				RAINIER ST				GUPTIL AVE				GUPTIL AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	3	0	0	0	0	0	0	2	4	1	0	0	2	0	12	0
6:45 AM	0	1	2	0	0	1	0	0	0	2	18	2	0	0	8	0	34	0
7:00 AM	0	2	0	0	0	2	6	3	0	9	24	20	0	0	9	1	76	0
7:15 AM	0	0	2	1	0	2	0	0	0	5	28	11	0	0	13	1	63	185
7:30 AM	0	0	2	0	0	0	0	0	0	1	0	0	0	1	2	0	6	179
7:45 AM	0	0	1	0	0	1	2	0	0	0	1	0	0	0	1	0	6	151
8:00 AM	0	0	0	1	0	6	1	0	0	1	6	4	0	0	5	0	24	99
8:15 AM	0	0	4	0	0	5	2	0	0	2	24	10	0	0	2	1	50	86
8:30 AM	0	0	0	0	0	0	2	0	0	0	3	0	0	0	0	1	6	86
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2	82
9:00 AM	0	0	2	0	0	1	1	0	0	0	3	1	0	0	3	0	11	69
9:15 AM	0	1	2	0	0	0	0	0	0	0	3	0	0	0	1	0	7	26
Count Total	0	4	19	2	0	18	14	3	0	22	114	50	0	1	46	4	297	0
Peak Hour	0	3	7	1	0	5	6	3	0	18	74	34	0	0	32	2	185	0
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1		
6:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3			
7:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4			
7:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	0	0	0	0	0	0	0	0	0	0	13	0	0	0	13			
8:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0			
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Count Total	0	1	0	0	1	0	0	0	0	0	28	0	0	0	28			
Peak Hour	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11			



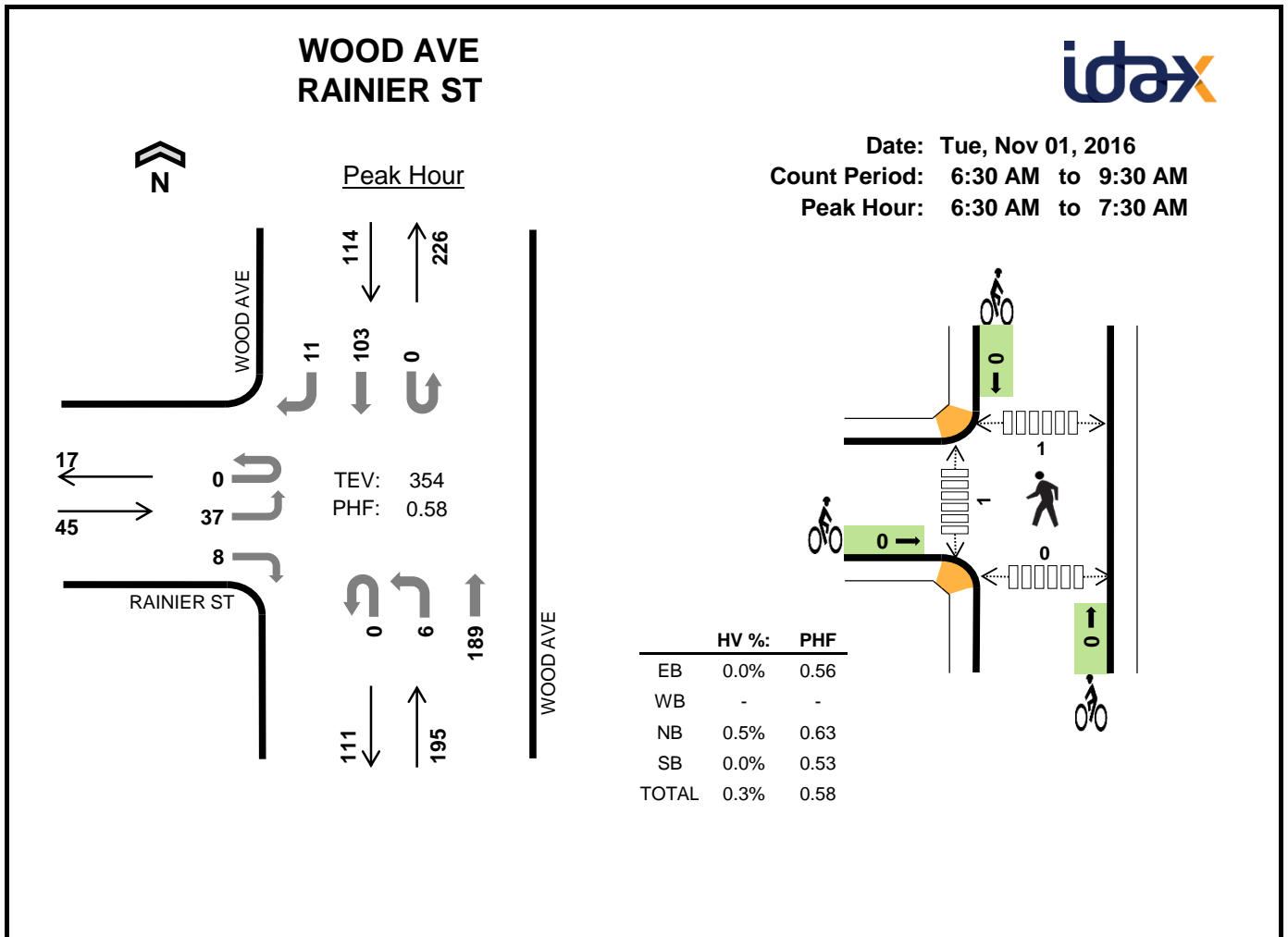
Four-Hour Count Summaries

Interval Start	RAINIER ST Eastbound				RAINIER ST Westbound				GUPTIL AVE Northbound				GUPTIL AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:30 PM	0	1	5	0	0	0	4	0	0	1	14	8	0	2	7	3	45	0
2:45 PM	0	0	3	1	0	3	4	0	0	1	1	0	0	0	12	0	25	0
3:00 PM	0	0	3	2	0	2	1	1	0	1	6	5	0	0	11	1	33	0
3:15 PM	0	1	2	1	0	0	3	0	0	5	21	12	0	0	1	3	49	152
Peak Hour	0	2	13	4	0	5	12	1	0	8	42	25	0	2	31	7	152	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:30 PM	1	0	0	0	1	0	0	0	0	0	4	18	4	2	28
2:45 PM	0	0	0	0	0	0	1	0	0	1	0	2	0	2	4
3:00 PM	1	1	0	0	2	0	0	0	0	0	2	7	1	1	11
3:15 PM	0	0	0	0	0	0	0	0	0	0	3	22	2	0	27
Peak Hour	2	1	0	0	3	0	1	0	0	1	9	49	7	5	70

Four-Hour Count Summaries																		
Interval Start	RAINIER ST				RAINIER ST				GUPTIL AVE				GUPTIL AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	1	0	0	0	1	0	0	1	3	0	0	0	5	0	11	0
2:15 PM	0	1	0	0	0	1	2	0	2	2	9	2	0	0	8	0	27	0
2:30 PM	0	1	5	0	0	0	4	0	0	1	14	8	0	2	7	3	45	0
2:45 PM	0	0	3	1	0	3	4	0	0	1	1	0	0	0	12	0	25	108
3:00 PM	0	0	3	2	0	2	1	1	0	1	6	5	0	0	11	1	33	130
3:15 PM	0	1	2	1	0	0	3	0	0	5	21	12	0	0	1	3	49	152
3:30 PM	0	0	0	0	0	1	1	0	0	1	5	1	0	0	3	1	13	120
3:45 PM	0	1	1	0	0	1	3	0	0	0	1	0	0	0	3	3	13	108
4:00 PM	0	0	5	0	0	0	2	0	0	1	7	0	0	1	3	0	19	94
4:15 PM	0	0	3	1	0	0	4	0	0	1	2	1	0	0	3	1	16	61
4:30 PM	0	1	3	0	0	0	4	0	0	0	3	0	0	0	2	1	14	62
4:45 PM	0	0	2	1	0	0	0	0	0	1	3	1	0	0	1	2	11	60
5:00 PM	0	1	6	0	0	0	3	1	0	0	0	0	0	0	2	0	13	54
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	39
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	4	29
5:45 PM	0	0	2	1	0	0	2	0	0	0	2	0	0	0	1	0	8	26
Count Total	0	6	36	7	0	8	35	2	2	15	78	30	0	4	62	17	302	0
Peak Hour	0	2	13	4	0	5	12	1	0	8	42	25	0	2	31	7	152	0
<i>Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
2:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	1	0	0	1	0	0	0	0	0	1	10	0	6	17			
2:30 PM	1	0	0	0	1	0	0	0	0	0	4	18	4	2	28			
2:45 PM	0	0	0	0	0	0	1	0	0	1	0	2	0	2	4			
3:00 PM	1	1	0	0	2	0	0	0	0	0	2	7	1	1	11			
3:15 PM	0	0	0	0	0	0	0	0	0	0	3	22	2	0	27			
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	3	5			
3:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0			
4:00 PM	0	0	0	0	0	0	0	0	1	1	1	2	1	0	4			
4:15 PM	0	0	2	1	3	0	0	0	0	0	0	4	0	0	4			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1				
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 PM	0	0	0	0	0	0	0	2	0	2	1	3	0	4				
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	3				
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Count Total	2	2	3	2	9	0	1	2	1	4	12	70	12	14	108			
Peak Hour	2	1	0	0	3	0	1	0	0	1	9	49	7	5	70			



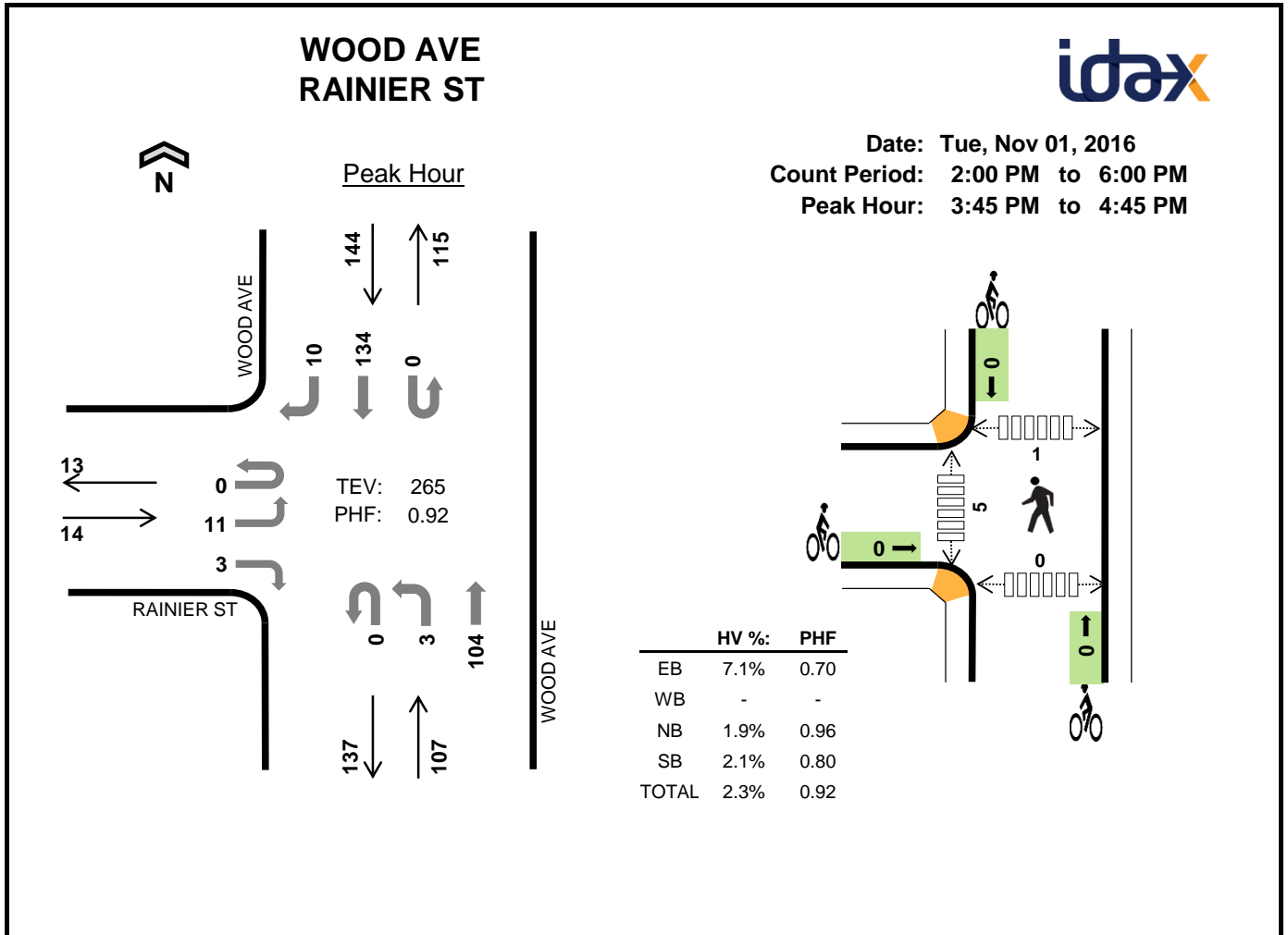
Three-Hour Count Summaries

Interval Start	RAINIER ST				0				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	2	0	2	0	0	0	0	0	0	23	0	0	0	12	0	39	0
6:45 AM	0	3	0	3	0	0	0	0	0	0	45	0	0	0	21	3	75	0
7:00 AM	0	19	0	1	0	0	0	0	0	6	72	0	0	0	49	5	152	0
7:15 AM	0	13	0	2	0	0	0	0	0	0	49	0	0	0	21	3	88	354
Peak Hour	0	37	0	8	0	0	0	0	0	6	189	0	0	0	103	11	354	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	1	0	1	0	0	0	0	0	0	1	1	0	2

Three-Hour Count Summaries																		
Interval Start	RAINIER ST				0				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	2	0	2	0	0	0	0	0	0	23	0	0	0	12	0	39	0
6:45 AM	0	3	0	3	0	0	0	0	0	0	45	0	0	0	21	3	75	0
7:00 AM	0	19	0	1	0	0	0	0	0	6	72	0	0	0	49	5	152	0
7:15 AM	0	13	0	2	0	0	0	0	0	0	49	0	0	0	21	3	88	354
7:30 AM	0	3	0	0	0	0	0	0	0	0	23	0	0	0	8	0	34	349
7:45 AM	0	0	0	2	0	0	0	0	0	0	11	0	0	0	15	3	31	305
8:00 AM	0	3	0	1	0	0	0	0	0	2	27	0	0	0	33	5	71	224
8:15 AM	0	8	0	4	0	0	0	0	0	2	51	0	0	0	22	5	92	228
8:30 AM	0	1	0	0	0	0	0	0	0	1	12	0	0	0	7	0	21	215
8:45 AM	0	2	0	1	0	0	0	0	0	0	14	0	0	0	7	1	25	209
9:00 AM	0	3	0	0	0	0	0	0	0	1	19	0	0	0	11	0	34	172
9:15 AM	0	3	0	0	0	0	0	0	0	0	12	0	0	0	1	1	17	97
Count Total	0	60	0	16	0	0	0	0	0	12	358	0	0	0	207	26	679	0
Peak Hour	0	37	0	8	0	0	0	0	0	6	189	0	0	0	103	11	354	0
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
7:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
8:00 AM	0	0	0	9	9	0	0	0	0	0	0	0	0	14	0	0	0	14
8:15 AM	0	0	9	0	9	0	0	0	0	0	0	0	0	6	0	0	0	6
8:30 AM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	14	11	25	0	0	0	0	0	0	0	0	23	1	0	0	24
Peak Hr	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	0	0	2



Four-Hour Count Summaries

Interval Start	RAINIER ST				0				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:45 PM	0	2	0	0	0	0	0	0	0	1	26	0	0	0	29	3	61	0
4:00 PM	0	3	0	2	0	0	0	0	0	0	28	0	0	0	32	1	66	0
4:15 PM	0	3	0	1	0	0	0	0	0	0	28	0	0	0	30	4	66	0
4:30 PM	0	3	0	0	0	0	0	0	0	2	22	0	0	0	43	2	72	265
Peak Hour	0	11	0	3	0	0	0	0	0	3	104	0	0	0	134	10	265	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:45 PM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	2	1	0	3
4:30 PM	0	0	1	2	3	0	0	0	0	0	0	2	0	0	2
Peak Hour	1	0	2	3	6	0	0	0	0	0	0	5	1	0	6

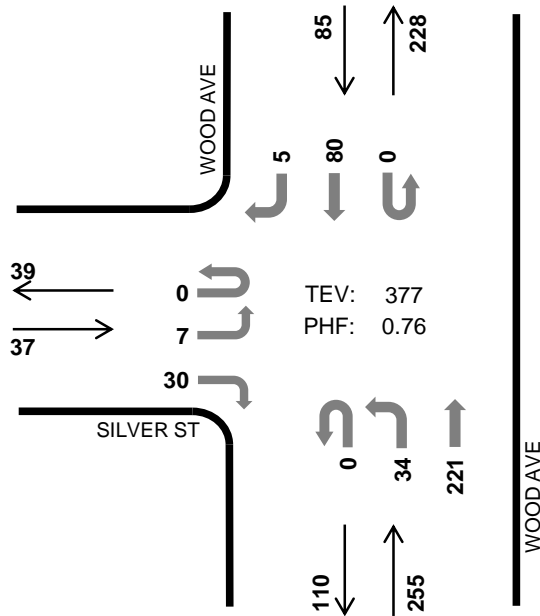
Four-Hour Count Summaries																			
Interval Start	RAINIER ST				0				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
2:00 PM	0	0	0	2	0	0	0	0	0	0	7	0	0	0	10	1	20	0	
2:15 PM	0	2	0	0	0	0	0	0	0	0	4	13	0	0	0	29	2	50	0
2:30 PM	0	13	0	1	0	0	0	0	0	0	1	24	0	0	0	24	2	65	0
2:45 PM	0	1	0	1	0	0	0	0	0	0	2	13	0	0	0	26	6	49	184
3:00 PM	0	7	0	1	0	0	0	0	0	0	1	11	0	0	0	32	3	55	219
3:15 PM	0	13	0	1	0	0	0	0	0	0	0	32	0	0	0	24	3	73	242
3:30 PM	0	1	0	0	0	0	0	0	0	0	1	23	0	0	0	24	1	50	227
3:45 PM	0	2	0	0	0	0	0	0	0	0	1	26	0	0	0	29	3	61	239
4:00 PM	0	3	0	2	0	0	0	0	0	0	0	28	0	0	0	32	1	66	250
4:15 PM	0	3	0	1	0	0	0	0	0	0	0	28	0	0	0	30	4	66	243
4:30 PM	0	3	0	0	0	0	0	0	0	0	2	22	0	0	0	43	2	72	265
4:45 PM	0	1	0	1	0	0	0	0	0	0	0	18	0	0	0	27	2	49	253
5:00 PM	0	3	0	3	0	0	0	0	0	0	3	10	0	0	0	55	3	77	264
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	22	0	0	0	30	1	54	252
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	15	0	0	0	35	1	52	232
5:45 PM	0	1	0	2	0	0	0	0	0	0	0	17	0	0	0	32	1	53	236
Count Total	0	54	0	15	0	0	0	0	0	0	16	309	0	0	0	482	36	912	0
Peak Hour	0	11	0	3	0	0	0	0	0	0	3	104	0	0	0	134	10	265	0
<i>Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																			
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)								
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total				
2:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	0	1	1
2:30 PM	1	0	0	0	1	0	0	0	1	1	0	6	0	0	6	0	0	6	6
2:45 PM	0	0	0	2	2	0	0	0	0	0	0	2	0	0	2	0	0	2	2
3:00 PM	1	0	1	6	8	0	0	0	0	0	0	1	0	0	1	0	0	1	1
3:15 PM	0	0	6	1	7	0	0	0	0	0	0	12	2	0	14	0	0	14	14
3:30 PM	0	0	0	1	1	0	0	0	0	0	0	4	2	0	6	0	0	6	6
3:45 PM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	1
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	2	1	3	0	0	3	3	3
4:30 PM	0	0	1	2	3	0	0	0	0	0	0	2	0	2	0	0	2	2	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	3	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	3	0	11	13	27	0	0	0	1	1	0	35	6	0	41	0	0	41	41
Peak Hr	1	0	2	3	6	0	0	0	0	0	0	5	1	0	6	0	0	6	6

WOOD AVE SILVER ST

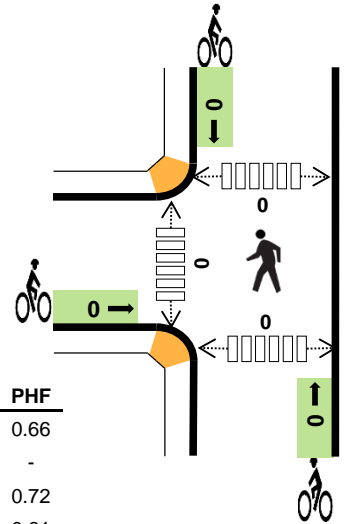


Peak Hour

Date: Tue, Nov 01, 2016
 Count Period: 6:30 AM to 9:30 AM
 Peak Hour: 6:45 AM to 7:45 AM



TEV: 377
 PHF: 0.76



	HV %:	PHF
EB	27.0%	0.66
WB	-	-
NB	2.0%	0.72
SB	5.9%	0.61
TOTAL	5.3%	0.76

Three-Hour Count Summaries

Interval Start	SILVER ST				0				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:45 AM	0	1	0	6	0	0	0	0	0	7	51	0	0	0	10	0	75	0
7:00 AM	0	3	0	7	0	0	0	0	0	13	75	0	0	0	25	1	124	0
7:15 AM	0	3	0	11	0	0	0	0	0	7	58	0	0	0	32	3	114	0
7:30 AM	0	0	0	6	0	0	0	0	0	7	37	0	0	0	13	1	64	377
Peak Hour	0	7	0	30	0	0	0	0	0	34	221	0	0	0	80	5	377	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
7:00 AM	3	0	4	0	7	0	0	0	0	0	0	0	0	0	0
7:15 AM	5	0	0	3	8	0	0	0	0	0	0	0	0	0	0
7:30 AM	2	0	0	2	4	0	0	0	0	0	0	0	0	0	0
Peak Hour	10	0	5	5	20	0	0	0	0	0	0	0	0	0	0

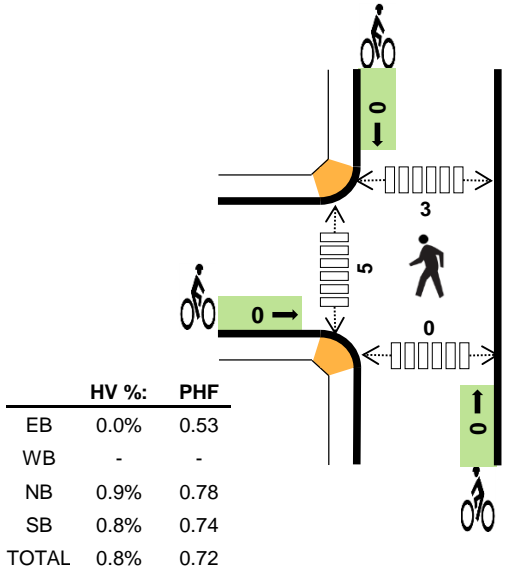
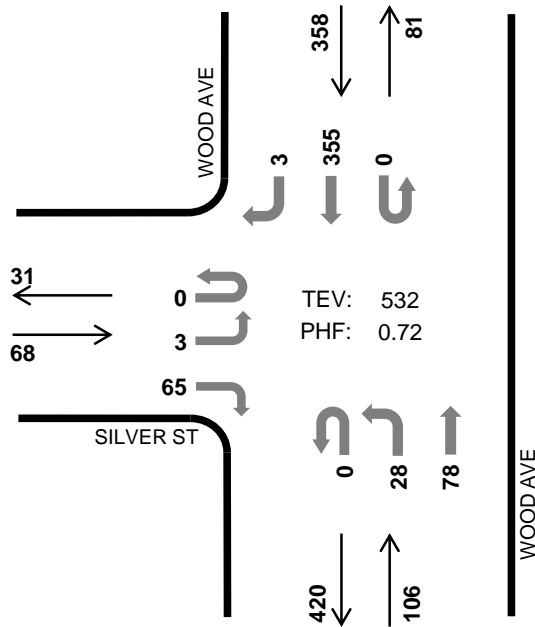
Three-Hour Count Summaries																		
Interval Start	SILVER ST				0				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	2	0	5	0	0	0	0	0	7	26	0	0	0	13	0	53	0
6:45 AM	0	1	0	6	0	0	0	0	0	7	51	0	0	0	10	0	75	0
7:00 AM	0	3	0	7	0	0	0	0	0	13	75	0	0	0	25	1	124	0
7:15 AM	0	3	0	11	0	0	0	0	0	7	58	0	0	0	32	3	114	366
7:30 AM	0	0	0	6	0	0	0	0	0	7	37	0	0	0	13	1	64	377
7:45 AM	0	1	0	8	0	0	0	0	0	5	15	0	0	0	8	1	38	340
8:00 AM	0	1	0	7	0	0	0	0	0	8	19	0	0	0	16	1	52	268
8:15 AM	0	5	0	8	0	0	0	0	0	5	32	0	0	0	23	0	73	227
8:30 AM	0	2	0	7	0	0	0	0	0	7	19	0	0	0	10	1	46	209
8:45 AM	0	0	0	2	0	0	0	0	0	8	17	0	0	0	15	0	42	213
9:00 AM	0	0	0	9	0	0	0	0	0	3	17	0	0	0	15	0	44	205
9:15 AM	0	0	0	1	0	0	0	0	0	5	18	0	0	0	7	0	31	163
Count Total	0	18	0	77	0	0	0	0	0	82	384	0	0	0	187	8	756	0
Peak Hour	0	7	0	30	0	0	0	0	0	34	221	0	0	0	80	5	377	0
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
6:30 AM	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	3	0	4	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	5	0	0	3	8	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	2	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1
8:00 AM	2	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	0	6	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	2	0	1	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	16	0	18	11	45	0	0	0	0	0	0	0	0	1	0	0	0	1
Peak Hr	10	0	5	5	20	0	0	0	0	0	0	0	0	0	0	0	0	0

WOOD AVE SILVER ST



Peak Hour

Date: Tue, Nov 01, 2016
 Count Period: 2:00 PM to 6:00 PM
 Peak Hour: 4:30 PM to 5:30 PM



Four-Hour Count Summaries

Interval Start	SILVER ST				0				WOOD AVE				15-min Total	Rolling One Hour				
	Eastbound				Westbound				Northbound						Southbound			
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM	0	1	0	7	0	0	0	0	0	10	24	0	0	0	105	3	150	0
4:45 PM	0	0	0	14	0	0	0	0	0	7	13	0	0	0	55	0	89	0
5:00 PM	0	2	0	30	0	0	0	0	0	10	22	0	0	0	121	0	185	0
5:15 PM	0	0	0	14	0	0	0	0	0	1	19	0	0	0	74	0	108	532
Peak Hour	0	3	0	65	0	0	0	0	0	28	78	0	0	0	355	3	532	0

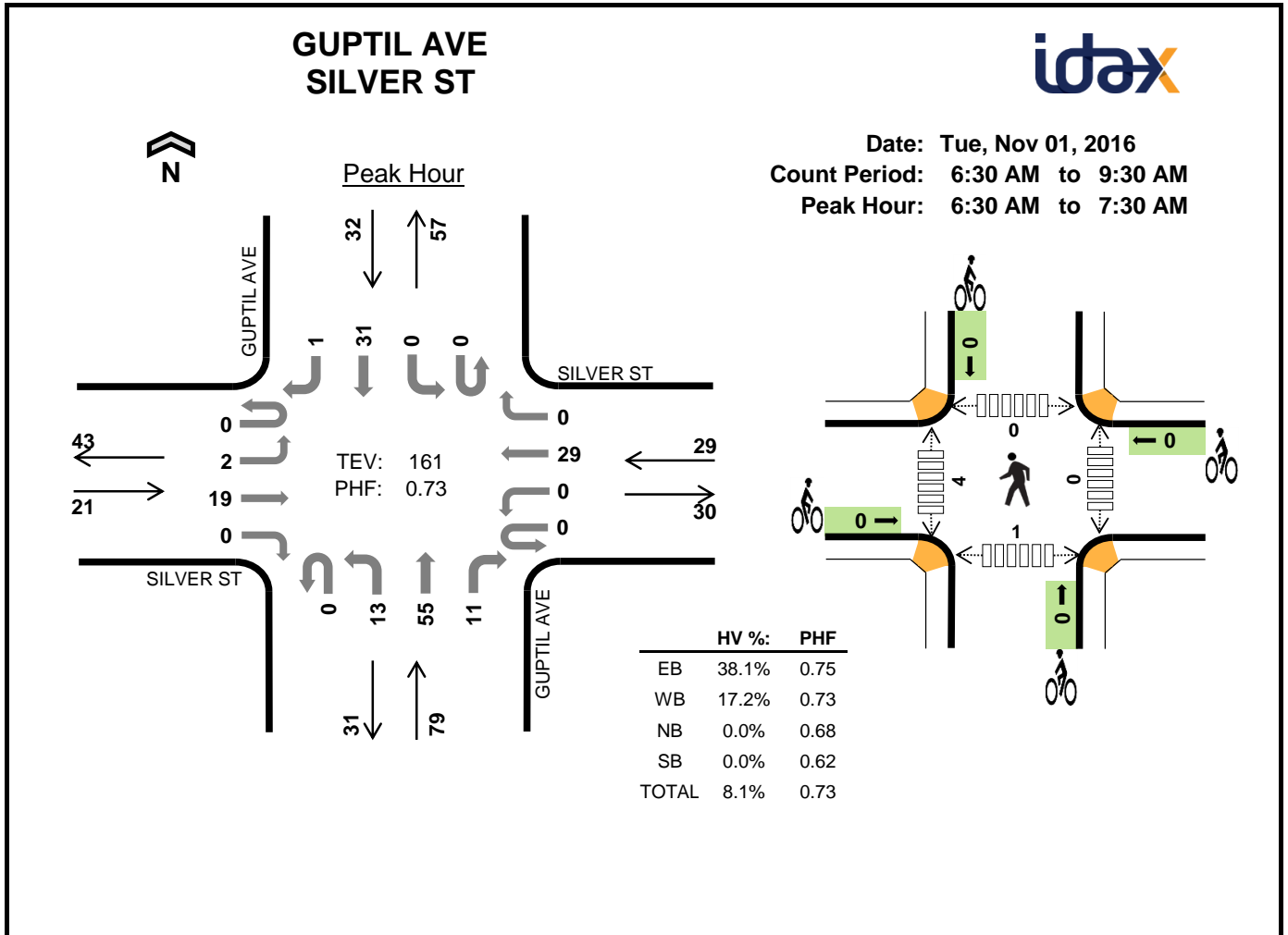
Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	0	0	0	1	1	0	0	0	0	0	0	2	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	2	3	0	0	0	0	0	0	1	3	0	4
Peak Hour	0	0	1	3	4	0	0	0	0	0	0	5	3	0	8

Four-Hour Count Summaries																		
Interval Start	SILVER ST				0				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	2	0	4	0	0	0	0	0	13	17	0	0	0	34	1	71	0
2:15 PM	0	4	0	14	0	0	0	0	0	6	19	0	0	0	41	1	85	0
2:30 PM	0	1	0	20	0	0	0	0	0	12	20	0	0	0	66	0	119	0
2:45 PM	0	1	0	10	0	0	0	0	0	3	22	0	0	0	35	0	71	346
3:00 PM	0	0	0	10	0	0	0	0	0	8	13	0	0	0	51	0	82	357
3:15 PM	0	3	0	11	0	0	0	0	0	8	23	0	0	0	43	1	89	361
3:30 PM	0	1	0	6	0	0	0	0	0	6	25	0	0	0	50	0	88	330
3:45 PM	0	0	0	14	0	0	0	0	0	9	13	0	0	0	36	3	75	334
4:00 PM	0	1	0	12	0	0	0	0	0	7	22	0	0	0	93	3	138	390
4:15 PM	0	0	0	6	0	0	0	0	0	3	24	0	0	0	57	0	90	391
4:30 PM	0	1	0	7	0	0	0	0	0	10	24	0	0	0	105	3	150	453
4:45 PM	0	0	0	14	0	0	0	0	0	7	13	0	0	0	55	0	89	467
5:00 PM	0	2	0	30	0	0	0	0	0	10	22	0	0	0	121	0	185	514
5:15 PM	0	0	0	14	0	0	0	0	0	1	19	0	0	0	74	0	108	532
5:30 PM	0	1	0	12	0	0	0	0	0	5	19	0	0	0	64	0	101	483
5:45 PM	0	0	0	12	0	0	0	0	0	6	17	0	0	0	69	0	104	498
Count Total	0	17	0	196	0	0	0	0	0	114	312	0	0	0	994	12	1,645	0
Peak Hour	0	3	0	65	0	0	0	0	0	28	78	0	0	0	355	3	532	0

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0
2:15 PM	7	0	2	2	11	0	0	0	0	0	0	0	0	0	0
2:30 PM	8	0	2	5	15	0	0	0	1	1	0	1	0	0	1
2:45 PM	1	0	1	1	3	0	0	0	0	0	0	1	0	0	1
3:00 PM	0	0	1	1	2	0	0	0	0	0	0	1	0	0	1
3:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0
3:45 PM	3	0	2	0	5	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	1	2	0	0	0	0	0	0	3	0	0	3
4:30 PM	0	0	0	1	1	0	0	0	0	0	0	2	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	2	3	0	0	0	0	0	0	1	3	0	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
Count Total	19	0	22	15	56	1	0	0	1	2	0	11	3	0	14
Peak Hr	0	0	1	3	4	0	0	0	0	0	0	5	3	0	8



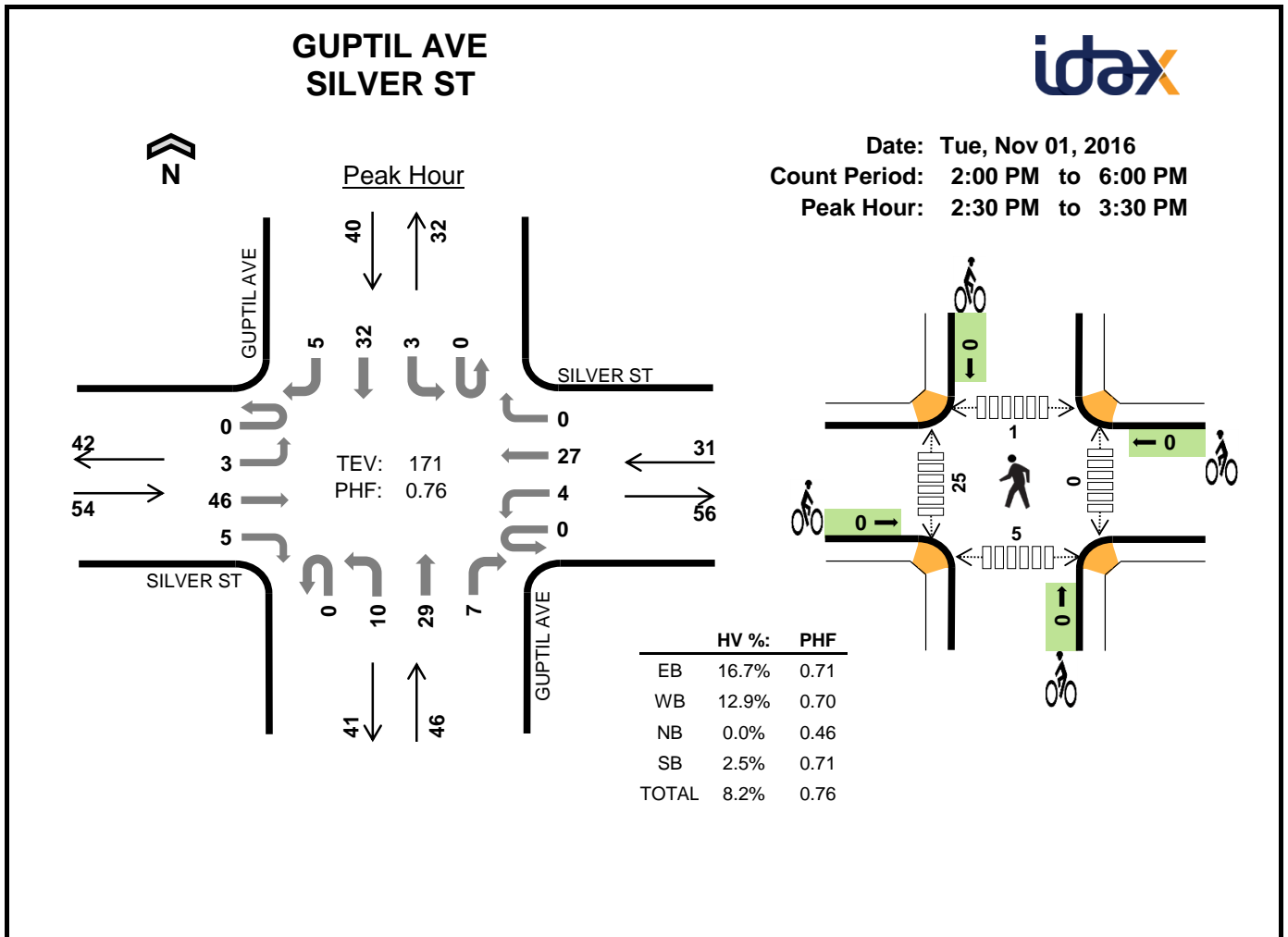
Three-Hour Count Summaries

Interval Start	SILVER ST Eastbound				SILVER ST Westbound				GUPTIL AVE Northbound				GUPTIL AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	1	5	0	0	0	6	0	0	0	4	0	0	0	3	0	19	0
6:45 AM	0	0	4	0	0	0	5	0	0	2	15	1	0	0	6	0	33	0
7:00 AM	0	0	4	0	0	0	10	0	0	4	21	3	0	0	12	1	55	0
7:15 AM	0	1	6	0	0	0	8	0	0	7	15	7	0	0	10	0	54	161
Peak Hour	0	2	19	0	0	0	29	0	0	13	55	11	0	0	31	1	161	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
7:00 AM	3	3	0	0	6	0	0	0	0	0	0	2	0	1	3
7:15 AM	5	0	0	0	5	0	0	0	0	0	0	2	0	0	2
Peak Hour	8	5	0	0	13	0	0	0	0	0	0	4	0	1	5

Three-Hour Count Summaries																		
Interval Start	SILVER ST				SILVER ST				GUPTIL AVE				GUPTIL AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	1	5	0	0	0	6	0	0	0	4	0	0	0	3	0	19	0
6:45 AM	0	0	4	0	0	0	5	0	0	2	15	1	0	0	6	0	33	0
7:00 AM	0	0	4	0	0	0	10	0	0	4	21	3	0	0	12	1	55	0
7:15 AM	0	1	6	0	0	0	8	0	0	7	15	7	0	0	10	0	54	161
7:30 AM	0	0	6	0	0	0	8	0	0	0	1	0	0	0	2	1	18	160
7:45 AM	0	0	5	0	0	0	4	0	0	0	1	0	0	1	1	1	13	140
8:00 AM	0	0	5	1	0	2	7	0	0	3	0	1	0	0	3	1	23	108
8:15 AM	0	0	5	0	0	0	5	0	0	4	12	5	0	2	1	1	35	89
8:30 AM	0	0	6	0	0	0	7	0	0	2	2	1	0	0	0	0	18	89
8:45 AM	0	2	5	0	0	0	8	0	0	0	0	0	0	0	0	1	16	92
9:00 AM	0	0	7	1	0	0	6	0	0	2	1	0	0	0	2	0	19	88
9:15 AM	0	1	2	0	0	0	5	0	0	1	1	0	0	0	1	1	12	65
Count Total	0	5	60	2	0	2	79	0	0	25	73	18	0	3	41	7	315	0
Peak Hour	0	2	19	0	0	0	29	0	0	13	55	11	0	0	31	1	161	0
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
6:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	3	3	0	0	6	0	0	0	0	0	0	2	0	1	3	0	0	0
7:15 AM	5	0	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0
7:30 AM	2	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	1	2	0	0	0	0	0	0	0	0	1	1	0	0	0
8:00 AM	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	0	0	0
8:15 AM	0	0	0	1	1	0	0	0	0	0	1	0	1	1	3	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	1	1	0	0	0
9:00 AM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	16	10	0	3	29	0	0	0	0	0	1	6	1	4	12	0	0	0
Peak Hour	8	5	0	0	13	0	0	0	0	0	0	4	0	1	5	0	0	0



Four-Hour Count Summaries

Interval Start	SILVER ST Eastbound				SILVER ST Westbound				GUPTIL AVE Northbound				GUPTIL AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:30 PM	0	2	17	0	0	2	9	0	0	5	8	2	0	0	9	2	56	0
2:45 PM	0	0	10	2	0	1	2	0	0	1	0	0	0	1	10	0	27	0
3:00 PM	0	1	11	2	0	1	7	0	0	2	3	0	0	1	11	2	41	0
3:15 PM	0	0	8	1	0	0	9	0	0	2	18	5	0	1	2	1	47	171
Peak Hour	0	3	46	5	0	4	27	0	0	10	29	7	0	3	32	5	171	0

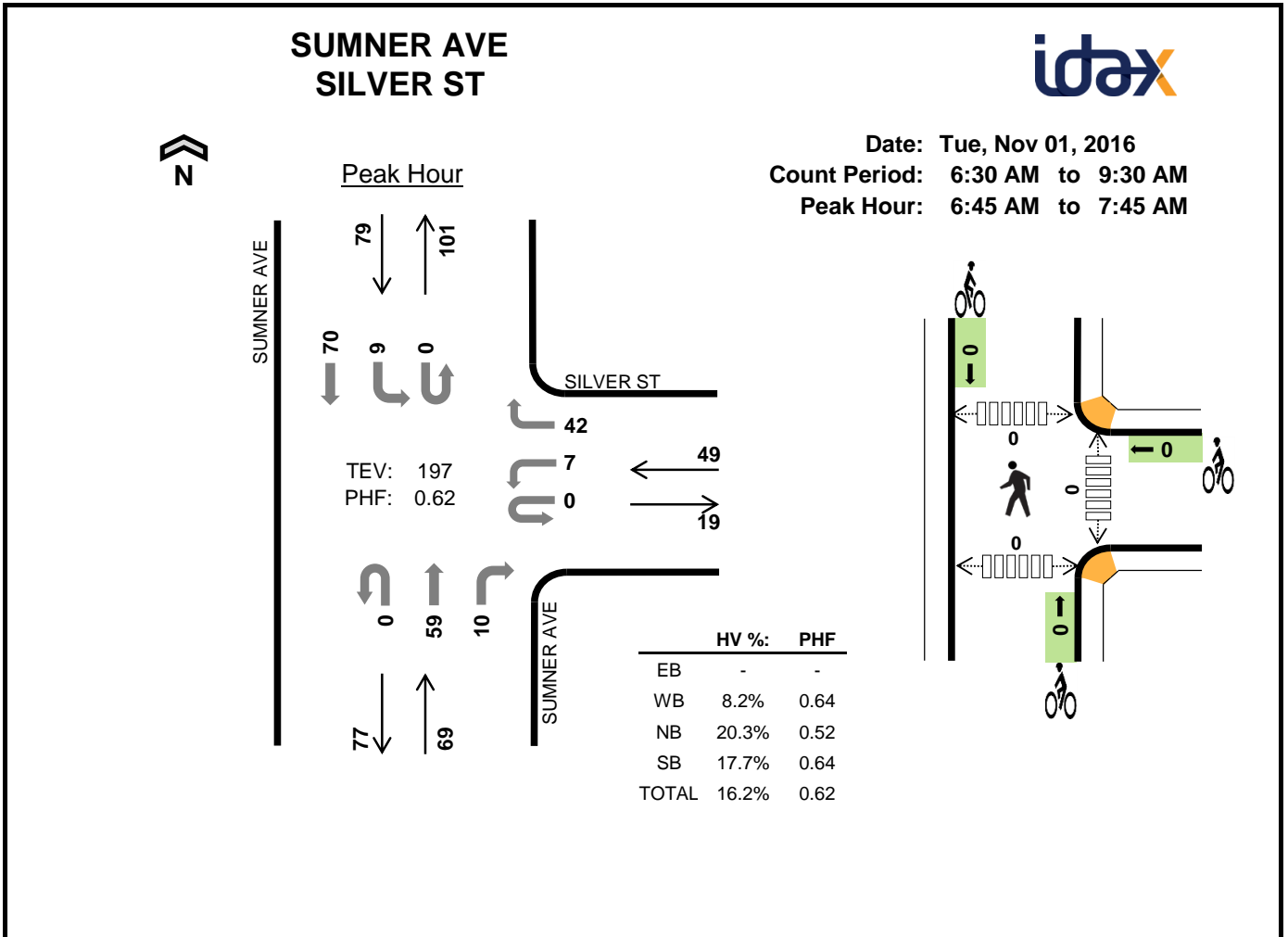
Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:30 PM	8	2	0	0	10	0	0	0	0	0	0	0	0	0	0
2:45 PM	1	1	0	0	2	0	0	0	0	0	0	1	0	1	2
3:00 PM	0	0	0	1	1	0	0	0	0	0	0	4	0	3	7
3:15 PM	0	1	0	0	1	0	0	0	0	0	0	20	1	1	22
Peak Hour	9	4	0	1	14	0	0	0	0	0	0	25	1	5	31

Four-Hour Count Summaries																		
Interval Start	SILVER ST				SILVER ST				GUPTIL AVE				GUPTIL AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	1	4	0	0	2	11	0	0	0	1	2	0	0	4	2	27	0
2:15 PM	0	0	15	0	0	1	5	0	0	2	5	3	0	1	7	1	40	0
2:30 PM	0	2	17	0	0	2	9	0	0	5	8	2	0	0	9	2	56	0
2:45 PM	0	0	10	2	0	1	2	0	0	1	0	0	0	1	10	0	27	150
3:00 PM	0	1	11	2	0	1	7	0	0	2	3	0	0	1	11	2	41	164
3:15 PM	0	0	8	1	0	0	9	0	0	2	18	5	0	1	2	1	47	171
3:30 PM	0	0	5	1	0	0	5	0	0	0	4	1	0	1	6	0	23	138
3:45 PM	0	0	16	0	0	1	6	1	0	1	0	0	0	0	2	3	30	141
4:00 PM	0	0	10	1	0	1	8	0	0	3	1	2	0	0	3	2	31	131
4:15 PM	0	0	4	0	0	0	2	0	0	1	4	0	0	0	4	3	18	102
4:30 PM	0	0	6	0	0	0	8	0	0	1	3	1	0	1	3	0	23	102
4:45 PM	0	0	6	0	0	1	6	0	0	2	1	2	0	2	3	4	27	99
5:00 PM	0	1	32	1	0	0	8	0	0	4	1	1	0	1	1	1	51	119
5:15 PM	0	2	10	0	0	0	1	0	0	0	0	0	0	0	0	3	16	117
5:30 PM	0	0	10	1	0	0	5	0	0	1	0	0	0	0	1	3	21	115
5:45 PM	0	0	11	1	0	0	6	0	0	0	2	0	0	0	2	1	23	111
Count Total	0	7	175	10	0	10	98	1	0	25	51	19	0	9	68	28	501	0
Peak Hour	0	3	46	5	0	4	27	0	0	10	29	7	0	3	32	5	171	0

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0
2:15 PM	7	1	0	0	8	0	0	1	0	1	0	0	0	1	1
2:30 PM	8	2	0	0	10	0	0	0	0	0	0	0	0	0	0
2:45 PM	1	1	0	0	2	0	0	0	0	0	0	1	0	1	2
3:00 PM	0	0	0	1	1	0	0	0	0	0	0	4	0	3	7
3:15 PM	0	1	0	0	1	0	0	0	0	0	0	20	1	1	22
3:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1
3:45 PM	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	2	0	0	0	2	0	2	0	1	3
4:15 PM	0	0	1	1	2	0	0	0	0	0	0	3	0	1	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	2	7
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
Count Total	19	14	1	2	36	3	0	1	0	4	0	33	8	10	51
Peak Hour	9	4	0	1	14	0	0	0	0	0	0	25	1	5	31



Three-Hour Count Summaries

Interval Start	0				SILVER ST				SUMNER AVE				SUMNER AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:45 AM	0	0	0	0	0	1	0	6	0	0	6	0	0	4	13	0	30	0
7:00 AM	0	0	0	0	0	5	0	10	0	0	29	4	0	0	31	0	79	0
7:15 AM	0	0	0	0	0	1	0	18	0	0	17	4	0	0	24	0	64	0
7:30 AM	0	0	0	0	0	0	0	8	0	0	7	2	0	5	2	0	24	197
Peak Hour	0	0	0	0	0	7	0	42	0	0	59	10	0	9	70	0	197	0

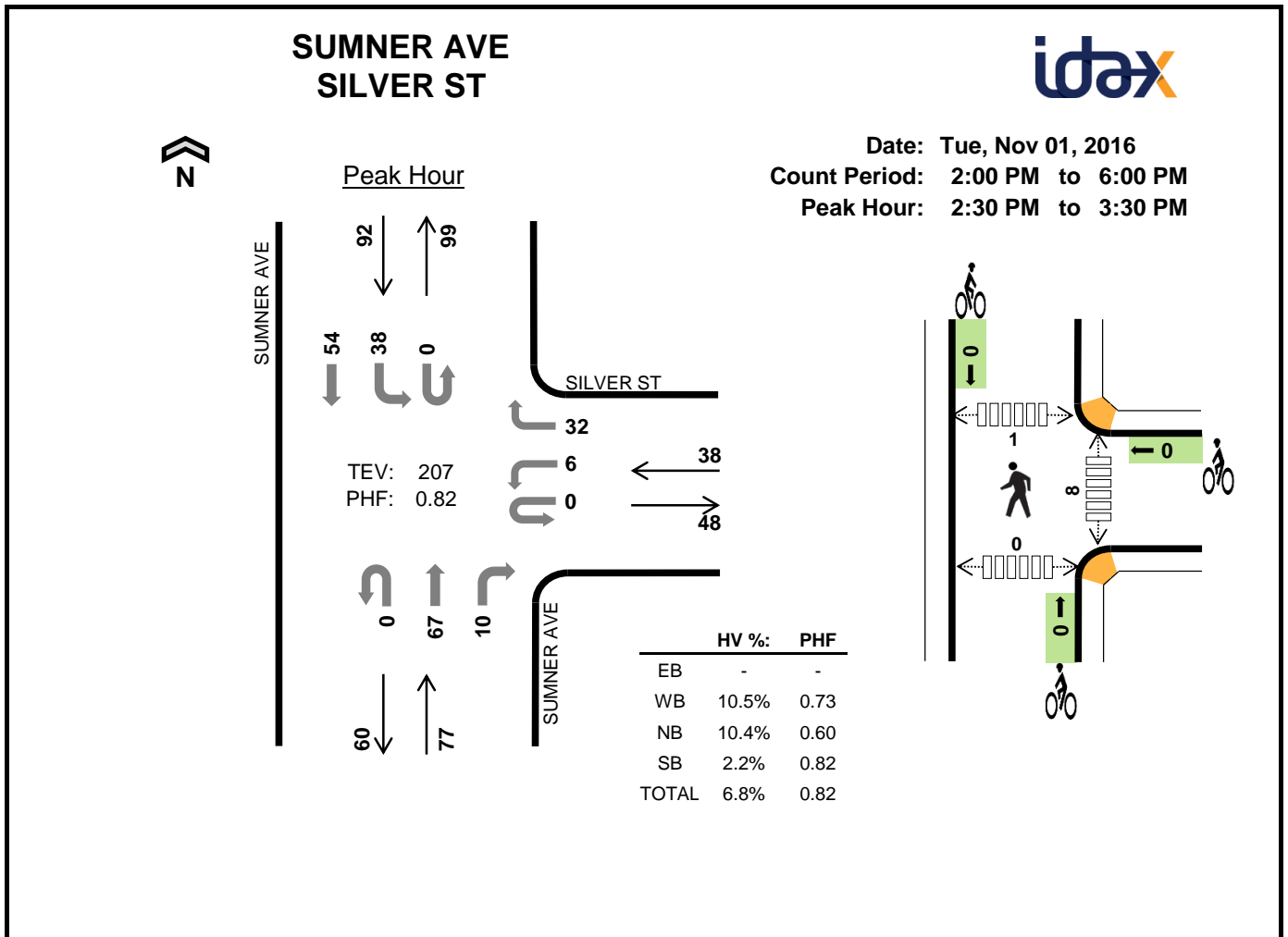
Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:45 AM	0	1	0	3	4	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	3	7	10	20	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	5	1	6	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	4	14	14	32	0	0	0	0	0	0	0	0	0	0

Three-Hour Count Summaries																		
Interval Start	0				SILVER ST				SUMNER AVE				SUMNER AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	0	0	0	0	0	7	0	0	5	1	1	3	6	0	23	0
6:45 AM	0	0	0	0	0	1	0	6	0	0	6	0	0	4	13	0	30	0
7:00 AM	0	0	0	0	0	5	0	10	0	0	29	4	0	0	31	0	79	0
7:15 AM	0	0	0	0	0	1	0	18	0	0	17	4	0	0	24	0	64	196
7:30 AM	0	0	0	0	0	0	0	8	0	0	7	2	0	5	2	0	24	197
7:45 AM	0	0	0	0	0	1	0	3	0	0	3	1	0	4	3	0	15	182
8:00 AM	0	0	0	0	0	1	0	12	0	0	9	1	1	4	11	0	39	142
8:15 AM	0	0	0	0	0	2	0	9	0	0	20	1	0	3	18	0	53	131
8:30 AM	0	0	0	0	0	0	0	8	0	0	5	1	0	3	2	0	19	126
8:45 AM	0	0	0	0	0	4	0	3	0	0	8	0	1	5	7	0	28	139
9:00 AM	0	0	0	0	0	3	0	7	0	0	6	4	0	5	7	0	32	132
9:15 AM	0	0	0	0	0	0	0	5	0	0	4	0	0	2	4	0	15	94
Count Total	0	0	0	0	0	18	0	96	0	0	119	19	3	38	128	0	421	0
Peak Hour	0	0	0	0	0	7	0	42	0	0	59	10	0	9	70	0	197	0

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
6:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	3	7	10	20	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	5	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	3	0	2	5	0	0	0	0	0	2	0	1	0	3			
9:00 AM	0	1	5	0	6	0	0	0	0	0	1	0	0	0	1			
9:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	10	23	18	51	0	0	0	0	0	3	0	1	0	4			
Peak Hr	0	4	14	14	32	0	0	0	0	0	0	0	0	0	0	0	0	0



Four-Hour Count Summaries

Interval Start	0				SILVER ST				SUMNER AVE				SUMNER AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:30 PM	0	0	0	0	0	1	0	12	0	0	20	8	0	10	12	0	63	0
2:45 PM	0	0	0	0	0	2	0	3	0	0	4	1	0	11	17	0	38	0
3:00 PM	0	0	0	0	0	2	0	7	0	0	12	0	0	9	16	0	46	0
3:15 PM	0	0	0	0	0	1	0	10	0	0	31	1	0	8	9	0	60	207
Peak Hour	0	0	0	0	0	6	0	32	0	0	67	10	0	38	54	0	207	0

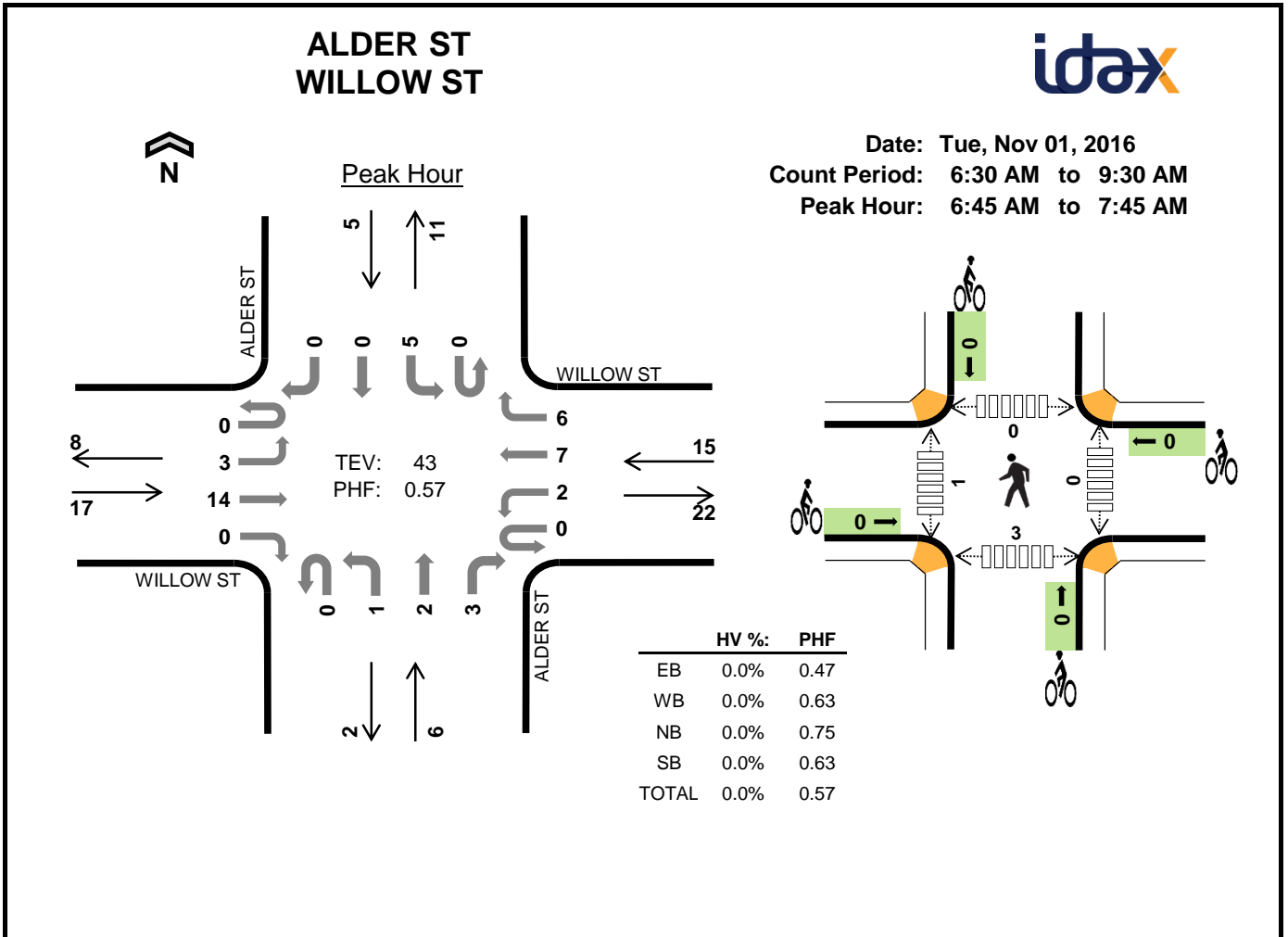
Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:30 PM	0	2	8	1	11	0	0	0	0	0	0	0	1	0	1
2:45 PM	0	1	0	1	2	0	0	0	0	0	2	0	0	0	2
3:00 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6
3:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	4	8	2	14	0	0	0	0	0	8	0	1	0	9

Four-Hour Count Summaries																		
Interval Start	0				SILVER ST				SUMNER AVE				SUMNER AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	0	0	0	6	0	5	0	0	7	1	0	8	11	0	38	0
2:15 PM	0	0	0	0	0	5	0	6	0	0	11	6	0	3	18	0	49	0
2:30 PM	0	0	0	0	0	1	0	12	0	0	20	8	0	10	12	0	63	0
2:45 PM	0	0	0	0	0	2	0	3	0	0	4	1	0	11	17	0	38	188
3:00 PM	0	0	0	0	0	2	0	7	0	0	12	0	0	9	16	0	46	196
3:15 PM	0	0	0	0	0	1	0	10	0	0	31	1	0	8	9	0	60	207
3:30 PM	0	0	0	0	0	1	0	7	0	0	13	3	0	4	7	0	35	179
3:45 PM	0	0	0	0	0	1	0	8	0	0	9	3	0	14	11	0	46	187
4:00 PM	0	0	0	0	0	1	0	10	0	0	8	1	0	10	19	0	49	190
4:15 PM	0	0	0	0	0	0	0	7	0	0	12	0	1	6	14	0	40	170
4:30 PM	0	0	0	0	0	0	0	7	0	0	5	0	0	7	16	0	35	170
4:45 PM	0	0	0	0	0	0	0	8	0	0	10	0	0	10	18	0	46	170
5:00 PM	0	0	0	0	0	0	0	10	0	0	8	1	0	28	16	0	63	184
5:15 PM	0	0	0	0	0	0	0	1	0	0	6	0	0	11	14	0	32	176
5:30 PM	0	0	0	0	0	1	0	7	0	0	7	0	0	12	10	0	37	178
5:45 PM	0	0	0	0	0	1	0	6	0	0	11	0	0	13	23	0	54	186
Count Total	0	0	0	0	0	22	0	114	0	0	174	25	1	164	231	0	731	0
Peak Hour	0	0	0	0	0	6	0	32	0	0	67	10	0	38	54	0	207	0

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	5	0	1	6	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	2	8	6	16	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	2	8	1	11	0	0	0	0	0	0	0	1	0	1
2:45 PM	0	1	0	1	2	0	0	0	0	0	2	0	0	0	2
3:00 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6
3:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1
3:45 PM	0	1	2	0	3	0	0	0	0	0	1	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	1	1	2	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	1	1	2	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
Count Total	0	13	19	9	41	0	0	0	2	2	23	0	1	0	24
Peak Hr	0	4	8	2	14	0	0	0	0	0	8	0	1	0	9



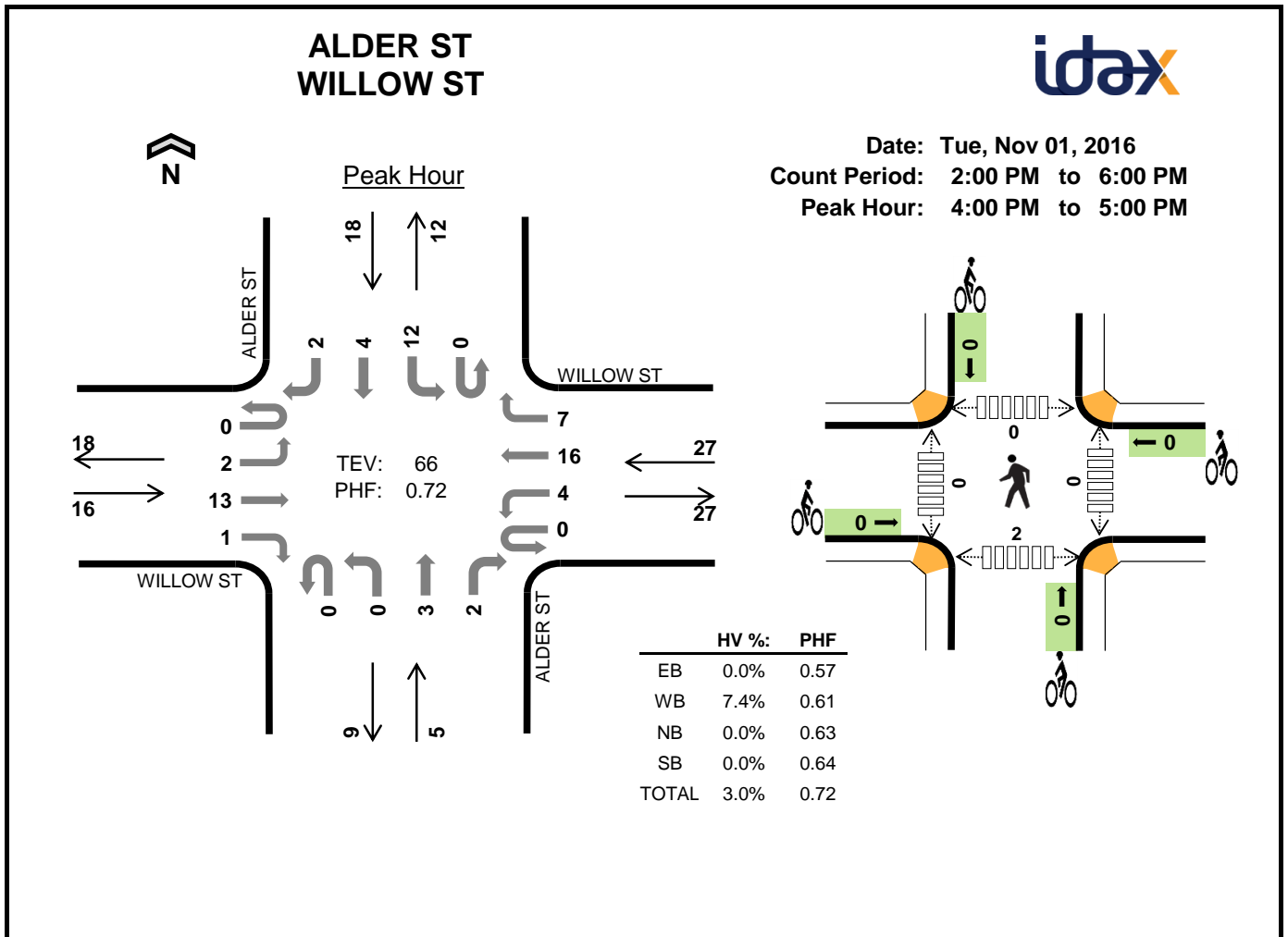
Three-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				ALDER ST Northbound				ALDER ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:45 AM	0	0	4	0	0	0	0	3	0	0	1	1	0	2	0	0	11	0
7:00 AM	0	2	7	0	0	2	3	1	0	0	0	2	0	2	0	0	19	0
7:15 AM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5	0
7:30 AM	0	1	2	0	0	0	0	2	0	1	1	0	0	1	0	0	8	43
Peak Hour	0	3	14	0	0	2	7	6	0	1	2	3	0	5	0	0	43	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	1	0	3	4

Three-Hour Count Summaries																		
Interval Start	WILLOW ST				WILLOW ST				ALDER ST				ALDER ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	0	1	0	0	1	1	0	0	1	0	0	0	1	1	6	0
6:45 AM	0	0	4	0	0	0	0	3	0	0	1	1	0	2	0	0	11	0
7:00 AM	0	2	7	0	0	2	3	1	0	0	0	2	0	2	0	0	19	0
7:15 AM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5	41
7:30 AM	0	1	2	0	0	0	0	2	0	1	1	0	0	1	0	0	8	43
7:45 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	1	0	0	4	36
8:00 AM	0	1	3	0	0	0	1	3	0	0	0	1	0	2	0	1	12	29
8:15 AM	0	0	4	0	0	2	2	4	0	0	0	2	0	2	0	1	17	41
8:30 AM	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	3	36
8:45 AM	0	0	1	0	0	1	0	2	0	0	0	0	0	1	0	0	5	37
9:00 AM	0	0	0	0	0	0	1	2	0	0	0	1	0	0	0	0	4	29
9:15 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	4	16
Count Total	0	4	23	1	0	5	16	18	0	1	5	8	0	13	1	3	98	0
Peak Hour	0	3	14	0	0	2	7	6	0	1	2	3	0	5	0	0	43	0
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	1	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	1	1	0	0	0	0	0	2	0	0	0	2	0	0	0
Count Total	1	2	1	2	6	0	0	0	0	0	2	1	0	3	6	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	1	0	3	4	0	0	0



Four-Hour Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				ALDER ST Northbound				ALDER ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	6	0	0	0	7	4	0	0	1	0	0	4	0	0	23	0
4:15 PM	0	1	3	1	0	3	1	0	0	0	1	1	0	1	1	0	13	0
4:30 PM	0	0	1	0	0	1	1	1	0	0	1	1	0	3	1	1	11	0
4:45 PM	0	0	3	0	0	0	7	2	0	0	0	0	0	4	2	1	19	66
Peak Hour	0	2	13	1	0	4	16	7	0	0	3	2	0	12	4	2	66	0

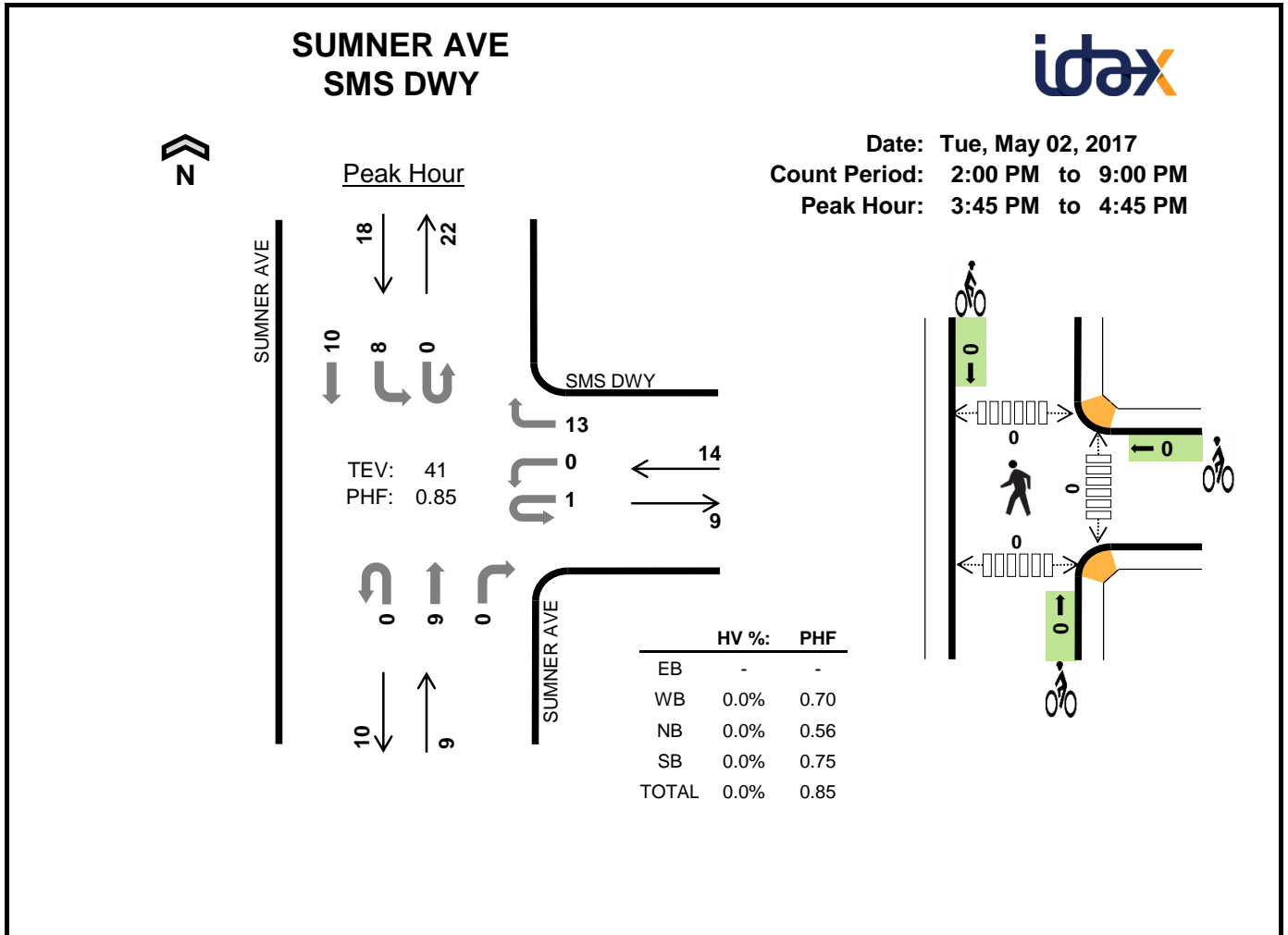
Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	2	0	0	2	0	0	0	0	0	0	0	0	2	2

Four-Hour Count Summaries															15-min Total	Rolling One Hour		
Interval Start	WILLOW ST				WILLOW ST				ALDER ST				ALDER ST					
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	1	1	2	0	0	1	0	0	0	1	1	0	2	0	1	10	0
2:15 PM	0	0	1	0	0	1	0	0	0	0	1	0	0	2	0	0	5	0
2:30 PM	0	1	1	0	0	2	4	0	0	0	1	0	0	0	0	0	9	0
2:45 PM	0	0	1	0	0	1	2	2	0	0	0	0	0	1	1	0	8	32
3:00 PM	0	0	3	1	0	1	0	2	0	0	1	1	0	4	1	1	15	37
3:15 PM	0	0	1	1	0	1	3	3	0	1	3	0	0	1	0	0	14	46
3:30 PM	0	0	2	0	0	1	1	1	0	0	0	1	0	0	1	0	7	44
3:45 PM	0	0	2	0	0	0	0	1	0	0	0	2	0	2	1	2	10	46
4:00 PM	0	1	6	0	0	0	7	4	0	0	1	0	0	4	0	0	23	54
4:15 PM	0	1	3	1	0	3	1	0	0	0	1	1	0	1	1	0	13	53
4:30 PM	0	0	1	0	0	1	1	1	0	0	1	1	0	3	1	1	11	57
4:45 PM	0	0	3	0	0	0	7	2	0	0	0	0	0	4	2	1	19	66
5:00 PM	0	1	3	1	0	0	3	2	0	0	0	1	0	3	0	1	15	58
5:15 PM	0	1	1	0	0	0	1	4	0	0	0	1	0	1	2	2	13	58
5:30 PM	0	1	0	0	0	2	3	2	0	0	0	0	0	1	1	2	12	59
5:45 PM	0	0	2	0	0	0	0	0	0	0	1	1	0	2	0	2	8	48
Count Total	0	7	31	6	0	13	34	24	0	1	11	10	0	31	11	13	192	0
Peak Hour	0	2	13	1	0	4	16	7	0	0	3	2	0	12	4	2	66	0

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2:30 PM	1	1	0	0	2	0	1	0	0	1	0	1	0	6	7
2:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	2	2
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	1	5	1	0	7	0	1	0	0	1	0	1	0	11	12
Peak Hour	0	2	0	0	2	0	0	0	0	0	0	0	0	2	2



Count Summaries

Interval Start	0				SMS DWY				SUMNER AVE				SUMNER AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:45 PM	0	0	0	0	1	0	0	3	0	0	2	0	0	3	3	0	12	0
4:00 PM	0	0	0	0	0	0	0	2	0	0	4	0	0	4	1	0	11	0
4:15 PM	0	0	0	0	0	0	0	5	0	0	1	0	0	1	2	0	9	0
4:30 PM	0	0	0	0	0	0	0	3	0	0	2	0	0	0	4	0	9	41
Peak Hour	0	0	0	0	1	0	0	13	0	0	9	0	0	8	10	0	41	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Count Summaries																		
Interval Start	0				SMS DWY				SUMNER AVE				SUMNER AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	0	6	0
2:15 PM	0	0	0	0	1	0	0	2	0	0	1	0	0	1	1	0	6	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	3	4	0	8	0
2:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	6	0	0	8	28
3:00 PM	0	0	0	0	0	0	0	4	0	0	0	0	0	1	0	0	5	27
3:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	3	24
3:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	3	19
3:45 PM	0	0	0	0	1	0	0	3	0	0	2	0	0	3	3	0	12	23
4:00 PM	0	0	0	0	0	0	0	2	0	0	4	0	0	4	1	0	11	29
4:15 PM	0	0	0	0	0	0	0	5	0	0	1	0	0	1	2	0	9	35
4:30 PM	0	0	0	0	0	0	0	3	0	0	2	0	0	0	4	0	9	41
4:45 PM	0	0	0	0	0	0	0	4	0	0	2	0	0	0	0	0	6	35
5:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	2	1	0	5	29
5:15 PM	0	0	0	0	0	0	0	4	0	0	0	0	0	4	0	0	8	28
5:30 PM	0	0	0	0	0	0	0	3	0	0	2	0	0	0	2	0	7	26
5:45 PM	0	0	0	0	0	0	0	1	0	0	2	0	0	1	1	0	5	25
6:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	21
6:15 PM	0	0	0	0	0	0	0	2	0	0	1	0	0	0	3	0	6	19
6:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	1	5	0	10	22
6:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	18
7:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3	0	5	22
7:15 PM	0	0	0	0	0	0	1	1	0	0	2	0	0	1	0	0	5	21
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
7:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	11
Count Total	0	0	0	0	2	0	1	43	0	0	29	0	0	32	33	0	140	0
Peak Hour	0	0	0	0	1	0	0	13	0	0	9	0	0	8	10	0	41	0

Note: Count summary volumes include heavy vehicles but exclude bicycles in overall count.

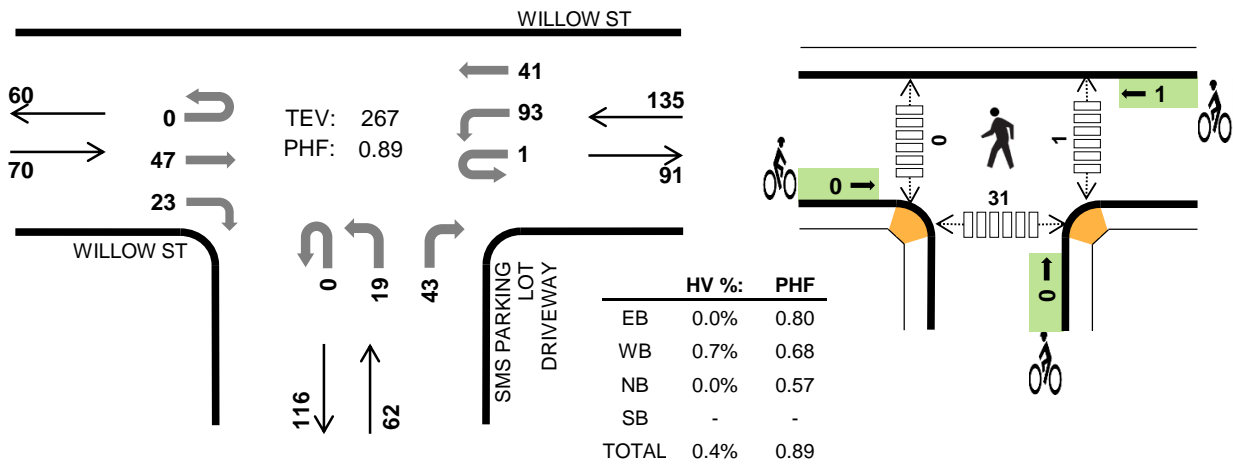
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Peak Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SMS PARKING LOT DRIVEWAY WILLOW ST



Peak Hour

Date: Tue, May 02, 2017
 Count Period: 2:00 PM to 9:00 PM
 Peak Hour: 3:00 PM to 4:00 PM



Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				SMS PARKING LOT DRIVEWAY Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	19	3	1	19	12	0	0	3	0	8	0	0	0	0	65	0
3:15 PM	0	0	8	9	0	27	23	0	0	4	0	4	0	0	0	0	75	0
3:30 PM	0	0	10	8	0	21	2	0	0	8	0	19	0	0	0	0	68	0
3:45 PM	0	0	10	3	0	26	4	0	0	4	0	12	0	0	0	0	59	267
Peak Hour	0	0	47	23	1	93	41	0	0	19	0	43	0	0	0	0	267	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	0	1	0	0	1	0	1	0	0	1	1	0	0	4	5
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	19	19
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Peak Hour	0	1	0	0	1	0	1	0	0	1	1	0	0	31	32

Count Summaries																		
Interval Start	WILLOW ST				WILLOW ST				SMS PARKING LOT DRIVEWAY				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	8	3	0	2	4	0	0	0	0	2	0	0	0	0	19	0
2:15 PM	0	0	20	12	1	4	6	0	0	10	0	2	0	0	0	0	55	0
2:30 PM	0	0	11	7	0	15	13	0	0	11	0	6	0	0	0	0	63	0
2:45 PM	0	0	11	0	0	10	3	0	0	0	0	5	0	0	0	0	29	166
3:00 PM	0	0	19	3	1	19	12	0	0	3	0	8	0	0	0	0	65	212
3:15 PM	0	0	8	9	0	27	23	0	0	4	0	4	0	0	0	0	75	232
3:30 PM	0	0	10	8	0	21	2	0	0	8	0	19	0	0	0	0	68	237
3:45 PM	0	0	10	3	0	26	4	0	0	4	0	12	0	0	0	0	59	267
4:00 PM	0	0	5	5	0	10	6	0	0	7	0	27	0	0	0	0	60	262
4:15 PM	0	0	3	4	0	12	2	0	0	4	0	19	0	0	0	0	44	231
4:30 PM	0	0	7	3	0	6	2	0	0	3	0	26	0	0	0	0	47	210
4:45 PM	0	0	8	2	0	11	8	0	0	5	0	42	0	0	0	0	76	227
5:00 PM	0	0	8	4	0	10	8	0	0	0	0	19	0	0	0	0	49	216
5:15 PM	0	0	8	4	0	28	6	0	0	4	0	29	0	0	0	0	79	251
5:30 PM	0	0	6	0	0	13	7	0	0	1	0	18	0	0	0	0	45	249
5:45 PM	0	0	10	0	0	23	1	0	0	0	0	9	0	0	0	0	43	216
6:00 PM	0	0	7	1	0	2	6	0	0	0	0	7	0	0	0	0	23	190
6:15 PM	0	0	1	0	0	5	3	0	0	0	0	2	0	0	0	0	11	122
6:30 PM	0	0	3	0	0	4	7	0	0	0	0	1	0	0	0	0	15	92
6:45 PM	0	0	2	0	0	5	4	0	0	0	0	1	0	0	0	0	12	61
7:00 PM	0	0	4	0	0	9	4	0	0	0	0	4	0	0	0	0	21	59
7:15 PM	0	0	4	4	0	7	3	0	0	0	0	2	0	0	0	0	20	68
7:30 PM	0	0	3	0	0	3	3	0	0	3	0	37	0	0	0	0	49	102
7:45 PM	0	0	1	0	0	1	2	0	0	2	0	11	0	0	0	0	17	107
Count Total	0	0	177	72	2	273	139	0	0	69	0	312	0	0	0	0	1,044	0
Peak Hour	0	0	47	23	1	93	41	0	0	19	0	43	0	0	0	0	267	0

Note: Count summary volumes include heavy vehicles but exclude bicycles in overall count.

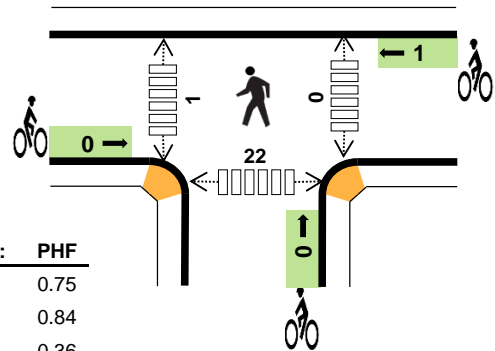
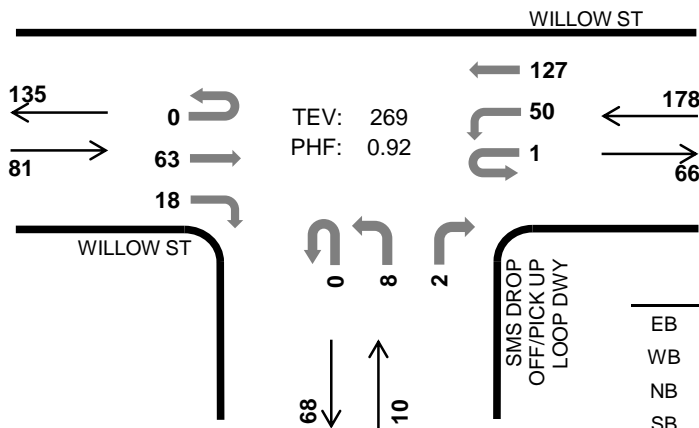
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
2:15 PM	9	0	6	0	15	0	0	0	0	0	1	0	0	6	7
2:30 PM	4	0	8	0	12	0	0	0	0	0	0	0	0	1	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
3:00 PM	0	1	0	0	1	0	1	0	0	1	1	0	0	4	5
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	19	19
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	8	9
4:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	5	5
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
4:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	2	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
6:15 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	14	1	15	0	30	2	3	2	0	7	4	1	0	66	71
Peak Hr	0	1	0	0	1	0	1	0	0	1	1	0	0	31	32

SMS DROP OFF/PICK UP LOOP DWY WILLOW ST



Peak Hour

Date: Tue, May 02, 2017
 Count Period: 2:00 PM to 9:00 PM
 Peak Hour: 3:00 PM to 4:00 PM



	HV %:	PHF
EB	0.0%	0.75
WB	1.1%	0.84
NB	0.0%	0.36
SB	-	-
TOTAL	0.7%	0.92

Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				SMS DROP OFF/PICK UP LOOP DWY Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	17	6	1	9	36	0	0	2	0	0	0	0	0	0	71	0
3:15 PM	0	0	11	2	0	16	37	0	0	5	0	2	0	0	0	0	73	0
3:30 PM	0	0	19	8	0	17	25	0	0	0	0	0	0	0	0	0	69	0
3:45 PM	0	0	16	2	0	8	29	0	0	1	0	0	0	0	0	0	56	269
Peak Hour	0	0	63	18	1	50	127	0	0	8	0	2	0	0	0	0	269	0

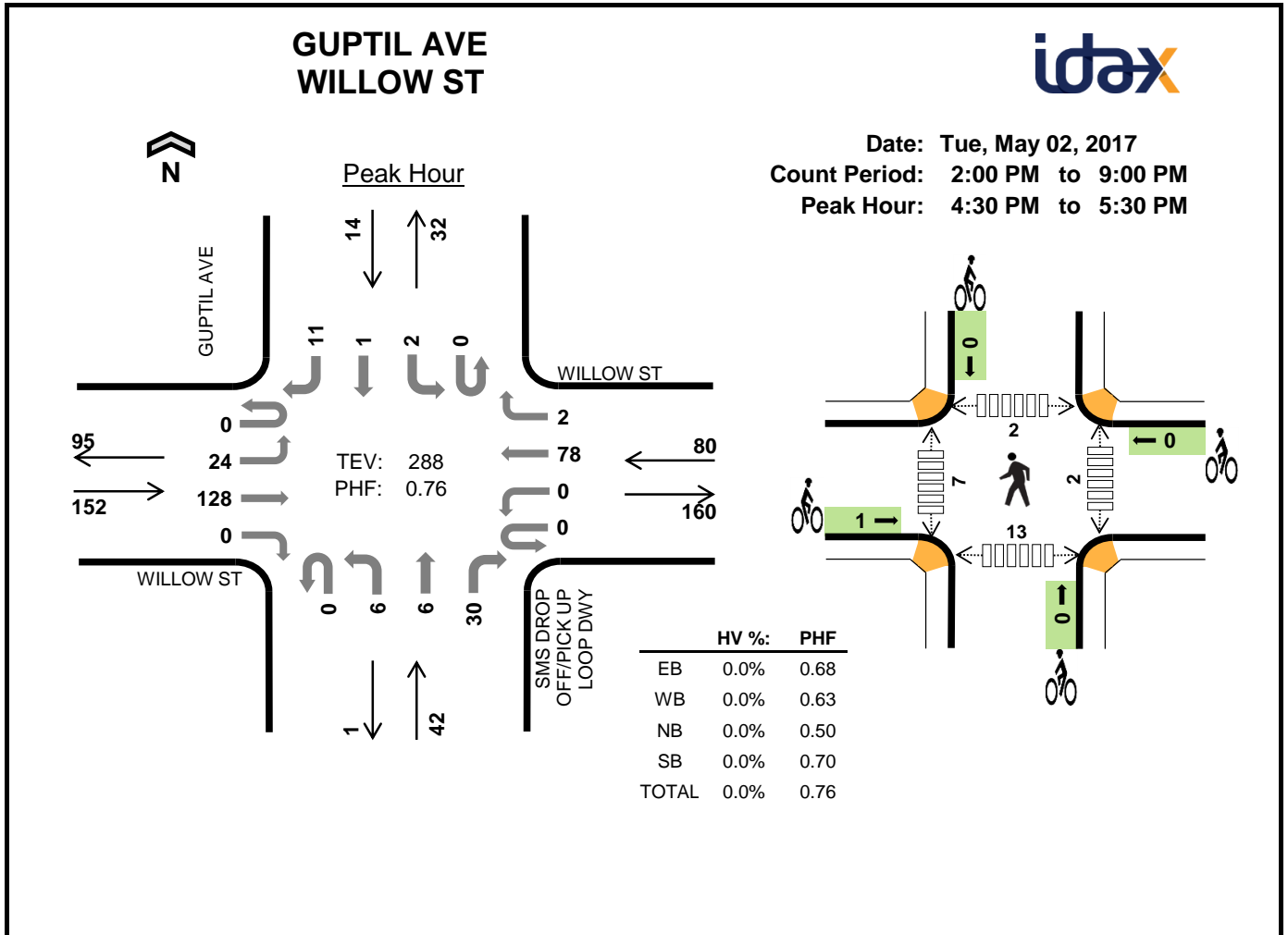
Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	0	1	0	0	1	0	1	0	0	1	0	1	0	11	12
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
3:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	5	5
Peak Hour	0	2	0	0	2	0	1	0	0	1	0	1	0	22	23

Count Summaries																		
Interval Start	WILLOW ST				WILLOW ST				SMS DROP OFF/PICK UP LOOP DWY				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	4	1	0	7	6	0	0	0	0	0	0	0	0	18	0	
2:15 PM	0	0	21	4	0	19	10	0	0	0	0	0	0	0	0	54	0	
2:30 PM	0	0	17	3	0	21	27	0	0	1	0	2	0	0	0	71	0	
2:45 PM	0	0	9	6	0	10	15	0	0	0	0	1	0	0	0	41	184	
3:00 PM	0	0	17	6	1	9	36	0	0	2	0	0	0	0	0	71	237	
3:15 PM	0	0	11	2	0	16	37	0	0	5	0	2	0	0	0	73	256	
3:30 PM	0	0	19	8	0	17	25	0	0	0	0	0	0	0	0	69	254	
3:45 PM	0	0	16	2	0	8	29	0	0	1	0	0	0	0	0	56	269	
4:00 PM	0	0	30	4	0	18	14	0	0	1	0	1	0	0	0	68	266	
4:15 PM	0	0	19	2	0	6	15	0	0	0	0	1	0	0	0	43	236	
4:30 PM	0	0	31	2	0	5	9	0	0	0	0	1	0	0	0	48	215	
4:45 PM	0	0	53	3	1	4	17	0	0	2	0	6	0	0	0	86	245	
5:00 PM	0	0	27	4	0	5	19	0	0	0	0	1	0	0	0	56	233	
5:15 PM	0	0	35	2	0	5	33	0	0	1	0	0	0	0	0	76	266	
5:30 PM	0	0	22	2	0	3	19	0	0	1	0	1	0	0	0	48	266	
5:45 PM	0	0	18	0	0	3	25	0	0	2	0	0	0	0	0	48	228	
6:00 PM	0	0	15	1	0	1	9	0	0	0	0	0	0	0	0	26	198	
6:15 PM	0	0	4	0	0	0	8	0	0	0	0	0	0	0	0	12	134	
6:30 PM	0	0	3	1	0	0	11	0	0	0	0	0	0	0	0	15	101	
6:45 PM	0	0	3	0	0	1	11	0	0	1	0	0	0	0	0	16	69	
7:00 PM	0	0	7	1	0	0	13	0	0	0	0	0	0	0	0	21	64	
7:15 PM	0	0	6	0	0	0	9	0	0	0	0	0	0	0	0	15	67	
7:30 PM	0	0	39	1	0	0	5	0	0	0	0	0	0	0	0	45	97	
7:45 PM	0	0	12	0	0	0	2	0	0	1	0	0	0	0	0	15	96	
Count Total	0	0	438	55	2	158	404	0	0	18	0	16	0	0	0	1,091	0	
Peak Hour	0	0	63	18	1	50	127	0	0	8	0	2	0	0	0	269	0	

Note: Count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	0	0	1	0	0	0	1	2	0	0	1	3
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	39	39
2:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	18	19
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
3:00 PM	0	1	0	0	1	0	1	0	0	1	0	1	0	11	12
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
3:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	5	5
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	9	12
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	4	4
4:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	2	2
4:45 PM	1	0	0	0	1	1	0	0	0	1	3	0	0	3	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
6:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	1	3	0	0	4	4	4	0	0	8	6	4	0	113	123
Peak Hr	0	2	0	0	2	0	1	0	0	1	0	1	0	22	23



Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				SMS DROP OFF/PICK UP LOOP DWY Northbound				GUPTIL AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM	0	2	30	0	0	0	11	0	0	1	2	5	0	0	1	2	54	0
4:45 PM	0	12	44	0	0	0	15	1	0	3	3	15	0	0	0	2	95	0
5:00 PM	0	4	25	0	0	0	20	1	0	2	0	4	0	2	0	2	60	0
5:15 PM	0	6	29	0	0	0	32	0	0	0	1	6	0	0	0	5	79	288
Peak Hour	0	24	128	0	0	0	78	2	0	6	6	30	0	2	1	11	288	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	3	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	2	4	9
5:15 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	6	9
Peak Hour	0	0	0	0	0	1	0	0	0	1	2	7	2	13	24

Count Summaries																		
Interval Start	WILLOW ST				WILLOW ST				SMS DROP OFF/PICK UP LOOP DWY				GUPTIL AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	3	0	0	0	11	0	0	0	1	2	0	0	0	1	18	0
2:15 PM	0	9	8	0	0	0	14	0	0	1	7	7	0	2	0	3	51	0
2:30 PM	0	6	12	0	0	0	38	0	0	3	12	17	0	1	0	6	95	0
2:45 PM	0	3	6	0	0	0	23	1	0	1	0	6	0	1	0	3	44	208
3:00 PM	0	4	10	0	0	0	31	8	0	0	2	8	0	0	0	9	72	262
3:15 PM	0	3	6	0	0	0	19	5	0	1	2	4	0	4	0	8	52	263
3:30 PM	0	2	17	0	0	0	33	1	0	3	6	9	0	1	0	7	79	247
3:45 PM	0	1	15	0	0	0	27	0	0	2	4	4	0	1	0	7	61	264
4:00 PM	0	5	26	0	0	0	29	0	0	1	3	13	0	1	0	1	79	271
4:15 PM	0	0	18	0	0	0	14	1	0	2	1	2	0	1	0	4	43	262
4:30 PM	0	2	30	0	0	0	11	0	0	1	2	5	0	0	1	2	54	237
4:45 PM	0	12	44	0	0	0	15	1	0	3	3	15	0	0	0	2	95	271
5:00 PM	0	4	25	0	0	0	20	1	0	2	0	4	0	2	0	2	60	252
5:15 PM	0	6	29	0	0	0	32	0	0	0	1	6	0	0	0	5	79	288
5:30 PM	0	5	17	0	0	0	19	0	0	0	3	4	0	1	0	3	52	286
5:45 PM	1	3	12	0	0	1	26	1	0	1	0	0	0	0	0	0	45	236
6:00 PM	0	1	15	0	0	0	10	0	0	0	0	1	0	0	0	1	28	204
6:15 PM	0	0	4	0	0	0	7	1	0	0	0	0	0	1	0	0	13	138
6:30 PM	0	1	2	0	0	0	11	0	0	0	0	2	0	0	0	0	16	102
6:45 PM	0	0	3	0	0	0	10	0	0	0	0	0	0	0	0	1	14	71
7:00 PM	0	1	6	0	0	0	12	0	0	0	0	1	0	0	0	1	21	64
7:15 PM	0	1	5	0	0	0	8	0	0	0	1	0	0	2	0	0	17	68
7:30 PM	0	2	35	0	0	0	5	1	0	0	1	2	0	0	0	0	46	98
7:45 PM	0	1	13	0	0	0	2	0	0	0	0	0	0	0	0	0	16	100
Count Total	1	72	361	0	0	1	427	21	0	21	49	112	0	18	1	66	1,150	0
Peak Hour	0	24	128	0	0	0	78	2	0	6	6	30	0	2	1	11	288	0

Note: Count summary volumes include heavy vehicles but exclude bicycles in overall count.

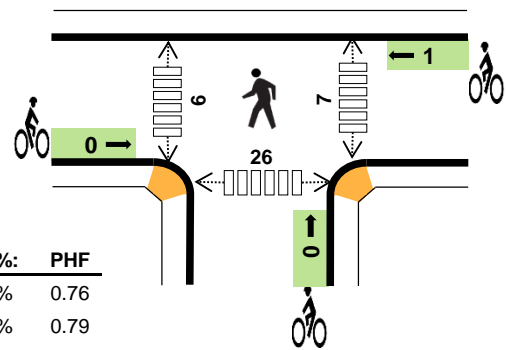
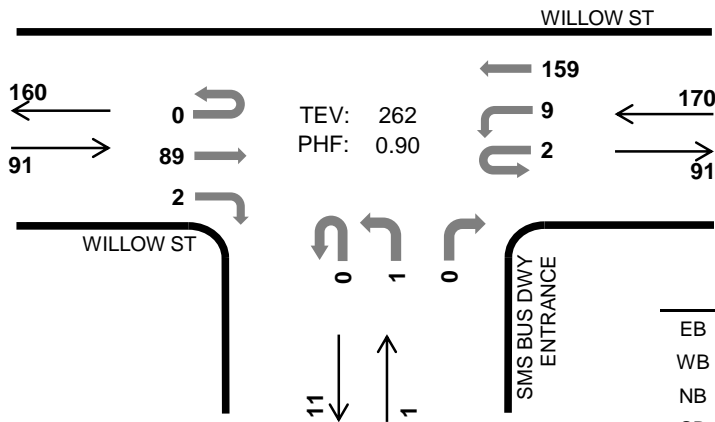
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2
2:15 PM	0	0	0	0	0	0	0	1	0	1	0	20	1	1	22
2:30 PM	0	0	0	0	0	0	0	0	0	0	2	8	6	6	22
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3
3:00 PM	0	0	0	0	0	0	1	0	0	1	11	89	31	97	228
3:15 PM	0	0	0	0	0	0	1	0	0	1	1	14	6	20	41
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
3:45 PM	0	0	0	0	0	0	1	0	0	1	0	2	0	1	3
4:00 PM	0	0	0	0	0	0	0	0	0	0	4	10	1	3	18
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4
4:30 PM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	3	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	2	4	9
5:15 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	6	9
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	2	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
6:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	4	8
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	3	6	1	0	10	22	163	52	150	387
Peak Hour	0	0	0	0	0	1	0	0	0	1	2	7	2	13	24

SMS BUS DWY ENTRANCE WILLOW ST



Peak Hour

Date: Tue, May 02, 2017
 Count Period: 2:00 PM to 9:00 PM
 Peak Hour: 2:30 PM to 3:30 PM



	HV %:	PHF
EB	0.0%	0.76
WB	4.7%	0.79
NB	0.0%	0.25
SB	-	-
TOTAL	3.1%	0.90

Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				SMS BUS DWY ENTRANCE Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:30 PM	0	0	30	0	0	1	42	0	0	0	0	0	0	0	0	0	73	0
2:45 PM	0	0	12	1	0	3	28	0	0	1	0	0	0	0	0	0	45	0
3:00 PM	0	0	19	0	1	5	48	0	0	0	0	0	0	0	0	0	73	0
3:15 PM	0	0	28	1	1	0	41	0	0	0	0	0	0	0	0	0	71	262
Peak Hour	0	0	89	2	2	9	159	0	0	1	0	0	0	0	0	0	262	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	10	10
2:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1
3:00 PM	0	6	0	0	6	0	1	0	0	1	7	6	0	11	24
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Peak Hour	0	8	0	0	8	0	1	0	0	1	7	6	0	26	39

Count Summaries																		
Interval Start	WILLOW ST				WILLOW ST				SMS BUS DWY ENTRANCE				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	4	1	0	0	12	0	0	0	0	0	0	0	0	0	17	0
2:15 PM	0	0	23	0	0	1	23	0	0	0	0	0	0	0	0	0	47	0
2:30 PM	0	0	30	0	0	1	42	0	0	0	0	0	0	0	0	0	73	0
2:45 PM	0	0	12	1	0	3	28	0	0	1	0	0	0	0	0	0	45	182
3:00 PM	0	0	19	0	1	5	48	0	0	0	0	0	0	0	0	0	73	238
3:15 PM	0	0	28	1	1	0	41	0	0	0	0	0	0	0	0	0	71	262
3:30 PM	0	0	26	2	0	0	35	0	0	0	0	0	0	0	0	0	63	252
3:45 PM	0	0	20	0	0	0	28	0	0	0	0	0	0	0	0	0	48	255
4:00 PM	0	0	40	2	0	1	31	0	0	0	0	0	0	0	0	0	74	256
4:15 PM	0	0	21	0	0	0	15	0	0	0	0	0	0	0	0	0	36	221
4:30 PM	0	0	33	1	0	1	12	0	0	0	0	0	0	0	0	0	47	205
4:45 PM	0	0	60	0	1	2	18	0	0	0	0	0	0	0	0	0	81	238
5:00 PM	0	0	33	0	0	1	22	0	0	0	0	0	0	0	0	0	56	220
5:15 PM	0	0	36	0	0	0	33	0	0	0	0	0	0	0	0	0	69	253
5:30 PM	0	0	22	0	0	0	19	0	0	0	0	0	0	0	0	0	41	247
5:45 PM	0	0	13	1	0	1	29	0	0	0	0	0	0	0	0	0	44	210
6:00 PM	0	0	16	0	0	1	10	0	0	0	0	0	0	0	0	0	27	181
6:15 PM	0	0	5	0	0	0	8	0	0	0	0	0	0	0	0	0	13	125
6:30 PM	0	0	4	0	0	1	11	0	0	0	0	0	0	0	0	0	16	100
6:45 PM	0	0	6	0	0	2	11	0	0	0	0	0	0	0	0	0	19	75
7:00 PM	0	0	7	0	0	0	12	0	0	0	0	0	0	0	0	0	19	67
7:15 PM	0	0	7	0	1	0	9	0	0	0	0	0	0	0	0	0	17	71
7:30 PM	0	0	35	0	0	1	6	0	0	0	0	0	0	0	0	0	42	97
7:45 PM	0	0	14	0	0	0	2	0	0	0	0	0	0	0	0	0	16	94
Count Total	0	0	514	9	4	21	505	0	0	1	0	0	0	0	0	0	1,054	0
Peak Hour	0	0	89	2	2	9	159	0	0	1	0	0	0	0	0	0	262	0

Note: Count summary volumes include heavy vehicles but exclude bicycles in overall count.

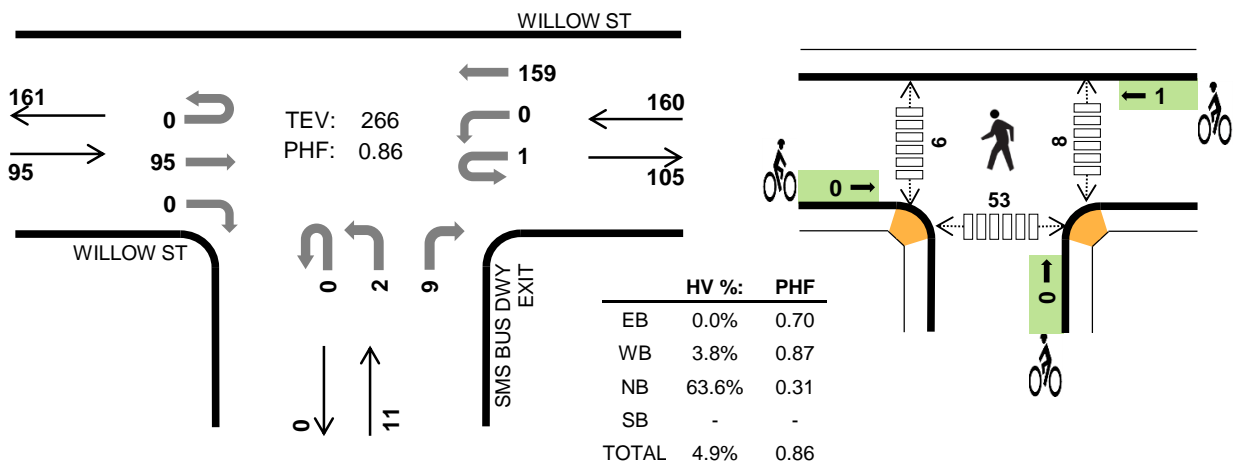
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0
2:15 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	5	5
2:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	10	10
2:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1
3:00 PM	0	6	0	0	6	0	1	0	0	1	7	6	0	11	24
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	2	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	6	7
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
6:15 PM	0	0	0	0	0	0	3	0	0	3	4	0	0	6	10
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:00 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	3	8
7:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	2	2
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Count Total	1	8	0	0	9	7	5	0	0	12	17	6	0	72	95
Peak Hr	0	8	0	0	8	0	1	0	0	1	7	6	0	26	39

SMS BUS DWY EXIT WILLOW ST



Peak Hour

Date: Tue, May 02, 2017
 Count Period: 2:00 PM to 9:00 PM
 Peak Hour: 2:30 PM to 3:30 PM



Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				SMS BUS DWY EXIT Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:30 PM	0	0	34	0	0	0	43	0	0	0	0	0	0	0	0	0	77	0
2:45 PM	0	0	12	0	0	0	34	0	0	1	0	1	0	0	0	0	48	0
3:00 PM	0	0	19	0	1	0	45	0	0	0	0	0	0	0	0	0	65	0
3:15 PM	0	0	30	0	0	0	37	0	0	1	0	8	0	0	0	0	76	266
Peak Hour	0	0	95	0	1	0	159	0	0	2	0	9	0	0	0	0	266	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	11	12
2:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1
3:00 PM	0	5	0	0	5	0	1	0	0	1	4	6	0	36	46
3:15 PM	0	0	7	0	7	0	0	0	0	0	3	0	0	5	8
Peak Hour	0	6	7	0	13	0	1	0	0	1	8	6	0	53	67

Count Summaries																		
Interval Start	WILLOW ST				WILLOW ST				SMS BUS DWY EXIT				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	4	0	0	0	11	0	0	0	0	1	0	0	0	0	16	0
2:15 PM	0	0	22	0	0	0	24	0	0	0	0	1	0	0	0	0	47	0
2:30 PM	0	0	34	0	0	0	43	0	0	0	0	0	0	0	0	0	77	0
2:45 PM	0	0	12	0	0	0	34	0	0	1	0	1	0	0	0	0	48	188
3:00 PM	0	0	19	0	1	0	45	0	0	0	0	0	0	0	0	0	65	237
3:15 PM	0	0	30	0	0	0	37	0	0	1	0	8	0	0	0	0	76	266
3:30 PM	0	0	26	0	0	0	35	0	0	0	0	2	0	0	0	0	63	252
3:45 PM	0	0	20	0	0	0	29	0	0	0	0	1	0	0	0	0	50	254
4:00 PM	0	0	41	0	0	0	32	0	0	0	0	1	0	0	0	0	74	263
4:15 PM	0	0	23	0	0	0	17	0	0	0	0	0	0	0	0	0	40	227
4:30 PM	0	0	34	0	0	0	11	0	0	1	0	4	0	0	0	0	50	214
4:45 PM	0	0	59	0	0	0	22	0	0	0	0	2	0	0	0	0	83	247
5:00 PM	0	0	34	0	0	0	22	0	0	0	0	0	0	0	0	0	56	229
5:15 PM	0	0	36	0	0	0	32	0	0	0	0	0	0	0	0	0	68	257
5:30 PM	0	0	22	0	0	0	20	0	0	0	0	0	0	0	0	0	42	249
5:45 PM	0	0	13	0	0	1	29	0	0	0	0	1	0	0	0	0	44	210
6:00 PM	0	0	16	0	0	0	14	0	0	0	0	0	0	0	0	0	30	184
6:15 PM	0	0	5	0	0	0	8	0	0	0	0	0	0	0	0	0	13	129
6:30 PM	0	0	4	0	0	0	12	0	0	0	0	0	0	0	0	0	16	103
6:45 PM	0	0	5	0	0	0	13	0	0	0	0	1	0	0	0	0	19	78
7:00 PM	0	0	7	0	0	0	12	0	0	0	0	0	0	0	0	0	19	67
7:15 PM	0	0	8	0	1	0	9	0	0	0	0	0	0	0	0	0	18	72
7:30 PM	0	0	36	0	0	0	6	0	0	1	0	4	0	0	0	0	47	103
7:45 PM	0	0	14	0	0	0	2	0	0	0	0	1	0	0	0	0	17	101
Count Total	0	0	524	0	2	1	519	0	0	4	0	28	0	0	0	0	1,078	0
Peak Hour	0	0	95	0	1	0	159	0	0	2	0	9	0	0	0	0	266	0

Note: Count summary volumes include heavy vehicles but exclude bicycles in overall count.

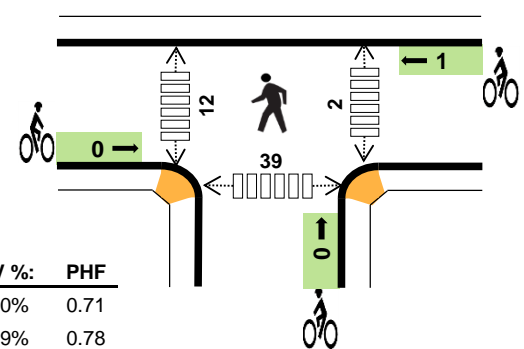
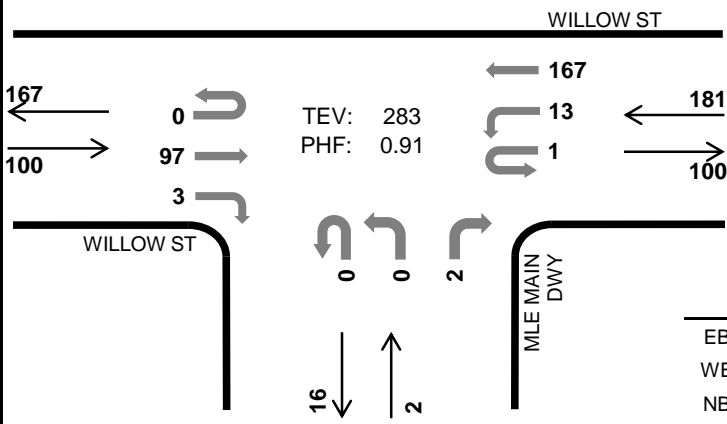
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0
2:15 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	6	6
2:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	11	12
2:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1
3:00 PM	0	5	0	0	5	0	1	0	0	1	4	6	0	36	46
3:15 PM	0	0	7	0	7	0	0	0	0	0	3	0	0	5	8
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
3:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
4:45 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
6:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	2	2
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	1	6	7	0	14	8	6	0	0	14	9	6	0	80	95
Peak Hr	0	6	7	0	13	0	1	0	0	1	8	6	0	53	67

MLE MAIN DWY WILLOW ST



Peak Hour

Date: Tue, May 02, 2017
 Count Period: 2:00 PM to 9:00 PM
 Peak Hour: 2:30 PM to 3:30 PM



	HV %:	PHF
EB	6.0%	0.71
WB	3.9%	0.78
NB	0.0%	0.25
SB	-	-
TOTAL	4.6%	0.91

Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				MLE MAIN DWY Northbound				MLE MAIN DWY Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:30 PM	0	0	30	1	0	1	44	0	0	0	0	2	0	0	0	0	78	0
2:45 PM	0	0	13	1	0	2	35	0	0	0	0	0	0	0	0	0	51	0
3:00 PM	0	0	19	1	1	8	49	0	0	0	0	0	0	0	0	0	78	0
3:15 PM	0	0	35	0	0	2	39	0	0	0	0	0	0	0	0	0	76	283
Peak Hour	0	0	97	3	1	13	167	0	0	0	0	2	0	0	0	0	283	0

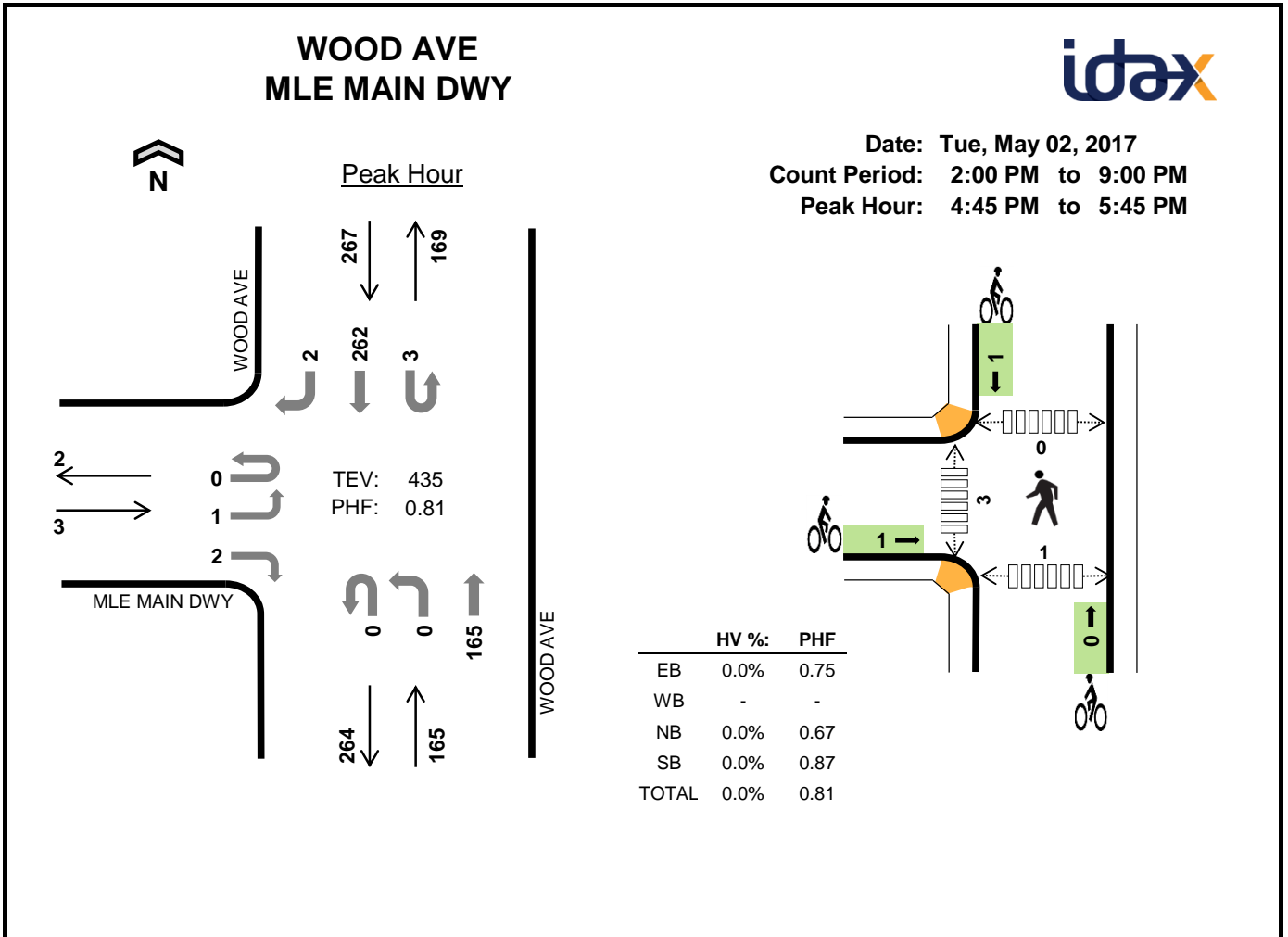
Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	12	14
2:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1
3:00 PM	0	6	0	0	6	0	1	0	0	1	1	8	0	20	29
3:15 PM	6	0	0	0	6	0	0	0	0	0	0	3	0	6	9
Peak Hour	6	7	0	0	13	0	1	0	0	1	2	12	0	39	53

Count Summaries																		
Interval Start	WILLOW ST				WILLOW ST				MLE MAIN DWY				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	4	1	0	0	12	0	0	0	0	0	0	0	0	0	17	0
2:15 PM	0	0	24	0	0	0	25	0	0	0	0	0	0	0	0	0	49	0
2:30 PM	0	0	30	1	0	1	44	0	0	0	0	2	0	0	0	0	78	0
2:45 PM	0	0	13	1	0	2	35	0	0	0	0	0	0	0	0	0	51	195
3:00 PM	0	0	19	1	1	8	49	0	0	0	0	0	0	0	0	0	78	256
3:15 PM	0	0	35	0	0	2	39	0	0	0	0	0	0	0	0	0	76	283
3:30 PM	0	0	26	1	0	0	35	0	0	0	0	0	0	0	0	0	62	267
3:45 PM	0	0	21	0	0	2	29	0	0	0	0	0	0	0	0	0	52	268
4:00 PM	0	0	42	0	0	1	32	0	0	0	0	0	0	0	0	0	75	265
4:15 PM	0	0	23	0	0	2	17	0	0	0	0	0	0	0	0	0	42	231
4:30 PM	0	0	38	0	0	1	11	0	0	0	0	0	0	0	0	0	50	219
4:45 PM	0	0	62	1	0	0	22	0	0	0	0	2	0	0	0	0	87	254
5:00 PM	0	0	33	1	0	0	23	0	0	0	0	0	0	0	0	0	57	236
5:15 PM	0	0	36	0	0	0	31	0	0	0	0	0	0	0	0	0	67	261
5:30 PM	0	0	22	0	0	0	20	0	0	0	0	0	0	0	0	0	42	253
5:45 PM	0	0	13	1	0	1	29	0	0	1	0	0	0	0	0	0	45	211
6:00 PM	0	0	16	0	0	0	14	0	0	0	0	0	0	0	0	0	30	184
6:15 PM	0	0	5	0	0	0	8	0	0	0	0	0	0	0	0	0	13	130
6:30 PM	0	0	4	0	0	0	12	0	0	0	0	0	0	0	0	0	16	104
6:45 PM	0	0	6	0	0	0	13	0	0	0	0	0	0	0	0	0	19	78
7:00 PM	0	0	7	0	0	0	12	0	0	0	0	0	0	0	0	0	19	67
7:15 PM	0	0	8	0	0	0	9	0	0	0	0	0	0	0	0	0	17	71
7:30 PM	0	0	40	0	0	0	6	0	0	0	0	0	0	0	0	0	46	101
7:45 PM	0	0	15	0	0	1	2	0	0	0	0	0	0	0	0	0	18	100
Count Total	0	0	542	8	1	21	529	0	0	1	0	4	0	0	0	0	1,106	0
Peak Hour	0	0	97	3	1	13	167	0	0	0	0	2	0	0	0	0	283	0

Note: Count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0
2:15 PM	0	0	0	0	0	5	0	0	0	5	1	0	0	6	7
2:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	12	14
2:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1
3:00 PM	0	6	0	0	6	0	1	0	0	1	1	8	0	20	29
3:15 PM	6	0	0	0	6	0	0	0	0	0	0	3	0	6	9
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
3:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	2	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0
4:45 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
6:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	2	2
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	8	9	0	0	17	8	6	0	0	14	3	12	0	66	81
Peak Hr	6	7	0	0	13	0	1	0	0	1	2	12	0	39	53



Count Summaries

Interval Start	MLE MAIN DWY				0				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:45 PM	0	1	0	0	0	0	0	0	0	0	31	0	2	0	73	2	109	0
5:00 PM	0	0	0	1	0	0	0	0	0	0	62	0	1	0	70	0	134	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	41	0	0	0	71	0	112	0
5:30 PM	0	0	0	1	0	0	0	0	0	0	31	0	0	0	48	0	80	435
Peak Hour	0	1	0	2	0	0	0	0	0	0	165	0	3	0	262	2	435	0

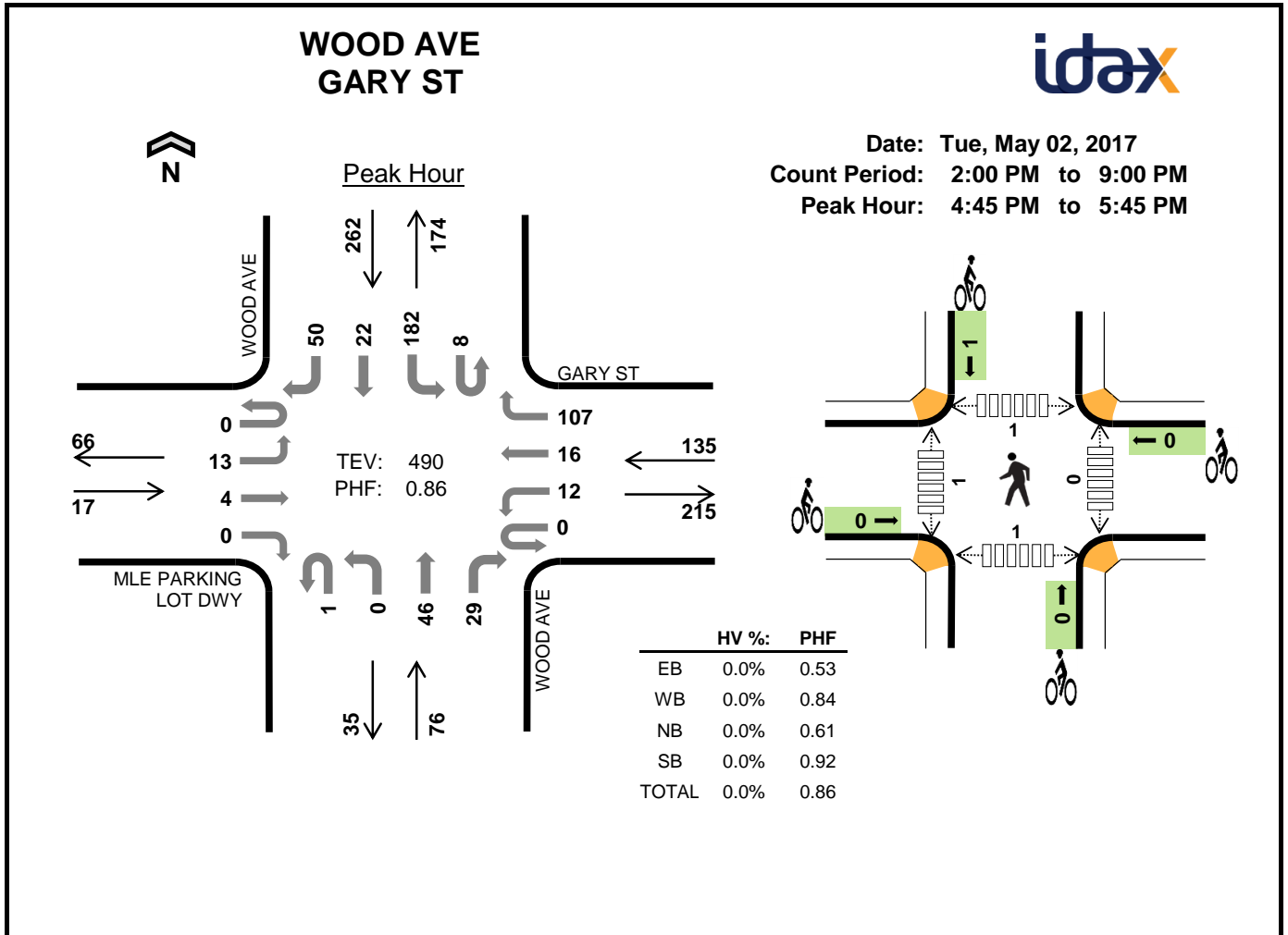
Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:45 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Peak Hour	0	0	0	0	0	1	0	0	1	2	0	3	0	1	4

Count Summaries																		
Interval Start	MLE MAIN DWY				0				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	0	1	0	0	0	0	0	0	17	0	0	0	7	0	25	0
2:15 PM	0	0	0	1	0	0	0	0	0	0	26	0	1	0	29	0	57	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	35	0	0	0	35	2	72	0
2:45 PM	0	2	0	2	0	0	0	0	0	0	25	0	0	0	27	0	56	210
3:00 PM	0	7	0	2	0	0	0	0	0	0	46	0	0	0	47	0	102	287
3:15 PM	0	1	0	3	0	0	0	0	0	0	43	0	0	0	32	0	79	309
3:30 PM	0	0	0	1	0	0	0	0	0	0	32	0	0	0	31	0	64	301
3:45 PM	0	2	0	0	0	0	0	0	0	0	41	0	0	0	38	0	81	326
4:00 PM	0	1	0	0	0	0	0	0	0	0	34	0	0	0	47	0	82	306
4:15 PM	0	0	0	2	0	0	0	0	0	0	33	0	0	0	51	0	86	313
4:30 PM	0	1	0	0	0	0	0	0	0	0	16	0	1	0	56	0	74	323
4:45 PM	0	1	0	0	0	0	0	0	0	0	31	0	2	0	73	2	109	351
5:00 PM	0	0	0	1	0	0	0	0	0	0	62	0	1	0	70	0	134	403
5:15 PM	0	0	0	0	0	0	0	0	0	0	41	0	0	0	71	0	112	429
5:30 PM	0	0	0	1	0	0	0	0	0	0	31	0	0	0	48	0	80	435
5:45 PM	0	0	0	1	0	0	0	0	0	0	32	0	0	0	38	1	72	398
6:00 PM	0	0	0	0	0	0	0	0	0	0	15	0	0	0	21	0	36	300
6:15 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	17	0	26	214
6:30 PM	0	0	0	0	0	0	0	0	0	0	17	0	0	0	17	0	34	168
6:45 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	14	110
7:00 PM	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	0	28	102
7:15 PM	0	0	0	0	0	0	0	0	0	0	20	0	0	0	12	0	32	108
7:30 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	43	0	52	126
7:45 PM	0	0	0	1	0	0	0	0	0	0	7	0	0	0	12	0	20	132
Count Total	0	15	0	16	0	0	0	0	0	0	643	0	5	0	843	5	1,527	0
Peak Hour	0	1	0	2	0	0	0	0	0	0	165	0	3	0	262	2	435	0

Note: Count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6
2:30 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
3:00 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	1	0	0	0	1	0	0	0	1	1	0	1	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	1	4
4:30 PM	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	1	5
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	3	0	3	0	2	0	0	2
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	2	0	0	0	2	3	0	5	4	12	0	28	0	5	33
Peak Hr	0	0	0	0	0	1	0	0	1	2	0	3	0	1	4



Count Summaries

Interval Start	MLE PARKING LOT DWY				GARY ST				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:45 PM	0	3	0	0	0	1	6	26	1	0	5	8	0	51	4	16	121	0
5:00 PM	0	8	0	0	0	3	6	24	0	0	26	5	4	49	6	12	143	0
5:15 PM	0	0	2	0	0	3	0	37	0	0	8	11	2	48	5	12	128	0
5:30 PM	0	2	2	0	0	5	4	20	0	0	7	5	2	34	7	10	98	490
Peak Hour	0	13	4	0	0	12	16	107	1	0	46	29	8	182	22	50	490	0

Note: For all three-hour count summary, see next page.

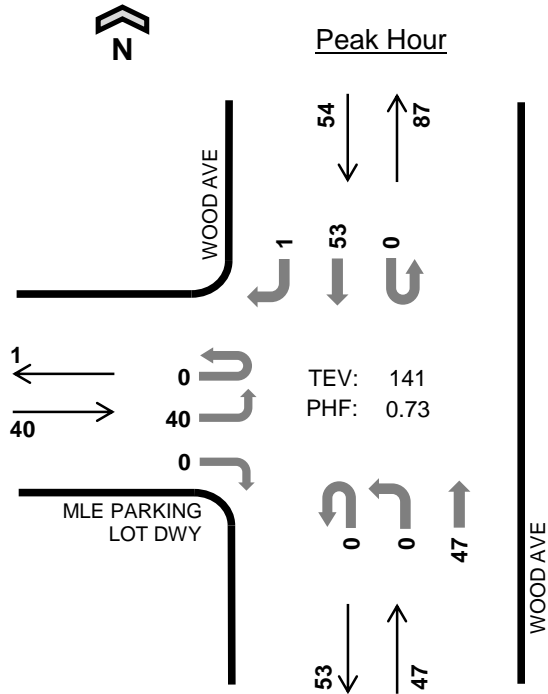
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Peak Hour	0	0	0	0	0	0	0	0	1	1	0	1	1	1	3

Count Summaries																		
Interval Start	MLE PARKING LOT DWY				GARY ST				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	1	0	0	0	1	0	14	0	0	2	1	0	4	2	1	26	0
2:15 PM	0	1	0	0	0	2	2	17	0	0	6	6	0	29	1	1	65	0
2:30 PM	0	1	0	0	0	1	1	34	0	0	1	1	0	28	1	4	72	0
2:45 PM	0	1	1	0	0	2	5	23	0	0	1	2	0	20	4	7	66	229
3:00 PM	0	1	0	0	0	4	0	27	0	0	19	8	0	21	2	17	99	302
3:15 PM	0	0	0	0	0	1	2	24	0	0	24	8	0	27	3	1	90	327
3:30 PM	0	3	3	0	0	4	1	25	0	0	3	7	0	22	8	3	79	334
3:45 PM	0	5	2	0	0	5	1	21	0	0	14	8	0	28	7	0	91	359
4:00 PM	0	4	0	0	0	7	6	20	0	1	11	9	0	33	10	3	104	364
4:15 PM	0	2	1	0	0	4	3	12	0	0	19	17	1	29	10	9	107	381
4:30 PM	0	2	1	0	0	2	1	9	0	0	3	4	1	48	4	5	80	382
4:45 PM	0	3	0	0	0	1	6	26	1	0	5	8	0	51	4	16	121	412
5:00 PM	0	8	0	0	0	3	6	24	0	0	26	5	4	49	6	12	143	451
5:15 PM	0	0	2	0	0	3	0	37	0	0	8	11	2	48	5	12	128	472
5:30 PM	0	2	2	0	0	5	4	20	0	0	7	5	2	34	7	10	98	490
5:45 PM	0	3	1	0	0	4	8	16	0	0	13	8	0	22	5	12	92	461
6:00 PM	0	1	0	0	0	2	5	6	0	0	8	4	0	15	2	5	48	366
6:15 PM	0	0	0	0	0	1	1	9	0	0	0	3	0	11	1	2	28	266
6:30 PM	0	1	0	0	0	0	2	11	0	0	2	1	0	16	3	2	38	206
6:45 PM	0	0	0	0	1	1	0	9	0	0	1	1	0	5	0	1	19	133
7:00 PM	0	1	1	0	0	1	1	9	0	0	5	1	0	11	1	2	33	118
7:15 PM	0	1	2	0	0	4	0	15	0	0	4	8	0	8	1	4	47	137
7:30 PM	0	1	1	0	0	0	0	5	0	0	2	5	0	37	1	1	53	152
7:45 PM	0	2	0	0	0	1	0	4	0	0	2	1	0	16	1	0	27	160
Count Total	0	44	17	0	1	59	55	417	1	1	186	132	10	612	89	130	1,754	0
Peak Hour	0	13	4	0	0	12	16	107	1	0	46	29	8	182	22	50	490	0

Note: Count summary volumes include heavy vehicles but exclude bicycles in overall count.

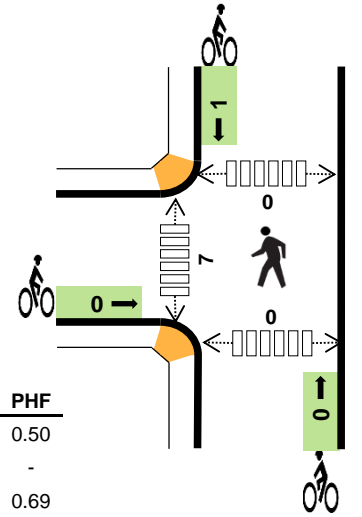
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	0	0	0	0	1	1	2	0	1	0	0	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5
2:30 PM	0	0	0	0	0	0	0	0	1	1	0	4	0	1	5
2:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	3
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3
3:15 PM	0	0	0	0	0	0	0	0	0	0	4	21	1	1	27
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	8	1	0	9
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	0	0	2	2	0	1	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	3	1	6	10	5	51	6	5	67
Peak Hour	0	0	0	0	0	0	0	0	1	1	0	1	1	1	3

WOOD AVE MLE PARKING LOT DWY



Date: Tue, May 02, 2017
 Count Period: 2:00 PM to 9:00 PM
 Peak Hour: 3:30 PM to 4:30 PM

	HV %:	PHF
EB	0.0%	0.50
WB	-	-
NB	0.0%	0.69
SB	0.0%	0.79
TOTAL	0.0%	0.73



Count Summaries

Interval Start	MLE PARKING LOT DWY				0				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:30 PM	0	7	0	0	0	0	0	0	0	0	3	0	0	0	12	0	22	0
3:45 PM	0	4	0	0	0	0	0	0	0	0	17	0	0	0	12	0	33	0
4:00 PM	0	9	0	0	0	0	0	0	0	0	12	0	0	0	17	0	38	0
4:15 PM	0	20	0	0	0	0	0	0	0	0	15	0	0	0	12	1	48	141
Peak Hour	0	40	0	0	0	0	0	0	0	0	47	0	0	0	53	1	141	0

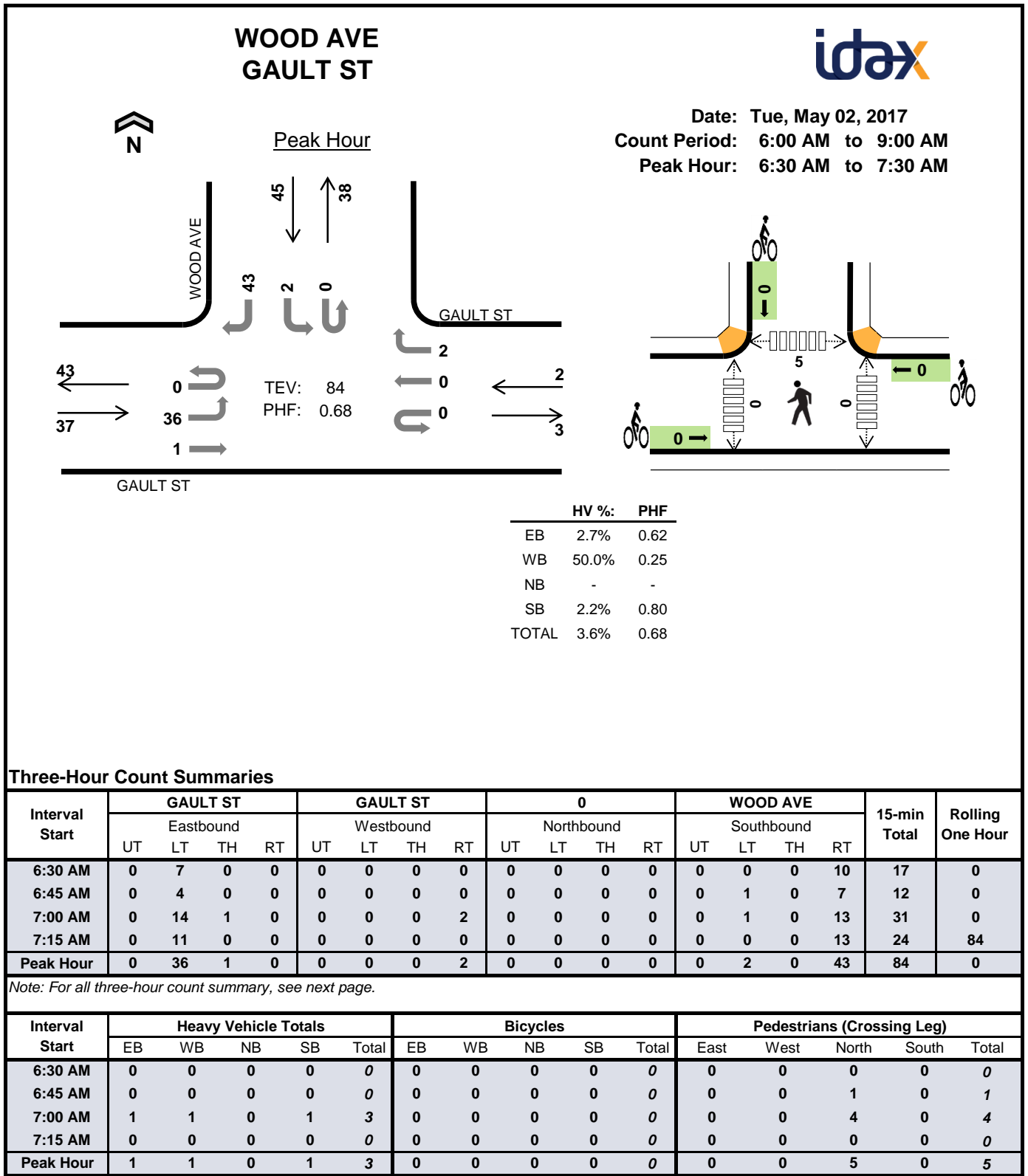
Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	1	1	0	7	0	0	7
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	1	1	0	7	0	0	7

Count Summaries																		
Interval Start	MLE PARKING LOT DWY				0				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	6	0
2:15 PM	0	4	0	0	0	0	0	0	0	0	8	0	0	0	3	0	15	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	6	0	9	34
3:00 PM	0	24	0	0	0	0	0	0	0	0	4	0	0	0	6	0	34	62
3:15 PM	0	17	0	1	0	0	0	0	0	0	10	0	1	0	6	0	35	82
3:30 PM	0	7	0	0	0	0	0	0	0	0	3	0	0	0	12	0	22	100
3:45 PM	0	4	0	0	0	0	0	0	0	0	17	0	0	0	12	0	33	124
4:00 PM	0	9	0	0	0	0	0	0	0	0	12	0	0	0	17	0	38	128
4:15 PM	0	20	0	0	0	0	0	0	0	0	15	0	0	0	12	1	48	141
4:30 PM	0	1	0	0	0	0	0	0	0	0	6	0	0	0	6	1	14	133
4:45 PM	0	2	0	0	0	0	0	0	0	0	10	0	0	0	7	0	19	119
5:00 PM	0	26	0	0	0	0	0	0	0	0	6	0	0	0	8	1	41	122
5:15 PM	0	9	0	0	0	0	0	0	0	0	9	0	4	0	7	1	30	104
5:30 PM	0	2	0	0	0	0	0	0	0	0	9	0	2	0	12	0	25	115
5:45 PM	0	6	0	0	0	0	0	0	0	0	14	0	0	0	6	2	28	124
6:00 PM	0	4	0	0	0	0	0	0	0	0	8	0	0	0	2	2	16	99
6:15 PM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	2	0	5	74
6:30 PM	0	1	0	0	0	0	0	0	0	0	2	0	0	0	3	0	6	55
6:45 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3	30
7:00 PM	0	4	0	0	0	0	0	0	0	0	1	0	0	0	1	1	7	21
7:15 PM	0	10	0	1	0	0	0	0	0	0	2	0	0	0	4	1	18	34
7:30 PM	0	5	0	0	0	0	0	0	0	0	2	0	0	0	1	0	8	36
7:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	38
Count Total	0	161	0	2	0	0	0	0	0	0	148	0	7	0	138	13	469	0
Peak Hour	0	40	0	0	0	0	0	0	0	0	47	0	0	0	53	1	141	0

Note: Count summary volumes include heavy vehicles but exclude bicycles in overall count.

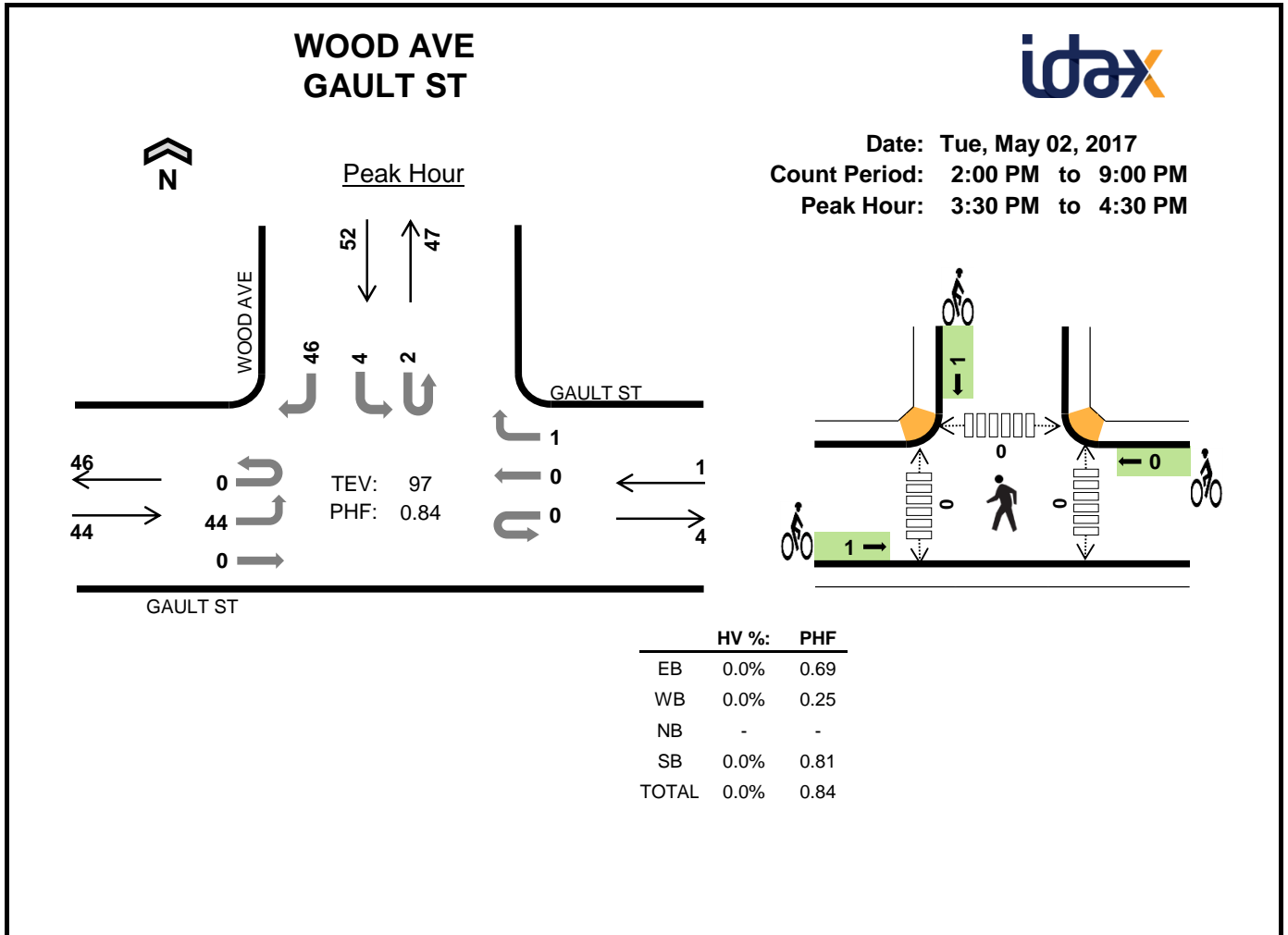
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0
2:15 PM	0	0	0	0	0	1	0	0	0	1	0	5	0	2	7
2:30 PM	0	0	0	0	0	0	0	0	1	1	0	4	0	1	5
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	2	5
3:15 PM	0	0	0	0	0	0	0	0	1	1	0	22	2	0	24
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	1	1	0	7	0	0	7
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	1	0	1	5	7	0	47	7	6	60
Peak Hr	0	0	0	0	0	0	0	0	1	1	0	7	0	0	7



Three-Hour Count Summaries																		
Interval Start	GAULT ST				GAULT ST				0				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6	0
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0
6:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	10	17	0
6:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	7	12	37
7:00 AM	0	14	1	0	0	0	0	2	0	0	0	0	0	1	0	13	31	62
7:15 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	13	24	84
7:30 AM	0	8	0	0	0	0	0	2	0	0	0	0	0	0	0	6	16	83
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	75
8:00 AM	0	8	0	0	0	0	0	1	0	0	0	0	0	1	1	9	20	64
8:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	1	0	11	18	58
8:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	0	1	8	17	59
8:45 AM	0	10	0	0	0	0	0	1	0	0	0	0	0	0	0	16	27	82
Count Total	0	80	1	0	0	0	0	6	0	0	0	0	0	2	4	101	194	0
Peak Hour	0	36	1	0	0	0	0	2	0	0	0	0	0	0	2	43	84	0

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
7:00 AM	1	1	0	1	3	0	0	0	0	0	0	0	4	0	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	1	1	0	1	3	0	2	0	0	2	0	0	9	0	9
Peak Hr	1	1	0	1	3	0	0	0	0	0	0	0	5	0	5



Count Summaries

Interval Start	GAULT ST Eastbound				GAULT ST Westbound				WOOD AVE Northbound				WOOD AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10	13	0
3:45 PM	0	16	0	0	0	0	0	0	0	0	0	0	1	0	0	12	29	0
4:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	16	28	0
4:15 PM	0	13	0	0	0	0	0	1	0	0	0	0	1	4	0	8	27	97
Peak Hour	0	44	0	0	0	0	0	1	0	0	0	0	2	4	0	46	97	0

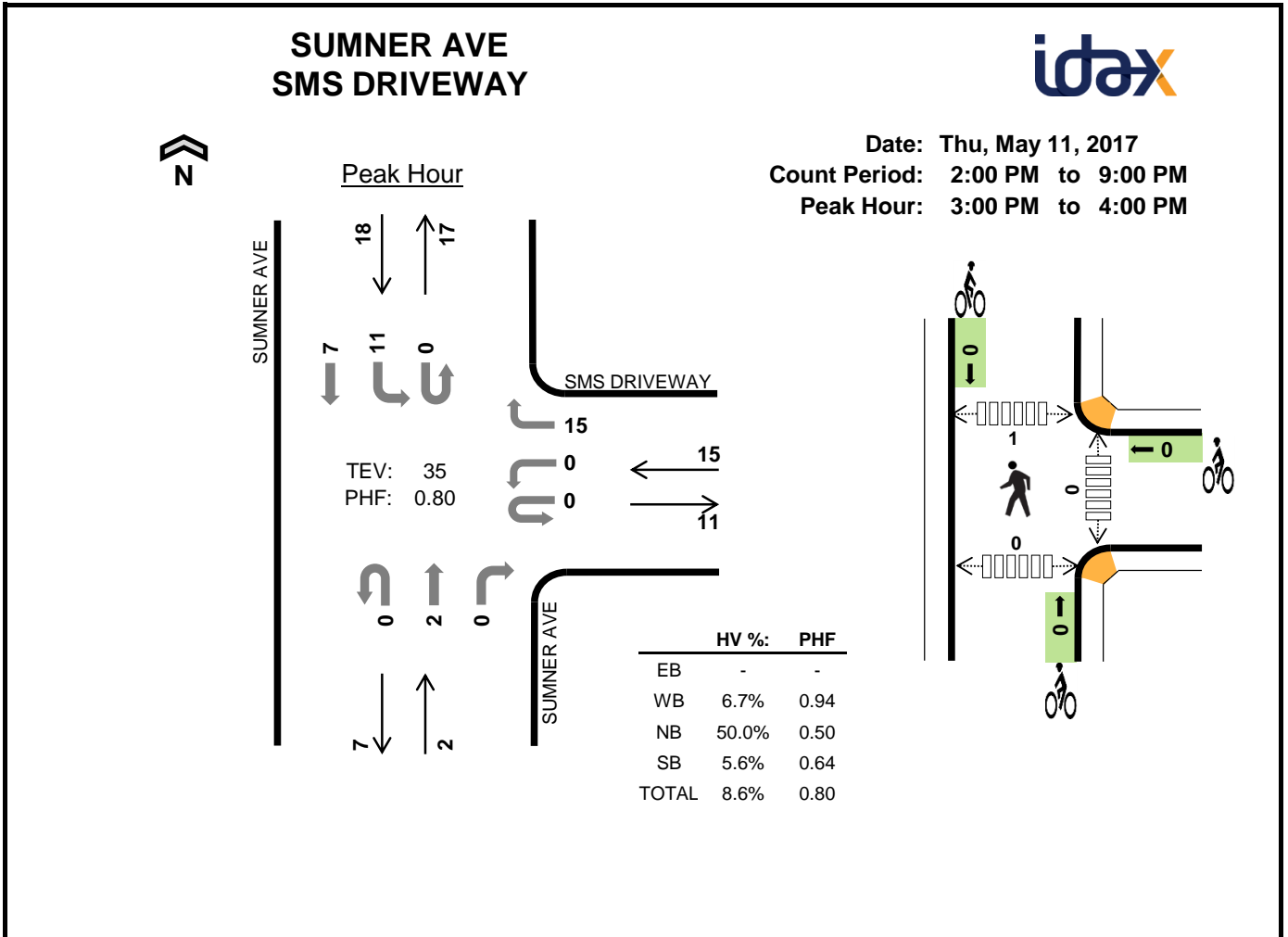
Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
Peak Hour	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0

Count Summaries																		
Interval Start	GAULT ST				GAULT ST				0				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4	7	0
2:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	2	0	0	1	8	0
2:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	3	0
2:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	4	8	26
3:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5	9	28
3:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	4	1	0	3	14	34
3:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	10	13	44	
3:45 PM	0	16	0	0	0	0	0	0	0	0	0	0	1	0	0	12	29	65
4:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	0	16	28	84	
4:15 PM	0	13	0	0	0	0	0	1	0	0	0	0	1	4	0	8	27	97
4:30 PM	0	4	0	0	0	0	0	2	0	0	0	0	0	0	0	5	11	95
4:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	1	1	0	6	17	83
5:00 PM	0	3	0	0	0	0	0	1	0	0	0	0	2	0	0	6	12	67
5:15 PM	0	7	0	0	0	0	0	2	0	0	0	0	0	0	0	6	15	55
5:30 PM	0	5	0	0	0	0	0	3	0	0	0	0	1	3	0	8	20	64
5:45 PM	0	12	0	0	0	0	0	1	0	0	0	0	1	0	0	7	21	68
6:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	1	0	0	0	8	64
6:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	3	52
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	34
6:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	15
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	8
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	1	6	11
7:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	11
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Count Total	0	112	0	0	0	0	0	13	0	0	0	0	21	16	0	104	266	0
Peak Hour	0	44	0	0	0	0	0	1	0	0	0	0	2	4	0	46	97	0

Note: Count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	1	1	3	0	4	0	7
2:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	3	0	3
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	1	1	2	0	0	4	6	3	0	18	0	21
Peak Hr	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0



Count Summaries

Interval Start	0				SMS DRIVEWAY				SUMNER AVE				SUMNER AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	4	0	0	1	0	0	2	0	0	7	0
3:15 PM	0	0	0	0	0	0	0	3	0	0	1	0	0	3	1	0	8	0
3:30 PM	0	0	0	0	0	0	0	4	0	0	0	0	0	4	3	0	11	0
3:45 PM	0	0	0	0	0	0	0	4	0	0	0	0	0	2	3	0	9	35
Peak Hour	0	0	0	0	0	0	0	15	0	0	2	0	0	11	7	0	35	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	1	1	1	3	0	0	0	0	0	0	0	1	0	1

Count Summaries																		
Interval Start	0				SMS DRIVEWAY				SUMNER AVE				SUMNER AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	3	0
2:30 PM	0	0	0	0	0	0	0	2	0	0	1	0	1	3	4	0	11	0
2:45 PM	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	6	22
3:00 PM	0	0	0	0	0	0	0	4	0	0	1	0	0	2	0	0	7	27
3:15 PM	0	0	0	0	0	0	0	3	0	0	1	0	0	3	1	0	8	32
3:30 PM	0	0	0	0	0	0	0	4	0	0	0	0	0	4	3	0	11	32
3:45 PM	0	0	0	0	0	0	0	4	0	0	0	0	0	2	3	0	9	35
4:00 PM	0	0	0	0	0	0	0	1	0	0	1	1	0	1	0	0	4	32
4:15 PM	0	0	0	0	0	0	0	2	0	0	1	0	0	2	0	0	5	29
4:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	0	0	1	0	4	22
4:45 PM	0	0	0	0	0	0	0	3	0	0	1	0	0	1	0	0	5	18
5:00 PM	0	0	0	0	0	0	0	6	0	0	0	0	0	1	3	0	10	24
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
5:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	3	18
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1	2	0	5	18
6:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	10
6:15 PM	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	0	5	15
6:30 PM	0	0	0	0	0	0	0	1	0	0	3	0	0	0	1	0	5	17
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	14
7:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	16
7:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	13
7:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	0	4	12
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Count Total	0	0	0	0	0	0	0	39	0	0	24	1	2	27	24	0	117	0
Peak Hour	0	0	0	0	0	0	0	15	0	0	2	0	0	11	7	0	35	0

Note: Count summary volumes include heavy vehicles but exclude bicycles in overall count.

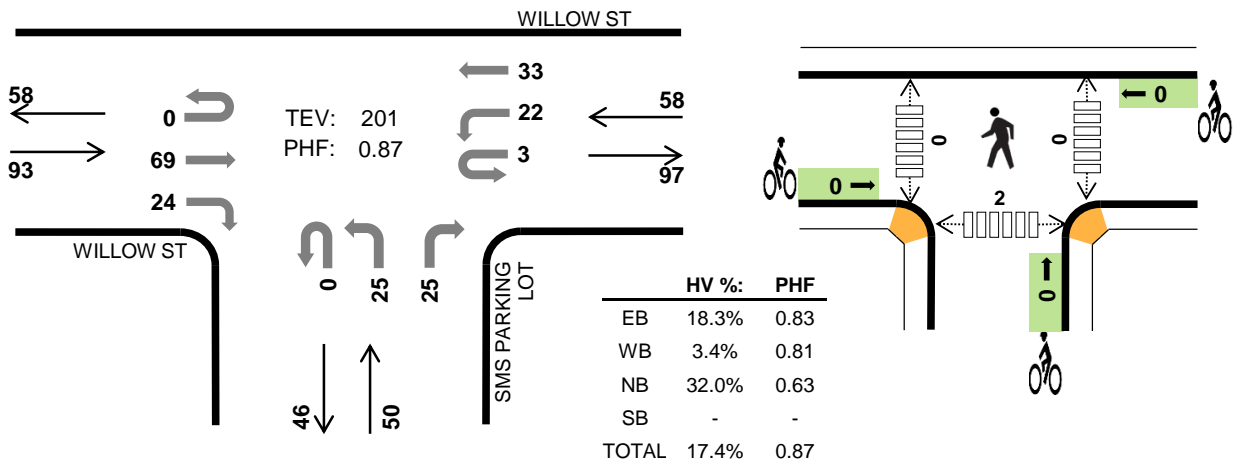
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	1	0	1	2	0	0	0	0	0	0	0	1	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	3	2	2	7	0	0	1	0	1	0	0	2	2	4
Peak Hr	0	1	1	1	3	0	0	0	0	0	0	0	1	0	1

SMS PARKING LOT WILLOW ST



Peak Hour

Date: Thu, May 11, 2017
 Count Period: 2:00 PM to 9:00 PM
 Peak Hour: 2:15 PM to 3:15 PM



Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				SMS PARKING LOT Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:15 PM	0	0	18	10	3	4	6	0	0	10	0	5	0	0	0	0	56	0
2:30 PM	0	0	16	7	0	5	10	0	0	10	0	10	0	0	0	0	58	0
2:45 PM	0	0	17	2	0	6	6	0	0	4	0	6	0	0	0	0	41	0
3:00 PM	0	0	18	5	0	7	11	0	0	1	0	4	0	0	0	0	46	201
Peak Hour	0	0	69	24	3	22	33	0	0	25	0	25	0	0	0	0	201	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:15 PM	8	1	8	0	17	0	0	0	0	0	0	0	0	0	0
2:30 PM	7	1	7	0	15	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
3:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	2	2
Peak Hour	17	2	16	0	35	0	0	0	0	0	0	0	0	2	2

Count Summaries																		
Interval Start	WILLOW ST				WILLOW ST				SMS PARKING LOT				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	8	4	1	0	2	0	0	0	0	0	0	0	0	15	0	
2:15 PM	0	0	18	10	3	4	6	0	0	10	0	5	0	0	0	56	0	
2:30 PM	0	0	16	7	0	5	10	0	0	10	0	10	0	0	0	58	0	
2:45 PM	0	0	17	2	0	6	6	0	0	4	0	6	0	0	0	41	170	
3:00 PM	0	0	18	5	0	7	11	0	0	1	0	4	0	0	0	46	201	
3:15 PM	0	0	13	2	2	11	23	0	0	2	0	3	0	0	0	56	201	
3:30 PM	0	0	4	5	0	18	6	0	0	7	0	8	0	0	0	48	191	
3:45 PM	0	0	11	2	1	14	4	0	0	2	0	10	0	0	0	44	194	
4:00 PM	0	0	13	1	0	10	2	0	0	4	0	14	0	0	0	44	192	
4:15 PM	0	0	4	3	0	7	5	0	0	2	0	12	0	0	0	33	169	
4:30 PM	0	0	4	0	0	2	1	0	0	0	0	7	0	0	0	14	135	
4:45 PM	0	0	8	2	0	4	7	0	0	6	0	7	0	0	0	34	125	
5:00 PM	0	0	7	1	0	6	5	0	0	4	0	18	0	0	0	41	122	
5:15 PM	0	0	7	4	0	16	3	0	0	1	0	32	0	0	0	63	152	
5:30 PM	0	0	3	2	0	4	1	0	0	1	0	3	0	0	0	14	152	
5:45 PM	0	0	7	2	0	13	2	0	0	2	0	7	0	0	0	33	151	
6:00 PM	0	0	11	5	0	12	5	0	0	1	0	8	0	0	0	42	152	
6:15 PM	0	0	9	0	0	2	5	0	0	1	0	5	0	0	0	22	111	
6:30 PM	0	0	8	0	0	4	2	0	0	0	0	0	0	0	0	14	111	
6:45 PM	0	0	6	0	0	4	5	0	0	0	0	1	0	0	0	16	94	
7:00 PM	0	0	4	3	0	6	6	0	0	0	0	6	0	0	0	25	77	
7:15 PM	0	0	4	0	0	8	6	0	0	0	0	5	0	0	0	23	78	
7:30 PM	0	0	5	0	0	5	5	0	0	4	0	26	0	0	0	45	109	
7:45 PM	0	0	1	0	0	2	3	0	0	0	0	10	0	0	0	16	109	
Count Total	0	0	206	60	7	170	131	0	0	62	0	207	0	0	0	843	0	
Peak Hour	0	0	69	24	3	22	33	0	0	25	0	25	0	0	0	201	0	

Note: Count summary volumes include heavy vehicles but exclude bicycles in overall count.

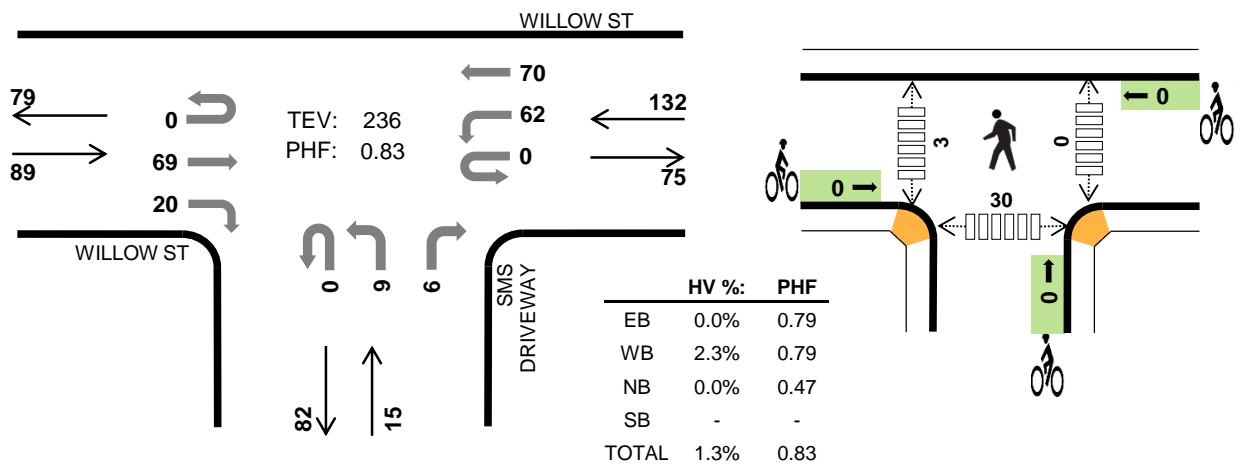
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
2:15 PM	8	1	8	0	17	0	0	0	0	0	0	0	0	0	0
2:30 PM	7	1	7	0	15	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
3:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	2	2	2
3:15 PM	1	1	0	0	2	0	0	0	0	0	0	0	8	8	8
3:30 PM	2	0	3	0	5	0	0	0	0	0	0	0	2	2	2
3:45 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	3	0	3	0	0	0	0	0	0	0	1	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
6:00 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0
6:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	27	4	23	0	54	0	0	0	0	0	0	0	20	20	20
Peak Hr	17	2	16	0	35	0	0	0	0	0	0	0	2	2	2

SMS DRIVEWAY WILLOW ST



Peak Hour

Date: Thu, May 11, 2017
 Count Period: 2:00 PM to 9:00 PM
 Peak Hour: 2:30 PM to 3:30 PM



Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				SMS DRIVEWAY Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:30 PM	0	0	22	6	0	29	13	0	0	0	0	1	0	0	0	0	71	0
2:45 PM	0	0	16	6	0	8	11	0	0	0	0	3	0	0	0	0	44	0
3:00 PM	0	0	16	6	0	13	18	0	0	2	0	1	0	0	0	0	56	0
3:15 PM	0	0	15	2	0	12	28	0	0	7	0	1	0	0	0	0	65	236
Peak Hour	0	0	69	20	0	62	70	0	0	9	0	6	0	0	0	0	236	0

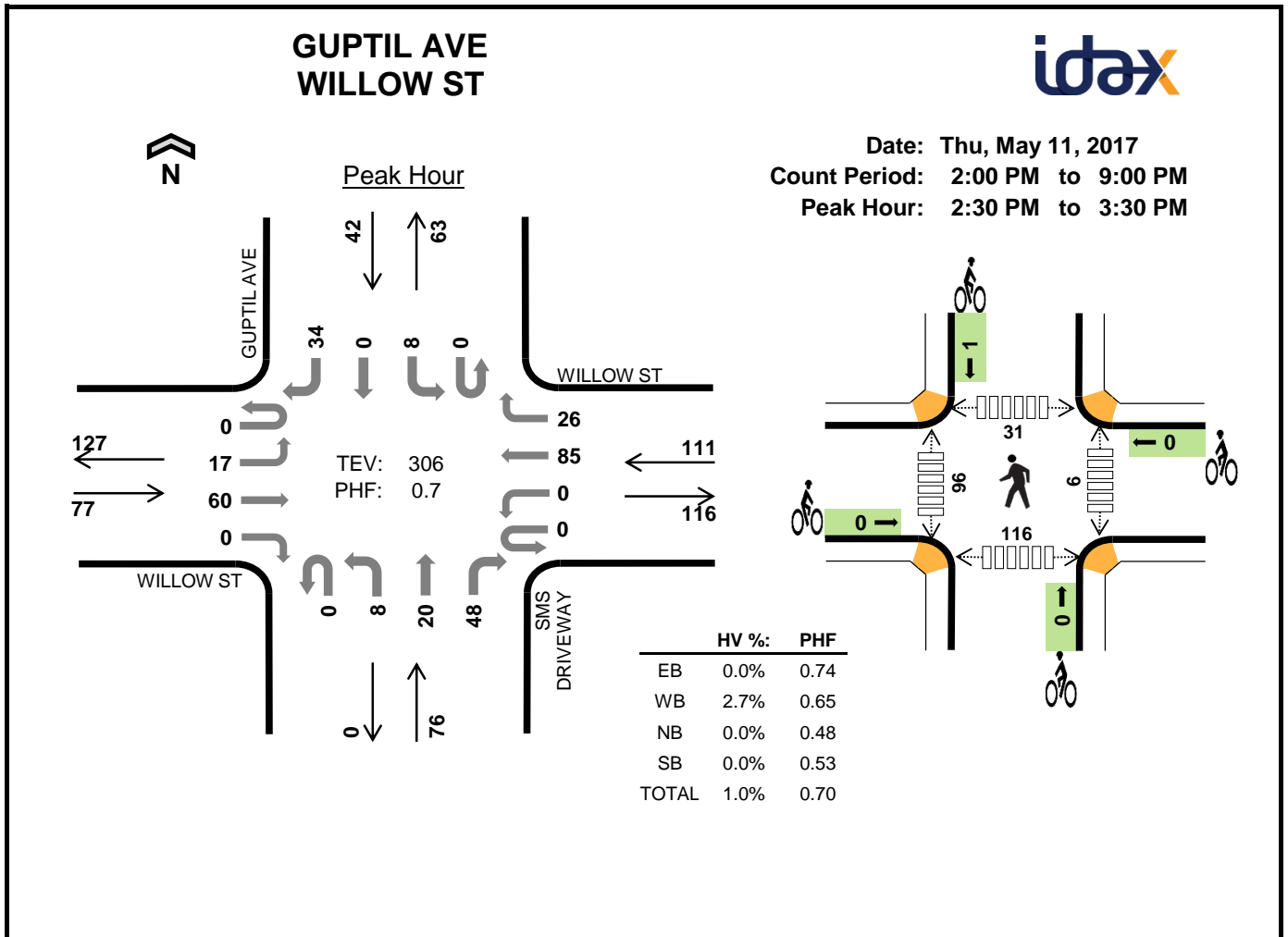
Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	6	6
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	8	11
3:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	6	6
Peak Hour	0	3	0	0	3	0	0	0	0	0	0	3	0	30	33

Count Summaries																		
Interval Start	WILLOW ST				WILLOW ST				SMS DRIVEWAY				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	4	0	0	6	3	0	0	0	0	0	0	0	0	0	13	0
2:15 PM	0	0	24	5	2	18	13	0	0	0	0	0	0	0	0	0	62	0
2:30 PM	0	0	22	6	0	29	13	0	0	0	0	1	0	0	0	0	71	0
2:45 PM	0	0	16	6	0	8	11	0	0	0	0	3	0	0	0	0	44	190
3:00 PM	0	0	16	6	0	13	18	0	0	2	0	1	0	0	0	0	56	233
3:15 PM	0	0	15	2	0	12	28	0	0	7	0	1	0	0	0	0	65	236
3:30 PM	0	0	12	0	0	17	21	0	0	0	0	1	0	0	0	0	51	216
3:45 PM	0	0	20	3	0	5	20	0	0	0	0	0	0	0	0	0	48	220
4:00 PM	0	0	23	3	0	10	13	0	0	0	0	0	0	0	0	0	49	213
4:15 PM	0	0	12	3	1	9	12	0	0	0	0	0	0	0	0	0	37	185
4:30 PM	0	0	8	0	0	5	4	0	0	0	0	0	0	0	0	0	17	151
4:45 PM	0	0	20	0	0	5	13	0	0	0	0	2	0	0	0	0	40	143
5:00 PM	0	0	23	3	0	5	10	0	0	0	0	2	0	0	0	0	43	137
5:15 PM	0	0	37	0	0	0	17	0	0	1	0	0	0	0	0	0	55	155
5:30 PM	0	0	7	0	0	1	5	0	0	0	0	0	0	0	0	0	13	151
5:45 PM	0	0	14	0	0	3	17	0	0	0	0	0	0	0	0	0	34	145
6:00 PM	0	0	18	1	0	3	13	0	0	2	0	1	0	0	0	0	38	140
6:15 PM	0	0	14	0	0	3	8	0	0	0	0	1	0	0	0	0	26	111
6:30 PM	0	0	8	0	0	2	4	0	0	1	0	1	0	0	0	0	16	114
6:45 PM	0	0	6	0	0	1	6	0	0	1	0	0	0	0	0	0	14	94
7:00 PM	0	0	10	0	0	0	12	0	0	0	0	0	0	0	0	0	22	78
7:15 PM	0	0	8	1	0	1	13	0	0	0	0	1	0	0	0	0	24	76
7:30 PM	0	0	32	0	0	0	11	0	0	1	0	0	0	0	0	0	44	104
7:45 PM	0	0	10	0	1	0	3	0	0	0	0	0	0	0	0	0	14	104
Count Total	0	0	379	39	4	156	288	0	0	15	0	15	0	0	0	0	896	0
Peak Hour	0	0	69	20	0	62	70	0	0	9	0	6	0	0	0	0	236	0

Note: Count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	46	46
2:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	6	6
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	8	11
3:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	6	6
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
3:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	4	4
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	4	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	3	6	0	0	9	0	0	0	0	0	0	3	0	95	98
Peak Hr	0	3	0	0	3	0	0	0	0	0	0	3	0	30	33



Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				SMS DRIVEWAY Northbound				GUPTIL AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:30 PM	0	9	17	0	0	0	21	3	0	5	13	22	0	4	0	16	110	0
2:45 PM	0	2	14	0	0	0	11	3	0	2	0	6	0	2	0	7	47	0
3:00 PM	0	1	16	0	0	0	22	8	0	1	1	6	0	0	0	7	62	0
3:15 PM	0	5	13	0	0	0	31	12	0	0	6	14	0	2	0	4	87	306
Peak Hour	0	17	60	0	0	0	85	26	0	8	20	48	0	8	0	34	306	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:30 PM	0	1	0	0	1	0	0	0	1	1	0	6	0	3	9
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	1	7	11
3:00 PM	0	0	0	0	0	0	0	0	0	0	6	68	26	77	177
3:15 PM	0	2	0	0	2	0	0	0	0	0	0	19	4	29	52
Peak Hour	0	3	0	0	3	0	0	0	1	1	6	96	31	116	249

Count Summaries																		
Interval Start	WILLOW ST				WILLOW ST				SMS DRIVEWAY				GUPTIL AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	2	2	0	0	0	10	0	0	0	0	0	0	0	0	1	15	0
2:15 PM	0	9	17	0	0	0	25	4	0	0	7	16	0	0	0	7	85	0
2:30 PM	0	9	17	0	0	0	21	3	0	5	13	22	0	4	0	16	110	0
2:45 PM	0	2	14	0	0	0	11	3	0	2	0	6	0	2	0	7	47	257
3:00 PM	0	1	16	0	0	0	22	8	0	1	1	6	0	0	0	7	62	304
3:15 PM	0	5	13	0	0	0	31	12	0	0	6	14	0	2	0	4	87	306
3:30 PM	0	2	11	0	0	0	28	0	0	4	8	4	0	0	0	7	64	260
3:45 PM	0	0	20	0	0	0	18	0	0	1	2	2	0	0	0	5	48	261
4:00 PM	0	2	20	0	0	0	16	1	0	3	5	8	0	1	0	3	59	258
4:15 PM	0	0	12	0	0	0	13	0	0	1	1	3	0	0	0	8	38	209
4:30 PM	0	1	7	0	0	0	8	0	0	0	0	0	0	0	0	2	18	163
4:45 PM	0	3	20	0	0	0	15	0	0	2	2	11	0	0	0	1	54	169
5:00 PM	0	2	24	0	1	0	11	2	0	1	0	0	0	0	0	3	44	154
5:15 PM	0	6	31	0	0	0	17	0	0	0	0	0	0	0	0	0	54	170
5:30 PM	0	1	6	0	0	0	7	0	0	0	1	0	0	4	0	0	19	171
5:45 PM	0	2	12	0	1	0	18	3	0	0	0	0	0	0	0	0	36	153
6:00 PM	0	3	16	0	1	0	13	3	0	1	0	0	0	0	0	3	40	149
6:15 PM	0	3	12	0	0	0	10	4	0	0	1	2	0	1	0	0	33	128
6:30 PM	0	0	9	0	0	2	6	4	0	0	0	1	0	0	0	0	22	131
6:45 PM	0	0	6	0	1	0	8	1	0	0	0	0	0	1	0	0	17	112
7:00 PM	0	0	10	0	0	0	12	1	0	0	1	0	0	0	0	0	24	96
7:15 PM	0	0	9	0	0	0	13	0	0	0	0	0	0	1	0	0	23	86
7:30 PM	0	0	32	0	0	1	10	1	0	0	0	0	0	0	0	1	45	109
7:45 PM	0	1	10	0	0	0	4	1	0	0	0	1	0	1	0	0	18	110
Count Total	0	54	346	0	4	3	347	51	0	21	48	96	0	17	0	75	1,062	0
Peak Hour	0	17	60	0	0	0	85	26	0	8	20	48	0	8	0	34	306	0

Note: Count summary volumes include heavy vehicles but exclude bicycles in overall count.

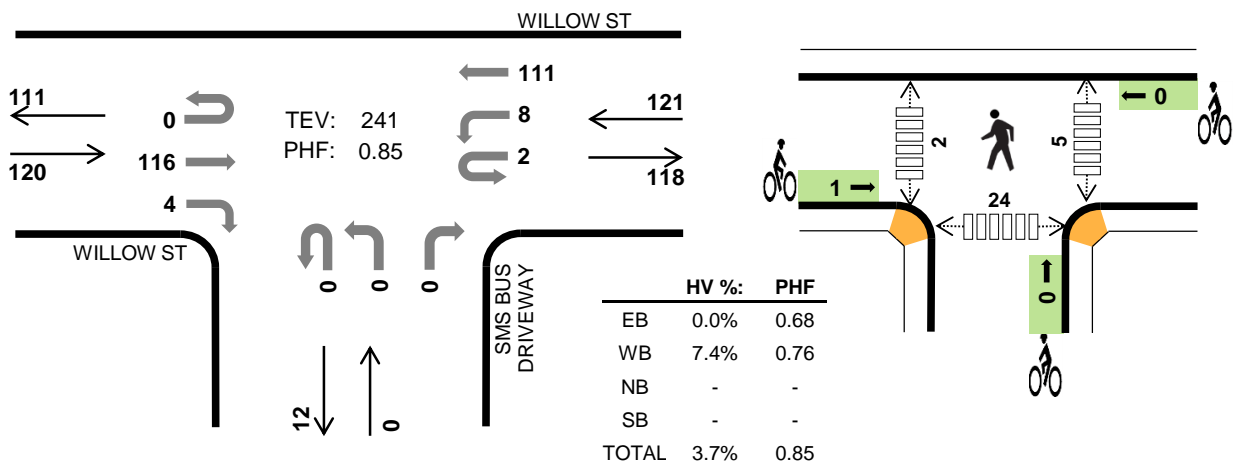
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
2:15 PM	1	0	0	1	2	0	0	1	0	1	0	34	0	9	43
2:30 PM	0	1	0	0	1	0	0	0	1	1	0	6	0	3	9
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	1	7	11
3:00 PM	0	0	0	0	0	0	0	0	0	0	6	68	26	77	177
3:15 PM	0	2	0	0	2	0	0	0	0	0	0	19	4	29	52
3:30 PM	0	0	0	0	0	0	0	1	0	1	2	1	0	1	4
3:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2
4:00 PM	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3
4:15 PM	0	0	1	1	2	0	0	0	0	0	0	2	0	1	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	1	6	10
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	3	1	1	6
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
6:15 PM	2	0	0	0	2	0	0	0	0	0	3	0	0	2	5
6:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	3
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	3	3	2	3	11	0	0	2	1	3	16	144	36	141	337
Peak Hour	0	3	0	0	3	0	0	0	1	1	6	96	31	116	249

SMS BUS DRIVEWAY WILLOW ST



Peak Hour

Date: Thu, May 11, 2017
 Count Period: 2:00 PM to 9:00 PM
 Peak Hour: 2:30 PM to 3:30 PM



Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				SMS BUS DRIVEWAY Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:30 PM	0	0	41	3	0	0	25	0	0	0	0	0	0	0	0	0	69	0
2:45 PM	0	0	23	0	0	1	16	0	0	0	0	0	0	0	0	0	40	0
3:00 PM	0	0	21	0	2	6	32	0	0	0	0	0	0	0	0	0	61	0
3:15 PM	0	0	31	1	0	1	38	0	0	0	0	0	0	0	0	0	71	241
Peak Hour	0	0	116	4	2	8	111	0	0	0	0	0	0	0	0	0	241	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:30 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	3	3
2:45 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	4	5
3:00 PM	0	5	0	0	5	0	0	0	0	0	3	1	0	13	17
3:15 PM	0	2	0	0	2	0	0	0	0	0	1	1	0	4	6
Peak Hour	0	9	0	0	9	1	0	0	0	1	5	2	0	24	31

Count Summaries																		
Interval Start	WILLOW ST				WILLOW ST				SMS BUS DRIVEWAY				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	2	0	0	2	11	0	0	0	0	0	0	0	0	15	0	
2:15 PM	0	0	31	1	0	0	29	0	0	0	0	0	0	0	0	61	0	
2:30 PM	0	0	41	3	0	0	25	0	0	0	0	0	0	0	0	69	0	
2:45 PM	0	0	23	0	0	1	16	0	0	0	0	0	0	0	0	40	185	
3:00 PM	0	0	21	0	2	6	32	0	0	0	0	0	0	0	0	61	231	
3:15 PM	0	0	31	1	0	1	38	0	0	0	0	0	0	0	0	71	241	
3:30 PM	1	0	14	1	0	0	29	0	0	0	0	0	0	0	0	45	217	
3:45 PM	0	0	21	0	0	0	18	0	0	0	0	0	0	0	0	39	216	
4:00 PM	0	0	28	0	0	0	16	0	0	0	0	0	0	0	0	44	199	
4:15 PM	0	0	18	0	0	0	13	0	0	0	0	0	0	0	0	31	159	
4:30 PM	0	0	8	0	0	0	7	0	0	0	0	0	0	0	0	15	129	
4:45 PM	0	0	31	0	0	1	16	0	0	0	0	0	0	0	0	48	138	
5:00 PM	0	0	31	1	0	1	14	0	0	0	0	0	0	0	0	47	141	
5:15 PM	0	0	39	3	0	5	17	0	0	0	0	0	0	0	0	64	174	
5:30 PM	0	0	11	1	0	5	8	0	0	0	0	0	0	0	0	25	184	
5:45 PM	0	0	13	0	0	6	23	0	0	0	0	0	0	0	0	42	178	
6:00 PM	0	0	14	3	0	4	19	0	0	0	0	0	0	0	0	40	171	
6:15 PM	0	0	15	1	0	5	18	0	0	0	0	0	0	0	0	39	146	
6:30 PM	0	0	8	2	0	3	16	0	0	0	0	0	0	0	0	29	150	
6:45 PM	0	0	7	1	0	5	13	0	0	0	0	0	0	0	0	26	134	
7:00 PM	0	0	10	0	0	3	14	0	0	0	0	0	0	0	0	27	121	
7:15 PM	0	0	10	0	0	3	15	0	0	0	0	0	0	0	0	28	110	
7:30 PM	0	0	30	2	0	3	14	0	0	0	0	0	0	0	0	49	130	
7:45 PM	0	0	11	1	0	0	4	0	0	0	0	0	0	0	0	16	120	
Count Total	1	0	468	21	2	54	425	0	0	0	0	0	0	0	0	971	0	
Peak Hour	0	0	116	4	2	8	111	0	0	0	0	0	0	0	0	241	0	

Note: Count summary volumes include heavy vehicles but exclude bicycles in overall count.

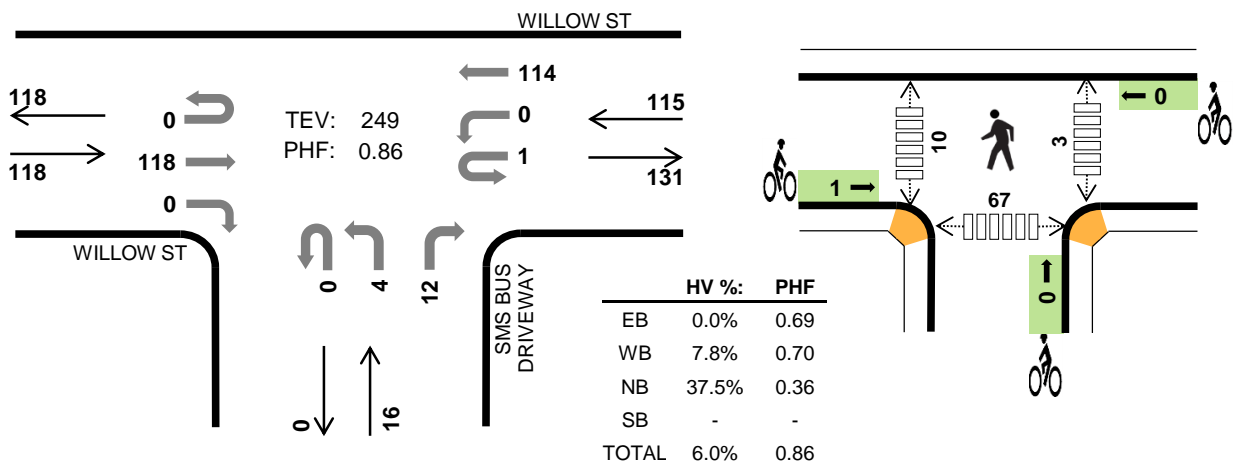
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	14	14
2:30 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	3	3
2:45 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	4	5
3:00 PM	0	5	0	0	5	0	0	0	0	0	3	1	0	13	17
3:15 PM	0	2	0	0	2	0	0	0	0	0	1	1	0	4	6
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	1	5
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	3	9	0	0	12	1	0	0	0	1	10	2	0	50	62
Peak Hr	0	9	0	0	9	1	0	0	0	1	5	2	0	24	31

SMS BUS DRIVEWAY WILLOW ST



Peak Hour

Date: Thu, May 11, 2017
 Count Period: 2:00 PM to 9:00 PM
 Peak Hour: 2:30 PM to 3:30 PM



Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				SMS BUS DRIVEWAY Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:30 PM	0	0	43	0	0	0	24	0	0	2	0	3	0	0	0	0	72	0
2:45 PM	0	0	23	0	0	0	21	0	0	0	0	0	0	0	0	0	44	0
3:00 PM	0	0	22	0	1	0	40	0	0	0	0	0	0	0	0	0	63	0
3:15 PM	0	0	30	0	0	0	29	0	0	2	0	9	0	0	0	0	70	249
Peak Hour	0	0	118	0	1	0	114	0	0	4	0	12	0	0	0	0	249	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:30 PM	0	1	0	0	1	1	0	0	0	1	0	1	0	4	5
2:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	2	2
3:00 PM	0	5	0	0	5	0	0	0	0	0	3	7	0	48	58
3:15 PM	0	2	6	0	8	0	0	0	0	0	0	2	0	13	15
Peak Hour	0	9	6	0	15	1	0	0	0	1	3	10	0	67	80

Count Summaries																		
Interval Start	WILLOW ST				WILLOW ST				SMS BUS DRIVEWAY				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	2	0	0	0	13	0	0	0	0	0	0	0	0	15	0	
2:15 PM	0	0	30	0	0	0	30	0	0	0	0	0	0	0	0	60	0	
2:30 PM	0	0	43	0	0	0	24	0	0	2	0	3	0	0	0	72	0	
2:45 PM	0	0	23	0	0	0	21	0	0	0	0	0	0	0	0	44	191	
3:00 PM	0	0	22	0	1	0	40	0	0	0	0	0	0	0	0	63	239	
3:15 PM	0	0	30	0	0	0	29	0	0	2	0	9	0	0	0	70	249	
3:30 PM	0	0	14	0	0	0	28	0	0	1	0	1	0	0	0	44	221	
3:45 PM	0	0	21	0	0	0	19	0	0	0	0	0	0	0	0	40	217	
4:00 PM	0	0	29	0	0	0	18	0	0	0	0	1	0	0	0	48	202	
4:15 PM	0	0	18	0	0	0	13	0	0	0	0	0	0	0	0	31	163	
4:30 PM	0	0	8	0	0	0	9	0	0	0	0	0	0	0	0	17	136	
4:45 PM	0	0	32	0	0	0	15	0	0	0	0	1	0	0	0	48	144	
5:00 PM	0	0	31	0	0	0	15	0	0	0	0	2	0	0	0	48	144	
5:15 PM	0	0	39	0	0	0	22	0	0	0	0	1	0	0	0	62	175	
5:30 PM	0	0	10	0	0	0	15	0	0	1	0	1	0	0	0	27	185	
5:45 PM	0	0	14	0	0	0	33	0	0	0	0	0	0	0	0	47	184	
6:00 PM	0	0	14	0	0	0	23	0	0	1	0	1	0	0	0	39	175	
6:15 PM	0	0	14	0	0	0	23	0	0	2	0	5	0	0	0	44	157	
6:30 PM	0	0	7	0	0	0	18	0	0	1	0	6	0	0	0	32	162	
6:45 PM	0	0	8	0	0	0	15	0	0	1	0	3	0	0	0	27	142	
7:00 PM	0	0	10	0	0	0	15	0	0	1	0	5	0	0	0	31	134	
7:15 PM	0	0	10	0	0	0	16	0	0	1	0	4	0	0	0	31	121	
7:30 PM	0	0	30	0	0	0	16	0	0	0	0	4	0	0	0	50	139	
7:45 PM	0	0	11	0	0	0	4	0	0	0	0	4	0	0	0	19	131	
Count Total	0	0	470	0	1	0	474	0	0	13	0	51	0	0	0	1,009	0	
Peak Hour	0	0	118	0	1	0	114	0	0	4	0	12	0	0	0	249	0	

Note: Count summary volumes include heavy vehicles but exclude bicycles in overall count.

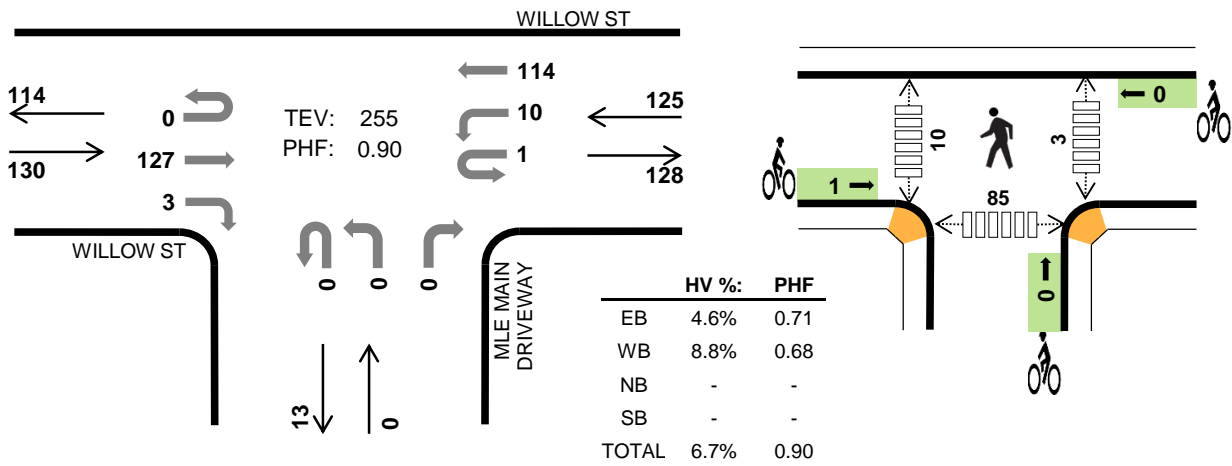
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	1	1	0	0	2	3	0	0	0	3	0	3	0	8	11
2:30 PM	0	1	0	0	1	1	0	0	0	1	0	1	0	4	5
2:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	2	2
3:00 PM	0	5	0	0	5	0	0	0	0	0	3	7	0	48	58
3:15 PM	0	2	6	0	8	0	0	0	0	0	0	2	0	13	15
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
3:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	4	4
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	9	0	13	24
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	3	8
7:00 PM	0	0	0	0	0	0	0	0	0	0	2	4	0	3	9
7:15 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	1	4
7:45 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	2	4
Count Total	4	10	6	0	20	4	0	1	0	5	9	39	0	106	154
Peak Hr	0	9	6	0	15	1	0	0	0	1	3	10	0	67	80

MLE MAIN DRIVEWAY WILLOW ST



Peak Hour

Date: Thu, May 11, 2017
 Count Period: 2:00 PM to 9:00 PM
 Peak Hour: 2:30 PM to 3:30 PM



Count Summaries

Interval Start	WILLOW ST Eastbound				WILLOW ST Westbound				MLE MAIN DRIVEWAY Northbound				MLE MAIN DRIVEWAY Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:30 PM	0	0	45	1	0	1	24	0	0	0	0	0	0	0	0	0	71	0
2:45 PM	0	0	21	2	0	2	21	0	0	0	0	0	0	0	0	0	46	0
3:00 PM	0	0	22	0	1	5	40	0	0	0	0	0	0	0	0	0	68	0
3:15 PM	0	0	39	0	0	2	29	0	0	0	0	0	0	0	0	0	70	255
Peak Hour	0	0	127	3	1	10	114	0	0	0	0	0	0	0	0	0	255	0

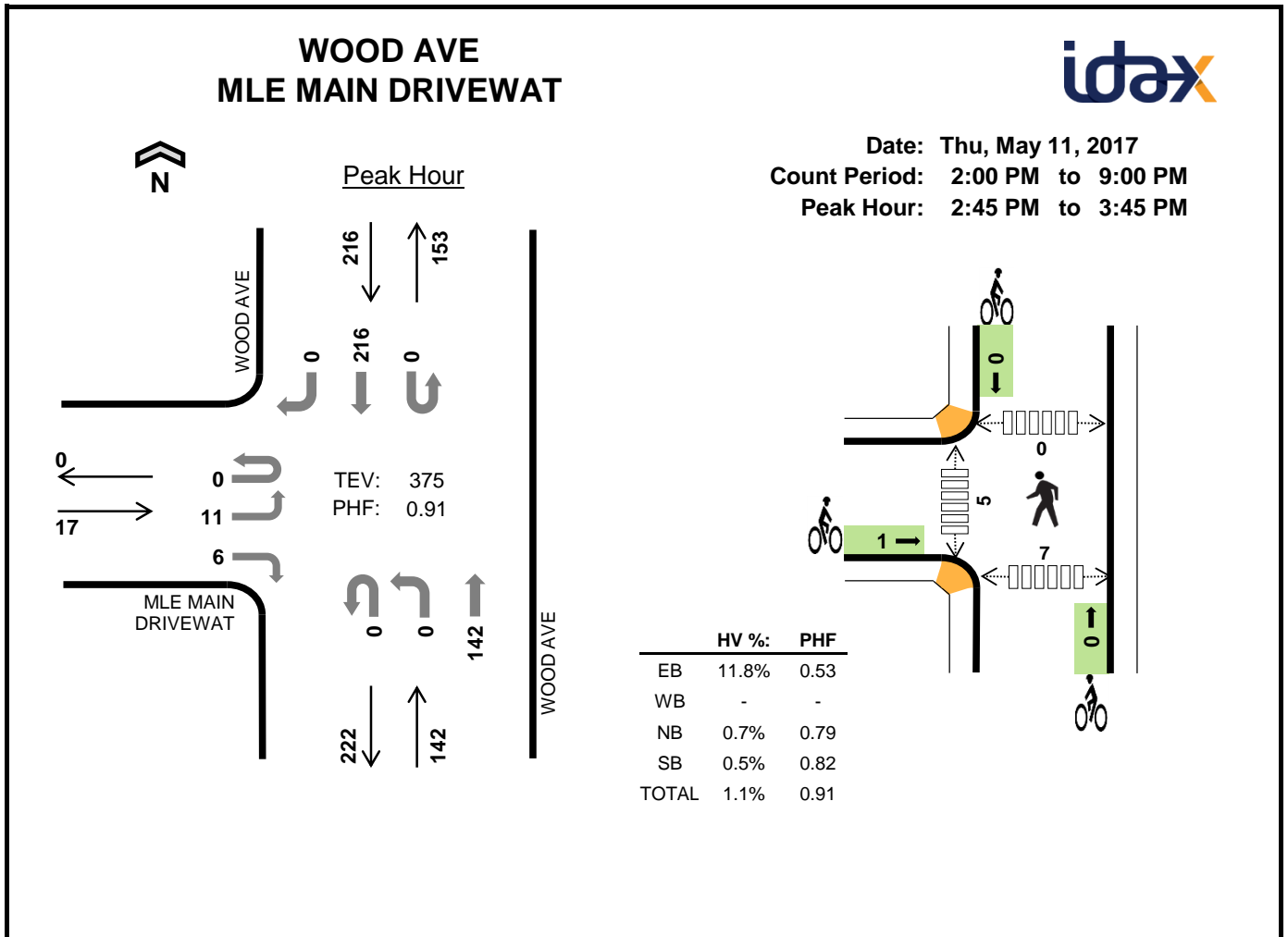
Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:30 PM	0	1	0	0	1	1	0	0	0	1	0	1	0	4	5
2:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	3	3
3:00 PM	0	6	0	0	6	0	0	0	0	0	3	7	0	55	65
3:15 PM	6	2	0	0	8	0	0	0	0	0	0	2	0	23	25
Peak Hour	6	11	0	0	17	1	0	0	0	1	3	10	0	85	98

Count Summaries																		
Interval Start	WILLOW ST				WILLOW ST				MLE MAIN DRIVEWAY				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	1	1	0	1	13	0	0	0	0	0	0	0	0	0	16	0
2:15 PM	0	0	27	3	0	1	30	0	0	0	0	0	0	0	0	0	61	0
2:30 PM	0	0	45	1	0	1	24	0	0	0	0	0	0	0	0	0	71	0
2:45 PM	0	0	21	2	0	2	21	0	0	0	0	0	0	0	0	0	46	194
3:00 PM	0	0	22	0	1	5	40	0	0	0	0	0	0	0	0	0	68	246
3:15 PM	0	0	39	0	0	2	29	0	0	0	0	0	0	0	0	0	70	255
3:30 PM	0	0	15	0	0	1	28	0	0	0	0	0	0	0	0	0	44	228
3:45 PM	0	0	21	0	0	3	19	0	0	0	0	0	0	0	0	0	43	225
4:00 PM	0	0	30	0	0	1	18	0	0	0	0	0	0	0	0	0	49	206
4:15 PM	0	0	18	0	0	0	13	0	0	0	0	0	0	0	0	0	31	167
4:30 PM	0	0	8	0	0	1	9	0	0	0	0	0	0	0	0	0	18	141
4:45 PM	0	0	33	1	0	3	14	0	0	1	0	1	0	0	0	0	53	151
5:00 PM	0	0	31	2	0	3	14	0	0	1	0	0	0	0	0	0	51	153
5:15 PM	0	0	40	1	0	2	22	0	0	0	0	1	0	0	0	0	66	188
5:30 PM	0	0	10	1	0	6	14	0	0	1	0	0	0	0	0	0	32	202
5:45 PM	0	0	13	1	0	3	33	0	0	0	0	0	0	0	0	0	50	199
6:00 PM	0	0	14	2	0	4	23	0	0	0	0	0	0	0	0	0	43	191
6:15 PM	0	0	17	3	0	5	23	0	0	0	0	0	0	0	0	0	48	173
6:30 PM	0	0	11	4	0	2	18	0	0	0	0	0	0	0	0	0	35	176
6:45 PM	0	0	11	0	0	0	15	0	0	0	0	0	0	0	0	0	26	152
7:00 PM	0	0	15	1	0	3	15	0	0	0	0	0	0	0	0	0	34	143
7:15 PM	0	0	14	0	0	1	16	0	0	0	0	0	0	0	0	0	31	126
7:30 PM	0	0	34	0	0	1	16	0	0	0	0	0	0	0	0	0	51	142
7:45 PM	0	0	15	0	0	3	4	0	0	0	0	0	0	0	0	0	22	138
Count Total	0	0	505	23	1	54	471	0	0	3	0	2	0	0	0	0	1,059	0
Peak Hour	0	0	127	3	1	10	114	0	0	0	0	0	0	0	0	0	255	0

Note: Count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	1	1	0	0	2	3	0	0	0	3	0	3	0	11	14
2:30 PM	0	1	0	0	1	1	0	0	0	1	0	1	0	4	5
2:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	3	3
3:00 PM	0	6	0	0	6	0	0	0	0	0	3	7	0	55	65
3:15 PM	6	2	0	0	8	0	0	0	0	0	0	2	0	23	25
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
3:45 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	5	5
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	9	0	2	13
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	2	7
7:00 PM	0	0	0	0	0	0	0	0	0	0	2	4	0	3	9
7:15 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	2	5
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	3	6
7:45 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	2	4
Count Total	10	14	0	0	24	5	0	0	0	5	9	39	0	119	167
Peak Hr	6	11	0	0	17	1	0	0	0	1	3	10	0	85	98



Count Summaries

Interval Start	MLE MAIN DRIVEWAT				0				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:45 PM	0	1	0	2	0	0	0	0	0	0	16	0	0	0	66	0	85	0
3:00 PM	0	4	0	0	0	0	0	0	0	0	45	0	0	0	52	0	101	0
3:15 PM	0	6	0	2	0	0	0	0	0	0	41	0	0	0	54	0	103	0
3:30 PM	0	0	0	2	0	0	0	0	0	0	40	0	0	0	44	0	86	375
Peak Hour	0	11	0	6	0	0	0	0	0	0	142	0	0	0	216	0	375	0

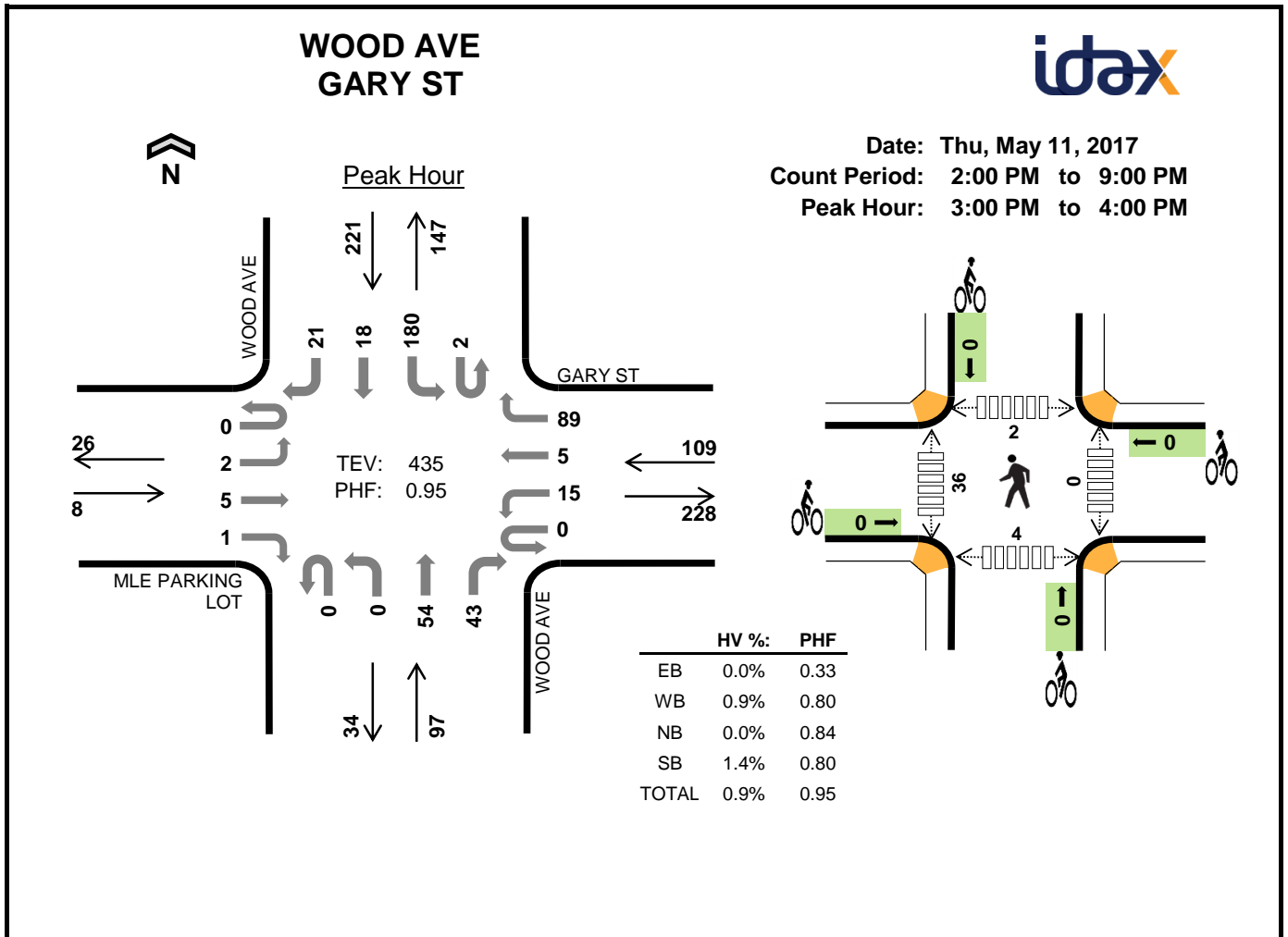
Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
3:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	4	4
3:15 PM	1	0	1	1	3	0	0	0	0	0	0	1	0	1	2
3:30 PM	0	0	0	0	0	1	0	0	0	1	0	3	0	1	4
Peak Hour	2	0	1	1	4	1	0	0	0	1	0	5	0	7	12

Count Summaries																		
Interval Start	MLE MAIN DRIVEWAT				0				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	1	0	1	0	0	0	0	0	0	11	0	0	0	10	0	23	0
2:15 PM	0	0	0	3	0	0	0	0	0	0	30	0	0	0	22	0	55	0
2:30 PM	0	1	0	1	0	0	0	0	0	0	27	0	0	0	48	0	77	0
2:45 PM	0	1	0	2	0	0	0	0	0	0	16	0	0	0	66	0	85	240
3:00 PM	0	4	0	0	0	0	0	0	0	0	45	0	0	0	52	0	101	318
3:15 PM	0	6	0	2	0	0	0	0	0	0	41	0	0	0	54	0	103	366
3:30 PM	0	0	0	2	0	0	0	0	0	0	40	0	0	0	44	0	86	375
3:45 PM	0	0	0	0	0	0	0	0	0	0	28	0	0	0	52	0	80	370
4:00 PM	0	3	0	1	0	0	0	0	0	0	29	0	0	0	50	0	83	352
4:15 PM	0	0	0	2	0	0	0	0	0	0	26	0	0	0	64	0	92	341
4:30 PM	0	0	0	0	0	0	0	0	0	0	22	0	0	0	36	0	58	313
4:45 PM	0	1	0	0	0	0	0	0	1	1	34	0	0	0	61	1	99	332
5:00 PM	0	2	0	2	0	0	0	0	0	1	29	0	0	0	65	0	99	348
5:15 PM	0	2	0	0	0	0	0	0	0	0	36	0	2	0	56	1	97	353
5:30 PM	0	1	0	6	0	0	0	0	0	0	29	0	0	0	41	1	78	373
5:45 PM	0	2	0	6	0	0	0	0	0	0	39	0	0	0	45	0	92	366
6:00 PM	0	2	0	2	0	0	0	0	0	0	25	0	0	0	47	0	76	343
6:15 PM	0	1	0	3	0	0	0	0	0	0	28	0	0	0	26	0	58	304
6:30 PM	0	0	0	3	0	0	0	0	0	0	20	0	0	0	18	0	41	267
6:45 PM	0	0	0	0	0	0	0	0	0	0	18	0	0	0	17	0	35	210
7:00 PM	0	0	0	3	0	0	0	0	0	0	20	0	0	0	18	0	41	175
7:15 PM	0	1	0	2	0	0	0	0	0	0	18	0	0	0	16	0	37	154
7:30 PM	0	0	0	2	0	0	0	0	0	0	14	0	0	0	41	0	57	170
7:45 PM	0	1	0	2	0	0	0	0	0	0	9	0	0	0	15	0	27	162
Count Total	0	29	0	45	0	0	0	0	1	2	634	0	2	0	964	3	1,680	0
Peak Hour	0	11	0	6	0	0	0	0	0	0	142	0	0	0	216	0	375	0

Note: Count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
2:15 PM	1	0	0	0	1	0	0	0	0	0	0	5	0	0	5
2:30 PM	0	0	2	1	3	0	0	0	1	1	0	1	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
3:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	4	4
3:15 PM	1	0	1	1	3	0	0	0	0	0	0	1	0	1	2
3:30 PM	0	0	0	0	0	1	0	0	0	1	0	3	0	1	4
3:45 PM	0	0	0	2	2	0	0	0	0	0	0	1	0	0	1
4:00 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	1	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	1	2	0	0	0	0	0	0	2	0	0	2
5:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1
6:15 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	3	4
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	5	0	6	8	19	1	0	0	1	2	0	17	0	12	29
Peak Hr	2	0	1	1	4	1	0	0	0	1	0	5	0	7	12



Count Summaries

Interval Start	MLE PARKING LOT				GARY ST				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	2	2	30	0	0	15	9	0	36	3	12	109	0
3:15 PM	0	0	1	0	0	5	1	23	0	0	19	10	0	46	4	5	114	0
3:30 PM	0	2	3	1	0	2	2	19	0	0	13	16	0	39	7	0	104	0
3:45 PM	0	0	1	0	0	6	0	17	0	0	7	8	2	59	4	4	108	435
Peak Hour	0	2	5	1	0	15	5	89	0	0	54	43	2	180	18	21	435	0

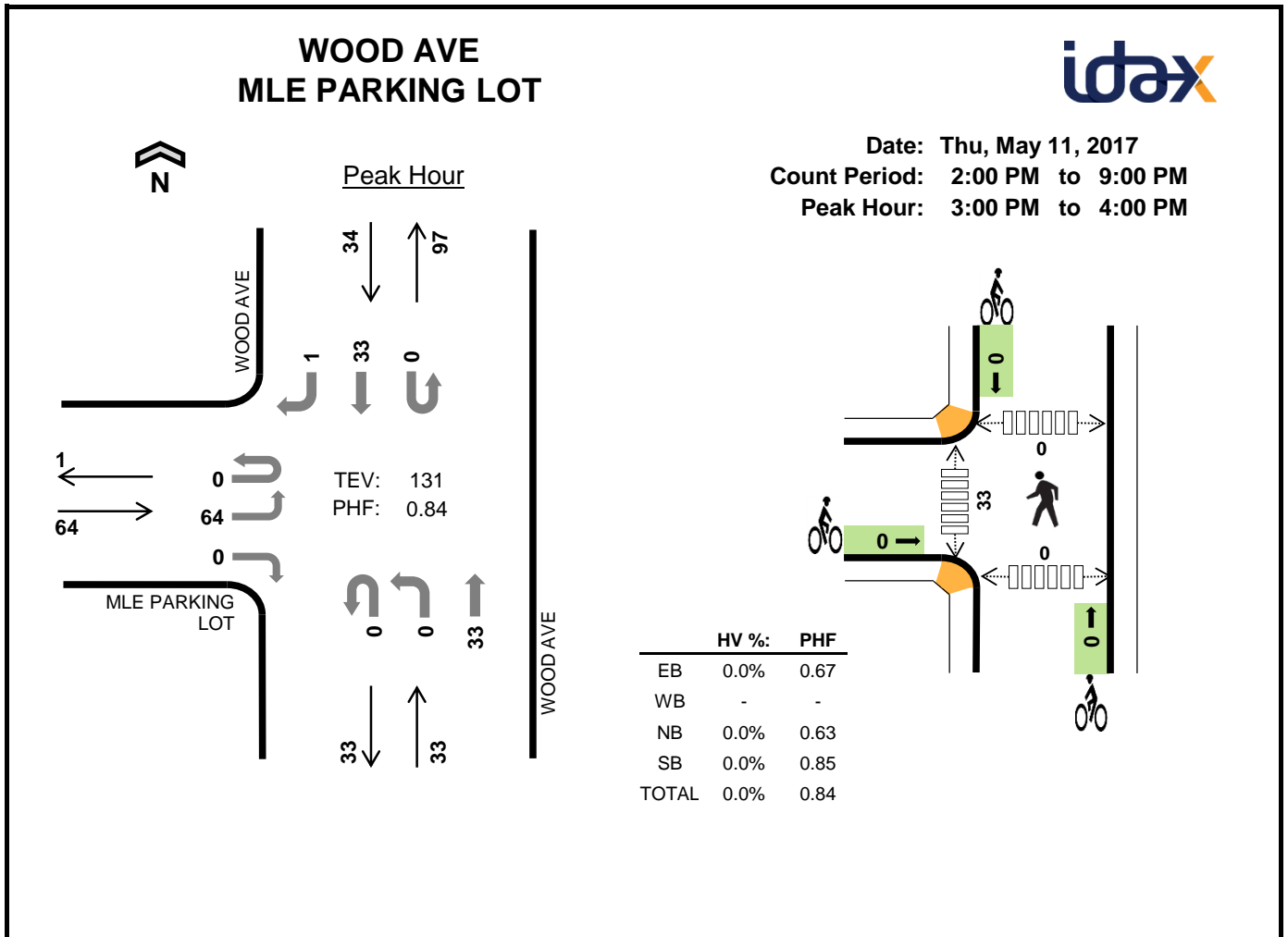
Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	4	10
3:15 PM	0	1	0	1	2	0	0	0	0	0	0	27	1	0	28
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3
3:45 PM	0	0	0	2	2	0	0	0	0	0	0	1	0	0	1
Peak Hour	0	1	0	3	4	0	0	0	0	0	0	36	2	4	42

Count Summaries																		
Interval Start	MLE PARKING LOT				GARY ST				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	0	0	0	0	0	11	0	0	2	3	0	9	1	0	26	0
2:15 PM	0	1	0	0	0	3	0	25	0	0	3	0	0	20	2	3	57	0
2:30 PM	0	1	0	0	0	2	0	23	0	0	2	3	0	46	2	2	81	0
2:45 PM	0	1	1	1	0	3	5	16	0	1	1	4	0	51	4	11	99	263
3:00 PM	0	0	0	0	0	2	2	30	0	0	15	9	0	36	3	12	109	346
3:15 PM	0	0	1	0	0	5	1	23	0	0	19	10	0	46	4	5	114	403
3:30 PM	0	2	3	1	0	2	2	19	0	0	13	16	0	39	7	0	104	426
3:45 PM	0	0	1	0	0	6	0	17	0	0	7	8	2	59	4	4	108	435
4:00 PM	0	3	1	0	0	3	2	22	0	0	4	10	0	33	8	7	93	419
4:15 PM	0	4	0	0	0	3	1	12	0	0	12	10	0	53	11	3	109	414
4:30 PM	0	1	1	0	0	1	3	14	0	0	8	9	0	26	5	1	69	379
4:45 PM	0	1	0	0	0	2	6	15	0	0	16	10	0	38	4	19	111	382
5:00 PM	0	3	0	0	0	5	1	20	0	0	11	14	0	53	4	11	122	411
5:15 PM	0	0	1	0	0	3	0	22	0	0	9	4	0	49	6	3	97	399
5:30 PM	0	2	1	0	0	5	7	18	0	1	9	3	0	31	3	11	91	421
5:45 PM	0	2	1	0	0	5	8	27	0	0	12	8	0	26	4	22	115	425
6:00 PM	0	0	0	0	0	2	3	17	0	0	6	6	0	26	2	22	84	387
6:15 PM	0	0	0	0	0	3	6	17	0	0	11	9	0	21	1	4	72	362
6:30 PM	0	1	2	0	0	1	1	17	0	0	2	2	0	16	1	4	47	318
6:45 PM	0	0	2	0	0	0	3	15	0	0	2	3	0	14	2	0	41	244
7:00 PM	0	3	1	0	0	0	0	17	0	0	2	4	0	21	0	1	49	209
7:15 PM	0	2	0	0	0	1	0	12	0	0	2	2	0	19	0	0	38	175
7:30 PM	0	0	0	0	0	2	0	12	0	0	1	2	0	43	0	1	61	189
7:45 PM	0	1	1	0	0	1	1	7	0	0	1	3	0	13	1	1	30	178
Count Total	0	28	17	2	0	60	52	428	0	2	170	152	2	788	79	147	1,927	0
Peak Hour	0	2	5	1	0	15	5	89	0	0	54	43	2	180	18	21	435	0

Note: Count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
2:15 PM	0	1	0	1	2	0	0	0	2	2	0	6	0	0	6
2:30 PM	0	1	1	1	3	0	0	0	1	1	0	1	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	4	10
3:15 PM	0	1	0	1	2	0	0	0	0	0	0	27	1	0	28
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3
3:45 PM	0	0	0	2	2	0	0	0	0	0	0	1	0	0	1
4:00 PM	0	1	0	0	1	0	0	0	0	0	1	2	0	2	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	2	0	6
6:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5
Count Total	0	5	2	8	15	0	0	0	3	3	1	87	5	6	99
Peak Hour	0	1	0	3	4	0	0	0	0	0	0	36	2	4	42



Count Summaries

Interval Start	MLE PARKING LOT				0				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	20	0	0	0	0	0	0	0	0	4	0	0	0	5	0	29	0
3:15 PM	0	24	0	0	0	0	0	0	0	0	5	0	0	0	9	0	38	0
3:30 PM	0	18	0	0	0	0	0	0	0	0	11	0	0	0	9	1	39	0
3:45 PM	0	2	0	0	0	0	0	0	0	0	13	0	0	0	10	0	25	131
Peak Hour	0	64	0	0	0	0	0	0	0	0	33	0	0	0	33	1	131	0

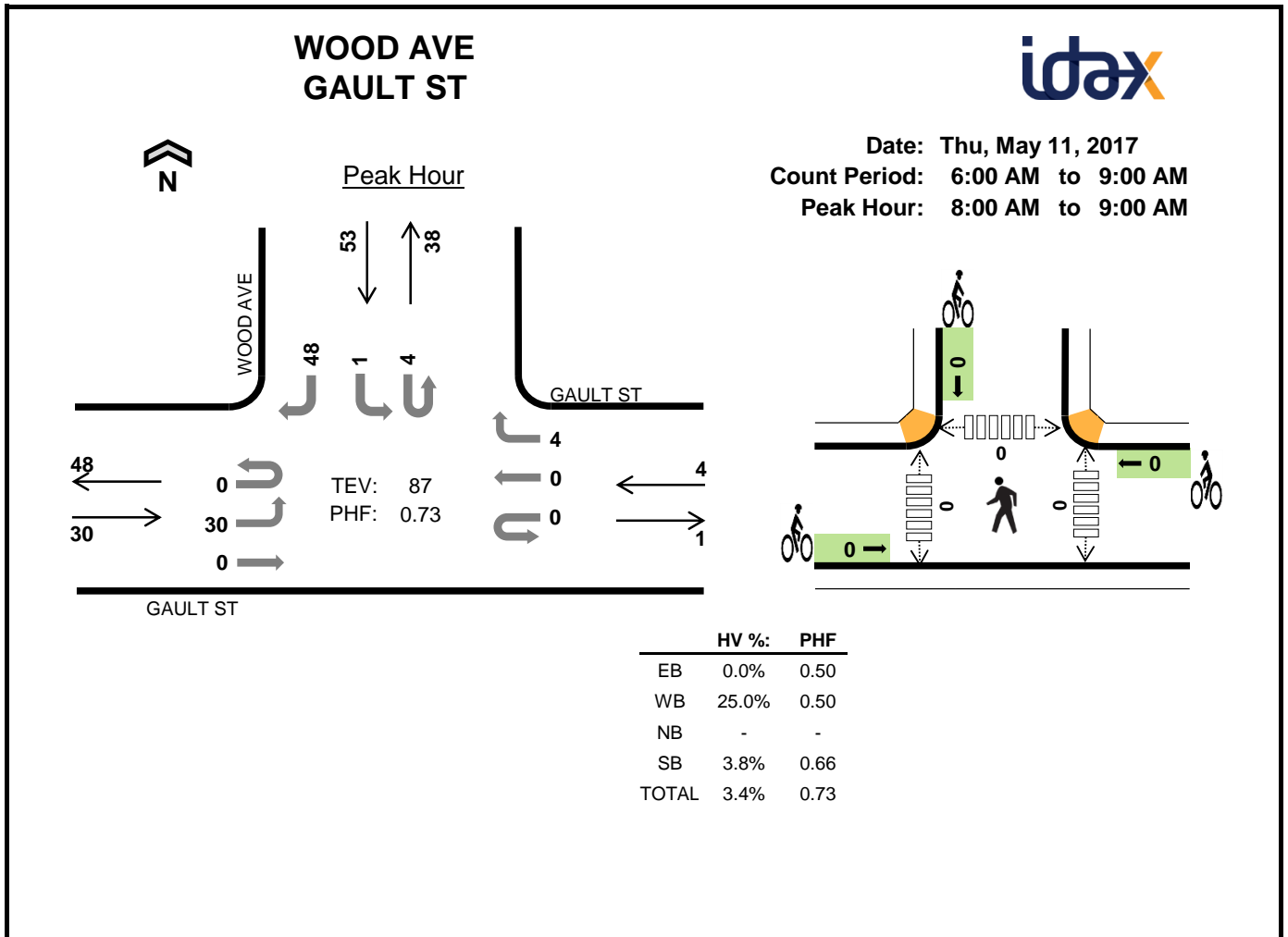
Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	29	0	0	29
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	33	0	0	33

Count Summaries																		
Interval Start	MLE PARKING LOT				0				WOOD AVE				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	1	0	0	0	0	0	0	0	0	4	0	0	0	1	0	6	0
2:15 PM	0	1	0	0	0	0	0	0	0	0	2	0	0	0	5	0	8	0
2:30 PM	0	1	0	0	0	0	0	0	0	0	4	0	0	0	4	0	9	0
2:45 PM	0	1	0	0	0	0	0	0	0	0	5	0	0	0	6	1	13	36
3:00 PM	0	20	0	0	0	0	0	0	0	0	4	0	0	0	5	0	29	59
3:15 PM	0	24	0	0	0	0	0	0	0	0	5	0	0	0	9	0	38	89
3:30 PM	0	18	0	0	0	0	0	0	0	0	11	0	0	0	9	1	39	119
3:45 PM	0	2	0	0	0	0	0	0	0	0	13	0	0	0	10	0	25	131
4:00 PM	0	5	0	0	0	0	0	0	0	0	9	0	0	0	11	0	25	127
4:15 PM	0	10	0	0	0	0	0	0	0	0	12	0	0	0	14	0	36	125
4:30 PM	0	6	0	0	0	0	0	0	0	0	11	0	0	0	6	0	23	109
4:45 PM	0	23	0	1	0	0	0	0	0	0	3	0	0	0	6	0	33	117
5:00 PM	0	15	0	0	0	0	0	0	0	0	10	0	0	0	8	1	34	126
5:15 PM	0	2	0	0	0	0	0	0	0	0	11	0	0	0	9	0	22	112
5:30 PM	0	6	0	0	0	0	0	0	0	0	7	0	0	0	8	0	21	110
5:45 PM	0	13	0	0	0	0	0	0	0	0	7	0	0	0	7	2	29	106
6:00 PM	0	8	0	0	0	0	0	0	0	0	4	0	0	0	2	2	16	88
6:15 PM	0	14	0	0	0	0	0	0	0	0	6	0	0	0	1	3	24	90
6:30 PM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	2	0	6	75
6:45 PM	0	4	0	0	0	0	0	0	0	0	1	0	0	0	1	1	7	53
7:00 PM	0	4	0	0	0	0	0	0	0	0	2	0	0	0	0	0	6	43
7:15 PM	0	3	0	1	0	0	0	0	0	0	1	0	0	0	1	0	6	25
7:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	5	24
7:45 PM	0	2	0	0	0	0	0	0	0	0	2	0	0	0	1	1	6	23
Count Total	0	187	0	2	0	0	0	0	0	0	137	0	0	0	128	12	466	0
Peak Hour	0	64	0	0	0	0	0	0	0	0	33	0	0	0	33	1	131	0

Note: Count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	2	2	1	0	0	2	3	0	6	0	0	6
2:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	29	0	0	29
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	2	3	5	1	0	0	2	3	0	43	0	0	43
Peak Hr	0	0	0	0	0	0	0	0	0	0	0	33	0	0	33



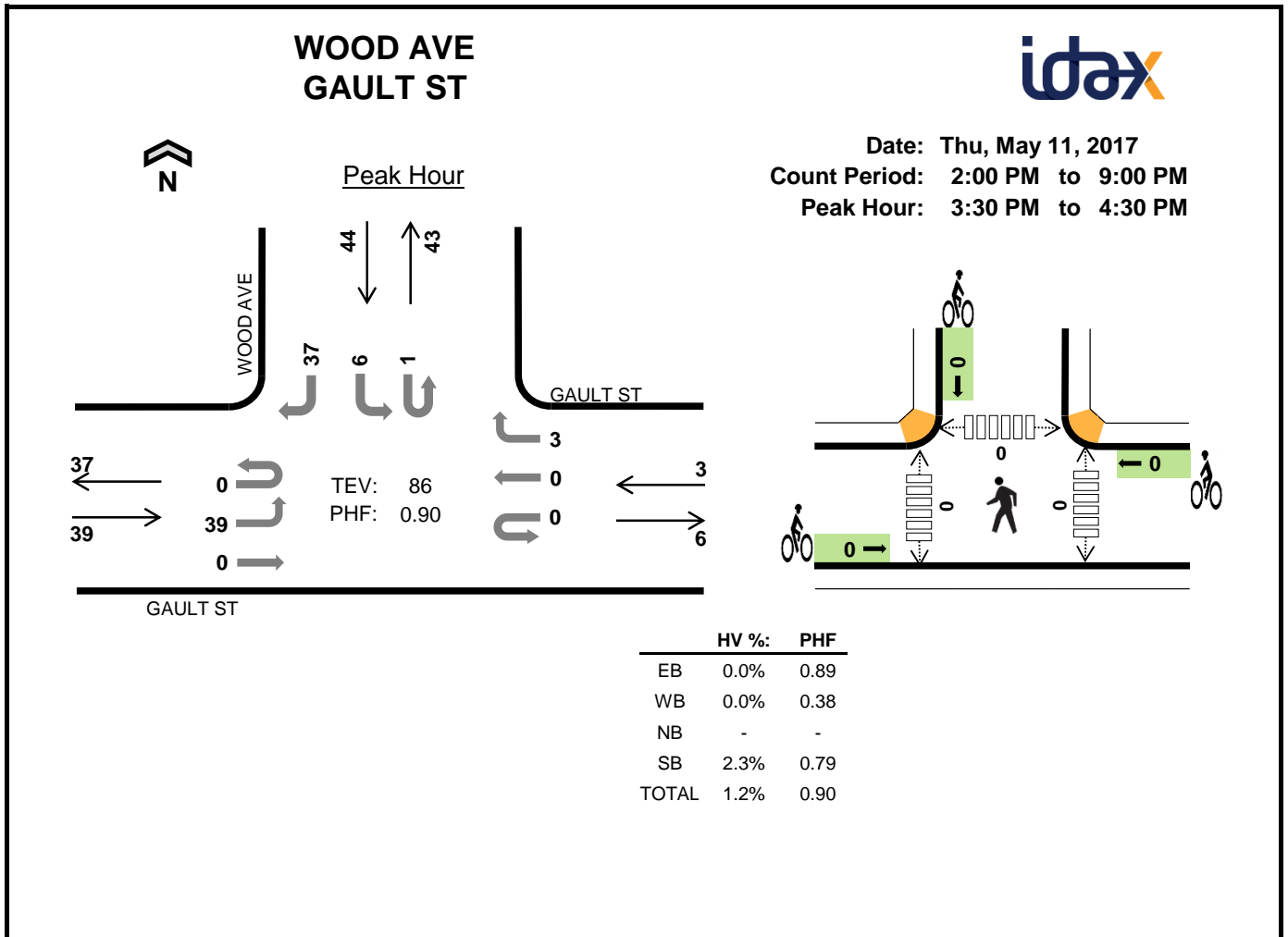
Three-Hour Count Summaries

Interval Start	GAULT ST Eastbound				GAULT ST Westbound				WOOD AVE Northbound				WOOD AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	7	11	0
8:15 AM	0	3	0	0	0	0	0	1	0	0	0	0	2	1	0	11	18	0
8:30 AM	0	15	0	0	0	0	0	2	0	0	0	0	1	0	0	10	28	0
8:45 AM	0	9	0	0	0	0	0	1	0	0	0	0	0	0	0	20	30	87
Peak Hour	0	30	0	0	0	0	0	4	0	0	0	0	4	1	0	48	87	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
8:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0

Three-Hour Count Summaries																		
Interval Start	GAULT ST				GAULT ST				0				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	0
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0
6:30 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	7	10	0
6:45 AM	0	8	0	0	0	0	0	2	0	0	0	0	0	1	0	6	17	35
7:00 AM	0	7	0	0	0	0	0	1	0	0	0	0	0	0	0	9	17	47
7:15 AM	0	8	0	0	0	0	0	1	0	0	0	0	0	0	0	11	20	64
7:30 AM	0	7	0	0	0	0	0	1	0	0	0	0	0	0	0	5	13	67
7:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	8	15	65
8:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	7	11	59
8:15 AM	0	3	0	0	0	0	0	1	0	0	0	0	2	1	0	11	18	57
8:30 AM	0	15	0	0	0	0	0	2	0	0	0	0	1	0	0	10	28	72
8:45 AM	0	9	0	0	0	0	0	1	0	0	0	0	0	0	0	20	30	87
Count Total	0	72	0	0	0	0	0	10	0	0	0	0	4	3	0	98	187	0
Peak Hour	0	30	0	0	0	0	0	4	0	0	0	0	4	1	0	48	87	0
<i>Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.</i>																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	2
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	0	2	3	0	1	0	0	1	0	1	4	0	5	0	0	5
Peak Hr	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0



Count Summaries

Interval Start	GAULT ST				GAULT ST				0				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	8	18	0
3:45 PM	0	11	0	0	0	0	0	2	0	0	0	0	0	2	0	9	24	0
4:00 PM	0	8	0	0	0	0	0	1	0	0	0	0	0	2	0	9	20	0
4:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	1	2	0	11	24	86
Peak Hour	0	39	0	0	0	0	0	3	0	0	0	0	1	6	0	37	86	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0

Count Summaries																		
Interval Start	GAULT ST				GAULT ST				0				WOOD AVE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	3	0	0	0	0	0	1	0	0	0	0	0	1	0	0		
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0		
2:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0		
2:45 PM	0	2	0	0	0	0	0	3	0	0	0	0	0	0	3	0		
3:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0		
3:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0		
3:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	8		
3:45 PM	0	11	0	0	0	0	0	2	0	0	0	0	0	0	2	9		
4:00 PM	0	8	0	0	0	0	0	1	0	0	0	0	0	0	2	9		
4:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	1	2	0	11		
4:30 PM	0	11	0	0	0	0	0	1	0	0	0	0	0	0	2	0		
4:45 PM	0	4	0	0	0	0	0	1	0	0	0	0	0	0	1	0		
5:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	0	1	0		
5:30 PM	0	6	0	0	0	0	0	1	0	0	0	0	0	0	3	0		
5:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	0	1	0		
6:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:15 PM	0	2	0	0	0	0	0	2	0	0	0	0	0	0	2	0		
6:30 PM	0	2	0	0	0	0	0	1	0	0	0	0	0	0	2	0		
6:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0		
7:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0		
7:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0		
7:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0		
7:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0		
Count Total	0	109	1	0	0	0	0	19	0	0	0	0	0	7	30	0		
Peak Hour	0	39	0	0	0	0	0	3	0	0	0	0	0	1	6	0		

Note: Count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	2	2	0	0	0	0	0	0	0	6	0	6
2:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	1	1	0	3	5	0	0	0	0	0	0	0	6	0	6
Peak Hr	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0

Location: WILLOW ST BTWN GUPTIL AVE & W DWY
 Date Range: 5/1/2017 - 5/7/2017
 Site Code: 01

Time	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Mid-Week Average				
	5/1/2017			5/2/2017			5/3/2017			5/4/2017			5/5/2017			5/6/2017			5/7/2017							
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB
12:00 AM	0	0	0	1	0	1	1	0	1	0	1	1	0	0	0	-	-	-	-	-	-	1	0	1		
1:00 AM	0	0	0	1	1	2	0	0	0	1	0	1	0	0	0	-	-	-	-	-	-	1	0	1		
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	-	-	-	-	-	-	0	0	0		
3:00 AM	3	0	3	2	0	2	2	1	3	1	1	2	1	1	2	-	-	-	-	-	-	2	1	2		
4:00 AM	4	0	4	3	2	5	6	2	8	5	1	6	3	2	5	-	-	-	-	-	-	5	2	6		
5:00 AM	3	7	10	1	8	9	4	5	9	7	10	17	3	7	10	-	-	-	-	-	-	4	8	12		
6:00 AM	66	113	179	60	102	162	8	37	45	62	122	184	76	115	191	-	-	-	-	-	-	43	87	130		
7:00 AM	123	166	289	135	172	307	37	57	94	143	180	323	167	188	355	-	-	-	-	-	-	105	136	241		
8:00 AM	60	57	117	57	48	105	130	179	309	78	67	145	67	61	128	-	-	-	-	-	-	88	98	186		
9:00 AM	39	30	69	29	34	63	87	63	150	27	18	45	35	33	68	-	-	-	-	-	-	48	38	86		
10:00 AM	25	23	48	24	18	42	32	33	65	26	22	48	29	23	52	-	-	-	-	-	-	27	24	52		
11:00 AM	28	23	51	28	22	50	25	27	52	26	19	45	26	30	56	-	-	-	-	-	-	26	23	49		
12:00 PM	31	24	55	26	20	46	26	27	53	39	30	69	37	28	65	-	-	-	-	-	-	30	26	56		
1:00 PM	28	31	59	31	27	58	35	22	57	29	39	68	28	23	51	-	-	-	-	-	-	32	29	61		
2:00 PM	92	97	189	80	104	184	96	66	162	110	88	198	107	85	192	-	-	-	-	-	-	95	86	181		
3:00 PM	92	167	259	95	149	244	99	100	199	167	149	316	87	70	157	-	-	-	-	-	-	120	133	253		
4:00 PM	153	80	233	161	73	234	105	62	167	112	61	173	44	20	64	-	-	-	-	-	-	126	65	191		
5:00 PM	85	40	125	106	100	206	60	36	96	104	53	157	25	19	44	-	-	-	-	-	-	90	63	153		
6:00 PM	26	25	51	30	41	71	24	25	49	46	30	76	22	15	37	-	-	-	-	-	-	33	32	65		
7:00 PM	15	18	33	66	28	94	23	13	36	28	14	42	16	12	28	-	-	-	-	-	-	39	18	57		
8:00 PM	9	13	22	20	11	31	18	13	31	12	19	31	15	12	27	-	-	-	-	-	-	17	14	31		
9:00 PM	15	8	23	10	14	24	4	11	15	16	6	22	8	7	15	-	-	-	-	-	-	10	10	20		
10:00 PM	5	1	6	6	1	7	8	3	11	4	8	12	12	2	14	-	-	-	-	-	-	6	4	10		
11:00 PM	0	0	0	4	0	4	4	2	6	2	0	2	7	3	10	-	-	-	-	-	-	3	1	4		
Total	902	923	1,825	976	975	1,951	834	784	1,618	1,045	938	1,983	815	757	1,572	-	-	-	-	-	-	952	899	1,851		
Percent	49%	51%	-	50%	50%	-	52%	48%	-	53%	47%	-	52%	48%	-	-	-	-	-	-	-	51%	49%	-		

1. Mid-week average includes data between Tuesday and Thursday.

Appendix B: LOS Definitions

Highway Capacity Manual 2010

Signalized intersection level of service (LOS) is defined in terms of a weighted average control delay for the entire intersection. Control delay quantifies the increase in travel time that a vehicle experiences due to the traffic signal control as well as provides a surrogate measure for driver discomfort and fuel consumption. Signalized intersection LOS is stated in terms of average control delay per vehicle (in seconds) during a specified time period (e.g., weekday PM peak hour). Control delay is a complex measure based on many variables, including signal phasing and coordination (i.e., progression of movements through the intersection and along the corridor), signal cycle length, and traffic volumes with respect to intersection capacity and resulting queues. Table 1 summarizes the LOS criteria for signalized intersections, as described in the *Highway Capacity Manual 2010* (Transportation Research Board, 2010).

Table 1. Level of Service Criteria for Signalized Intersections

Level of Service	Average Control Delay (seconds/vehicle)	General Description
A	≤10	Free Flow
B	>10 – 20	Stable Flow (slight delays)
C	>20 – 35	Stable flow (acceptable delays)
D	>35 – 55	Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	>55 – 80	Unstable flow
F ¹	>80	Forced flow

Source: *Highway Capacity Manual 2010*, Transportation Research Board, 2010.

1. If the volume-to-capacity (v/c) ratio for a lane group exceeds 1.0 LOS F is assigned to the individual lane group. LOS for overall approach or intersection is determined solely by the control delay.

Unsignalized intersection LOS criteria can be further reduced into two intersection types: all-way stop and two-way stop control. All-way stop control intersection LOS is expressed in terms of the weighted average control delay of the overall intersection or by approach. Two-way stop-controlled intersection LOS is defined in terms of the average control delay for each minor-street movement (or shared movement) as well as major-street left-turns. This approach is because major-street through vehicles are assumed to experience zero delay, a weighted average of all movements results in very low overall average delay, and this calculated low delay could mask deficiencies of minor movements. Table 2 shows LOS criteria for unsignalized intersections.

Table 2. Level of Service Criteria for Unsignalized Intersections

Level of Service	Average Control Delay (seconds/vehicle)
A	0 – 10
B	>10 – 15
C	>15 – 25
D	>25 – 35
E	>35 – 50
F ¹	>50

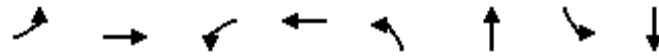
Source: *Highway Capacity Manual 2010*, Transportation Research Board, 2010.

1. If the volume-to-capacity (v/c) ratio exceeds 1.0, LOS F is assigned an individual lane group for all unsignalized intersections, or minor street approach at two-way stop-controlled intersections. Overall intersection LOS is determined solely by control delay.

Appendix C: LOS Worksheets

Queues
1: Valley Avenue & Main Street

Sumner Early Learning Center
 Existing Morning Arrival Peak Hour
























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	118	147	94	188	59	511	29	165
v/c Ratio	0.48	0.33	0.42	0.56	0.31	0.73	0.18	0.28
Control Delay	45.8	31.7	45.1	37.9	45.4	30.9	46.0	21.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.8	31.7	45.1	37.9	45.4	30.9	46.0	21.8
Queue Length 50th (ft)	62	66	50	90	31	233	16	56
Queue Length 95th (ft)	130	129	108	163	76	418	47	123
Internal Link Dist (ft)		322		69		1854		145
Turn Bay Length (ft)								
Base Capacity (vph)	353	954	350	938	347	956	344	924
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.15	0.27	0.20	0.17	0.53	0.08	0.18

Intersection Summary

HCM 2010 Signalized Intersection Summary
 1: Valley Avenue & Main Street

Sumner Early Learning Center
 Existing Morning Arrival Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	90	35	80	115	45	50	370	65	25	100	40
Future Volume (veh/h)	100	90	35	80	115	45	50	370	65	25	100	40
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1845	1845	1900	1827	1827	1900	1810	1810	1900	1792	1792	1900
Adj Flow Rate, veh/h	118	106	41	94	135	53	59	435	76	29	118	47
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	4	4	4	5	5	5	6	6	6
Cap, veh/h	153	264	102	132	247	97	105	545	95	64	415	165
Arrive On Green	0.09	0.21	0.21	0.08	0.20	0.20	0.06	0.36	0.36	0.04	0.34	0.34
Sat Flow, veh/h	1757	1259	487	1740	1244	489	1723	1500	262	1707	1219	485
Grp Volume(v), veh/h	118	0	147	94	0	188	59	0	511	29	0	165
Grp Sat Flow(s),veh/h/ln	1757	0	1746	1740	0	1733	1723	0	1762	1707	0	1704
Q Serve(g_s), s	4.2	0.0	4.6	3.4	0.0	6.2	2.1	0.0	16.6	1.1	0.0	4.5
Cycle Q Clear(g_c), s	4.2	0.0	4.6	3.4	0.0	6.2	2.1	0.0	16.6	1.1	0.0	4.5
Prop In Lane	1.00		0.28	1.00		0.28	1.00		0.15	1.00		0.28
Lane Grp Cap(c), veh/h	153	0	367	132	0	344	105	0	641	64	0	580
V/C Ratio(X)	0.77	0.00	0.40	0.71	0.00	0.55	0.56	0.00	0.80	0.45	0.00	0.28
Avail Cap(c_a), veh/h	412	0	1091	408	0	1083	404	0	1101	400	0	1065
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	28.6	0.0	21.8	28.9	0.0	23.0	29.2	0.0	18.3	30.1	0.0	15.4
Incr Delay (d2), s/veh	7.8	0.0	0.7	6.8	0.0	1.3	4.6	0.0	2.3	4.8	0.0	0.3
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	2.4	0.0	2.3	1.9	0.0	3.1	1.2	0.0	8.5	0.6	0.0	2.2
LnGrp Delay(d),s/veh	36.4	0.0	22.5	35.7	0.0	24.4	33.9	0.0	20.6	35.0	0.0	15.7
LnGrp LOS	D		C	D		C	C		C	C		B
Approach Vol, veh/h		265			282			570			194	
Approach Delay, s/veh		28.7			28.2			22.0			18.6	
Approach LOS		C			C			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.9	18.4	7.4	28.3	10.6	17.7	8.9	26.8				
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	5.4	6.6	3.1	18.6	6.2	8.2	4.1	6.5				
Green Ext Time (p_c), s	0.1	2.1	0.0	4.5	0.2	2.1	0.1	5.0				
Intersection Summary												
HCM 2010 Ctrl Delay			24.2									
HCM 2010 LOS			C									

Intersection

Int Delay, s/veh 2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	35	80	5	10	70
Future Vol, veh/h	10	35	80	5	10	70
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	100	100	100	100	100	100
Heavy Vehicles, %	3	3	10	10	2	2
Mvmt Flow	10	35	80	5	10	70

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	173	83	0	0	85	0
Stage 1	83	-	-	-	-	-
Stage 2	90	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.12	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.218	-
Pot Cap-1 Maneuver	815	974	-	-	1512	-
Stage 1	938	-	-	-	-	-
Stage 2	931	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	809	974	-	-	1512	-
Mov Cap-2 Maneuver	809	-	-	-	-	-
Stage 1	938	-	-	-	-	-
Stage 2	924	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	932	1512
HCM Lane V/C Ratio	-	-	0.048	0.007
HCM Control Delay (s)	-	-	9.1	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Intersection

Int Delay, s/veh 6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	20	0	0	20	0	15	50	20	10	5	5
Future Vol, veh/h	0	20	0	0	20	0	15	50	20	10	5	5
Conflicting Peds, #/hr	3	0	4	3	0	2	4	0	3	2	0	3
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	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	14	14	14	0	0	0	0	0	0	18	18	18
Mvmt Flow	0	20	0	0	20	0	15	50	20	10	5	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	23	0	0	24	0	0	53	47	27	81	47	27
Stage 1	-	-	-	-	-	-	24	24	-	23	23	-
Stage 2	-	-	-	-	-	-	29	23	-	58	24	-
Critical Hdwy	4.24	-	-	4.1	-	-	7.1	6.5	6.2	7.28	6.68	6.38
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.28	5.68	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.28	5.68	-
Follow-up Hdwy	2.326	-	-	2.2	-	-	3.5	4	3.3	3.662	4.162	3.462
Pot Cap-1 Maneuver	1518	-	-	1604	-	-	951	849	1054	869	814	1004
Stage 1	-	-	-	-	-	-	999	879	-	955	845	-
Stage 2	-	-	-	-	-	-	993	880	-	915	844	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1512	-	-	1599	-	-	935	843	1047	809	809	997
Mov Cap-2 Maneuver	-	-	-	-	-	-	935	843	-	809	809	-
Stage 1	-	-	-	-	-	-	995	876	-	952	843	-
Stage 2	-	-	-	-	-	-	978	877	-	844	841	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	9.4	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	900	1512	-	-	1599	-	-	849
HCM Lane V/C Ratio	0.094	-	-	-	-	-	-	0.024
HCM Control Delay (s)	9.4	0	-	-	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.1

Intersection

Int Delay, s/veh 2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	1	
Traffic Vol, veh/h	20	30	20	130	90	0
Future Vol, veh/h	20	30	20	130	90	0
Conflicting Peds, #/hr	1	1	1	0	0	1
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	100	100	100	100	100	100
Heavy Vehicles, %	10	10	6	6	3	3
Mvmt Flow	20	30	20	130	90	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	262	92	91	0	-	0
Stage 1	91	-	-	-	-	-
Stage 2	171	-	-	-	-	-
Critical Hdwy	6.5	6.3	4.16	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.254	-	-	-
Pot Cap-1 Maneuver	710	944	1479	-	-	-
Stage 1	913	-	-	-	-	-
Stage 2	840	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	698	942	1478	-	-	-
Mov Cap-2 Maneuver	698	-	-	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	827	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.6	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1478	-	826	-	-
HCM Lane V/C Ratio	0.014	-	0.061	-	-
HCM Control Delay (s)	7.5	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection

Int Delay, s/veh 3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	35	135	150	60	50
Future Vol, veh/h	50	35	135	150	60	50
Conflicting Peds, #/hr	7	11	0	7	11	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	100	100	100	100	100	100
Heavy Vehicles, %	7	7	8	8	9	9
Mvmt Flow	50	35	135	150	60	50

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	398	232	0	0	296	0
Stage 1	221	-	-	-	-	-
Stage 2	177	-	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	4.19	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.281	-
Pot Cap-1 Maneuver	598	795	-	-	1226	-
Stage 1	804	-	-	-	-	-
Stage 2	842	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	558	778	-	-	1213	-
Mov Cap-2 Maneuver	558	-	-	-	-	-
Stage 1	796	-	-	-	-	-
Stage 2	794	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	11.6		0		4.4
HCM LOS	B				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	632	1213	-
HCM Lane V/C Ratio	-	-	0.134	0.049	-
HCM Control Delay (s)	-	-	11.6	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.2	-

Queues
6: Valley Avenue & Meade-McCumber Road

Sumner Early Learning Center
Existing Morning Arrival Peak Hour























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	28	100	61	50	44	566	6	250
v/c Ratio	0.08	0.33	0.17	0.13	0.06	0.54	0.01	0.26
Control Delay	13.0	14.7	13.8	16.6	10.0	17.5	10.6	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.0	14.7	13.8	16.6	10.0	17.5	10.6	15.7
Queue Length 50th (ft)	6	12	13	8	7	120	1	42
Queue Length 95th (ft)	22	53	39	40	30	#490	8	171
Internal Link Dist (ft)		651		784		1047		1854
Turn Bay Length (ft)								
Base Capacity (vph)	467	801	476	884	742	1056	562	1032
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.12	0.13	0.06	0.06	0.54	0.01	0.24

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary
6: Valley Avenue & Meade-McCumber Road

Sumner Early Learning Center
Existing Morning Arrival Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	40	50	55	35	10	40	470	40	5	205	20
Future Volume (veh/h)	25	40	50	55	35	10	40	470	40	5	205	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1727	1727	1900	1845	1845	1900	1827	1827	1900	1792	1792	1900
Adj Flow Rate, veh/h	28	44	56	61	39	11	44	522	44	6	228	22
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	10	10	10	3	3	3	4	4	4	6	6	6
Cap, veh/h	370	81	103	356	207	58	535	673	57	282	577	56
Arrive On Green	0.04	0.12	0.12	0.07	0.15	0.15	0.06	0.41	0.41	0.01	0.36	0.36
Sat Flow, veh/h	1645	687	874	1757	1383	390	1740	1662	140	1707	1610	155
Grp Volume(v), veh/h	28	0	100	61	0	50	44	0	566	6	0	250
Grp Sat Flow(s),veh/h/ln	1645	0	1561	1757	0	1773	1740	0	1802	1707	0	1765
Q Serve(g_s), s	0.7	0.0	2.7	1.3	0.0	1.1	0.7	0.0	12.4	0.1	0.0	4.8
Cycle Q Clear(g_c), s	0.7	0.0	2.7	1.3	0.0	1.1	0.7	0.0	12.4	0.1	0.0	4.8
Prop In Lane	1.00		0.56	1.00		0.22	1.00		0.08	1.00		0.09
Lane Grp Cap(c), veh/h	370	0	184	356	0	265	535	0	730	282	0	633
V/C Ratio(X)	0.08	0.00	0.54	0.17	0.00	0.19	0.08	0.00	0.78	0.02	0.00	0.40
Avail Cap(c_a), veh/h	685	0	893	638	0	995	839	0	1012	661	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	16.4	0.0	18.9	15.6	0.0	16.9	8.2	0.0	11.7	10.3	0.0	10.9
Incr Delay (d2), s/veh	0.1	0.0	2.5	0.2	0.0	0.3	0.1	0.0	2.6	0.0	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	0.3	0.0	1.3	0.6	0.0	0.6	0.3	0.0	6.7	0.0	0.0	2.4
LnGrp Delay(d),s/veh	16.5	0.0	21.3	15.8	0.0	17.2	8.3	0.0	14.3	10.3	0.0	11.3
LnGrp LOS	B		C	B		B	A		B	B		B
Approach Vol, veh/h		128			111			610			256	
Approach Delay, s/veh		20.3			16.4			13.9			11.3	
Approach LOS		C			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.9	22.9	7.7	9.9	7.1	20.8	6.3	11.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.5	25.5	10.5	26.0	10.5	25.5	10.5	25.5				
Max Q Clear Time (g_c+I1), s	2.1	14.4	3.3	4.7	2.7	6.8	2.7	3.1				
Green Ext Time (p_c), s	0.0	4.0	0.1	0.8	0.0	5.2	0.0	0.8				
Intersection Summary												
HCM 2010 Ctrl Delay			14.3									
HCM 2010 LOS			B									

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T			T
Traffic Vol, veh/h	10	10	65	0	10	70
Future Vol, veh/h	10	10	65	0	10	70
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	100	100	100	100	100	100
Heavy Vehicles, %	8	8	12	12	3	3
Mvmt Flow	10	10	65	0	10	70
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	155	65	0	0	65	0
Stage 1	65	-	-	-	-	-
Stage 2	90	-	-	-	-	-
Critical Hdwy	6.48	6.28	-	-	4.13	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	-	-	2.227	-
Pot Cap-1 Maneuver	823	982	-	-	1531	-
Stage 1	943	-	-	-	-	-
Stage 2	919	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	817	982	-	-	1531	-
Mov Cap-2 Maneuver	817	-	-	-	-	-
Stage 1	943	-	-	-	-	-
Stage 2	913	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	9.1		0		0.9	
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	- 892	1531	-		
HCM Lane V/C Ratio	-	- 0.022	0.007	-		
HCM Control Delay (s)	-	- 9.1	7.4	0		
HCM Lane LOS	-	- A	A	A		
HCM 95th %tile Q(veh)	-	- 0.1	0	-		

Intersection												
Int Delay, s/veh	8.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	15	0	20	10	0	10	95	40	0	10	5
Future Vol, veh/h	0	15	0	20	10	0	10	95	40	0	10	5
Conflicting Peds, #/hr	17	0	17	0	0	0	17	0	0	0	0	17
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	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	15	0	20	10	0	10	95	40	0	10	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	27	0	0	32	0	0	107	99	32	150	99	44
Stage 1	-	-	-	-	-	-	32	32	-	67	67	-
Stage 2	-	-	-	-	-	-	75	67	-	83	32	-
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	1600	-	-	1593	-	-	877	795	1048	822	795	1032
Stage 1	-	-	-	-	-	-	990	872	-	948	843	-
Stage 2	-	-	-	-	-	-	939	843	-	930	872	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1574	-	-	1593	-	-	828	759	1031	696	759	999
Mov Cap-2 Maneuver	-	-	-	-	-	-	828	759	-	696	759	-
Stage 1	-	-	-	-	-	-	974	858	-	933	819	-
Stage 2	-	-	-	-	-	-	896	819	-	795	858	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			4.9			10.3			9.4		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	824	1574	-	-	1593	-	-	825				
HCM Lane V/C Ratio	0.176	-	-	-	0.013	-	-	0.018				
HCM Control Delay (s)	10.3	0	-	-	7.3	0	-	9.4				
HCM Lane LOS	B	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0.1				

Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	15	10	205	90	20
Future Vol, veh/h	30	15	10	205	90	20
Conflicting Peds, #/hr	21	21	21	0	0	21
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	9	9	11	11
Mvmt Flow	30	15	10	205	90	20

Major/Minor	Minor2	Major1		Major2
Conflicting Flow All	367	142	131	0
Stage 1	121	-	-	-
Stage 2	246	-	-	-
Critical Hdwy	6.4	6.2	4.19	-
Critical Hdwy Stg 1	5.4	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-
Follow-up Hdwy	3.5	3.3	2.281	-
Pot Cap-1 Maneuver	637	911	1412	-
Stage 1	909	-	-	-
Stage 2	800	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	607	875	1384	-
Mov Cap-2 Maneuver	607	-	-	-
Stage 1	891	-	-	-
Stage 2	778	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.7	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1384	-	676	-	-
HCM Lane V/C Ratio	0.007	-	0.067	-	-
HCM Control Delay (s)	7.6	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	15	0	10	10	15	0	0	10	10	0	5
Future Vol, veh/h	0	15	0	10	10	15	0	0	10	10	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	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	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	11	11	11	7	7	7	0	0	0	14	14	14
Mvmt Flow	0	15	0	10	10	15	0	0	10	10	0	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	25	0	0	15	0	0	55	60	15	58	53	18
Stage 1	-	-	-	-	-	-	15	15	-	38	38	-
Stage 2	-	-	-	-	-	-	40	45	-	20	15	-
Critical Hdwy	4.21	-	-	4.17	-	-	7.1	6.5	6.2	7.24	6.64	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.24	5.64	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.24	5.64	-
Follow-up Hdwy	2.299	-	-	2.263	-	-	3.5	4	3.3	3.626	4.126	3.426
Pot Cap-1 Maneuver	1533	-	-	1571	-	-	948	835	1070	910	816	1027
Stage 1	-	-	-	-	-	-	1010	887	-	947	840	-
Stage 2	-	-	-	-	-	-	980	861	-	969	860	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1533	-	-	1571	-	-	939	830	1070	897	811	1027
Mov Cap-2 Maneuver	-	-	-	-	-	-	939	830	-	897	811	-
Stage 1	-	-	-	-	-	-	1010	887	-	947	835	-
Stage 2	-	-	-	-	-	-	969	856	-	960	860	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			2.1			8.4			8.9		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1070	1533	-	-	1571	-	-	937				
HCM Lane V/C Ratio	0.009	-	-	-	0.006	-	-	0.016				
HCM Control Delay (s)	8.4	0	-	-	7.3	0	-	8.9				
HCM Lane LOS	A	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↕				↕				↕	
Traffic Vol, veh/h	0	0	25	0	0	10	40	30	0	0	0	0
Future Vol, veh/h	0	0	25	0	0	10	40	30	0	0	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	10	10	10	10	0	0	0	0
Mvmt Flow	0	0	25	0	0	10	40	30	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	7.5	0
HCM LOS	A	A	-

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	12%	100%
Vol Thru, %	100%	100%	50%	0%
Vol Right, %	0%	0%	38%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	25	80	70
LT Vol	0	0	10	70
Through Vol	0	25	40	0
RT Vol	0	0	30	0
Lane Flow Rate	0	25	80	70
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0.028	0.089	0.083
Departure Headway (Hd)	4.135	4.083	4.011	4.281
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	870	888	833
Service Time	2.201	2.141	2.058	2.327
HCM Lane V/C Ratio	0	0.029	0.09	0.084
HCM Control Delay	7.2	7.3	7.5	7.7
HCM Lane LOS	N	A	A	A
HCM 95th-tile Q	0	0.1	0.3	0.3

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	70	0	0
Future Vol, veh/h	0	70	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0
Mvmt Flow	0	70	0	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.7
HCM LOS	A

HCM 2010 TWSC
 12: Pick-Up/Drop Off Exit/Guptil Avenue & Willow Street

Sumner Early Learning Center
 Existing Morning Arrival Peak Hour

Intersection												
Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↕			↕	
Traffic Vol, veh/h	10	60	0	0	65	35	40	60	20	5	0	40
Future Vol, veh/h	10	60	0	0	65	35	40	60	20	5	0	40
Conflicting Peds, #/hr	47	0	82	46	0	11	82	0	46	11	0	47
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	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	60	0	0	65	35	40	60	20	5	0	40
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	147	0	-	-	-	0	265	227	106	296	210	212
Stage 1	-	-	-	-	-	-	80	80	-	130	130	-
Stage 2	-	-	-	-	-	-	185	147	-	166	80	-
Critical Hdwy	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	-	-	-	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1447	-	0	0	-	-	692	676	954	660	691	833
Stage 1	-	-	0	0	-	-	934	832	-	878	792	-
Stage 2	-	-	0	0	-	-	821	779	-	841	832	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	1334	-	-	-	-	-	600	641	912	544	655	734
Mov Cap-2 Maneuver	-	-	-	-	-	-	600	641	-	544	655	-
Stage 1	-	-	-	-	-	-	927	825	-	832	757	-
Stage 2	-	-	-	-	-	-	716	744	-	723	825	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.1			0			11.7			10.4		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1						
Capacity (veh/h)	659	1334	-	-	-	707						
HCM Lane V/C Ratio	0.182	0.007	-	-	-	0.064						
HCM Control Delay (s)	11.7	7.7	-	-	-	10.4						
HCM Lane LOS	B	A	-	-	-	B						
HCM 95th %tile Q(veh)	0.7	0	-	-	-	0.2						

Intersection

Int Delay, s/veh 5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	4	
Traffic Vol, veh/h	65	35	55	160	35	65
Future Vol, veh/h	65	35	55	160	35	65
Conflicting Peds, #/hr	84	118	118	0	0	84
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	100	100	100	100	100	100
Heavy Vehicles, %	10	10	3	3	12	12
Mvmt Flow	65	35	55	160	35	65

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	540	304	218	0	0
Stage 1	186	-	-	-	-
Stage 2	354	-	-	-	-
Critical Hdwy	6.5	6.3	4.13	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.227	-	-
Pot Cap-1 Maneuver	489	717	1346	-	-
Stage 1	827	-	-	-	-
Stage 2	693	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	366	565	1195	-	-
Mov Cap-2 Maneuver	366	-	-	-	-
Stage 1	734	-	-	-	-
Stage 2	584	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.3	2.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1195	-	417	-	-
HCM Lane V/C Ratio	0.046	-	0.24	-	-
HCM Control Delay (s)	8.2	0	16.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↕				↕				↕	
Traffic Vol, veh/h	0	0	5	0	0	10	30	130	0	0	95	55
Future Vol, veh/h	0	0	5	0	0	10	30	130	0	0	95	55
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	1	1	1	1	2	2	2	2
Mvmt Flow	0	0	5	0	0	10	30	130	0	0	95	55
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.9	8.3	8.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	6%	60%
Vol Thru, %	63%	100%	18%	9%
Vol Right, %	37%	0%	76%	31%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	150	5	170	180
LT Vol	0	0	10	108
Through Vol	95	5	30	15
RT Vol	55	0	130	57
Lane Flow Rate	150	5	170	180
Geometry Grp	1	1	1	1
Degree of Util (X)	0.179	0.007	0.199	0.22
Departure Headway (Hd)	4.293	4.83	4.206	4.391
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	836	740	853	817
Service Time	2.319	2.863	2.229	2.416
HCM Lane V/C Ratio	0.179	0.007	0.199	0.22
HCM Control Delay	8.3	7.9	8.3	8.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0	0.7	0.8

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	5	105	15	55
Future Vol, veh/h	5	105	15	55
Peak Hour Factor	1.00	1.00	1.00	1.00
Heavy Vehicles, %	1	1	1	1
Mvmt Flow	5	105	15	55
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	8.7
HCM LOS	A

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	5	0	90	0	0	5	130	545	10	5	305	5
Future Vol, veh/h	5	0	90	0	0	5	130	545	10	5	305	5
Conflicting Peds, #/hr	1	0	1	3	0	3	1	0	3	3	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	175	-	-	175	-	175
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	33	33	33	4	4	4	7	7	7
Mvmt Flow	5	0	97	0	0	5	140	586	11	5	328	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1216	-	169	-	-	597	334	0	0	600	0	0
Stage 1	342	-	-	-	-	-	-	-	-	-	-	-
Stage 2	874	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.315	-	6.915	-	-	6.695	4.16	-	-	4.205	-	-
Critical Hdwy Stg 1	6.515	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.115	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5095	-	3.3095	-	-	3.6135	2.238	-	-	2.2665	-	-
Pot Cap-1 Maneuver	148	0	849	0	0	436	1211	-	-	946	-	-
Stage 1	650	0	-	0	0	-	-	-	-	-	-	-
Stage 2	345	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	132	-	847	-	-	434	1210	-	-	943	-	-
Mov Cap-2 Maneuver	132	-	-	-	-	-	-	-	-	-	-	-
Stage 1	574	-	-	-	-	-	-	-	-	-	-	-
Stage 2	300	-	-	-	-	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	9.8			13.4			1.6			0.1		
HCM LOS	A			B								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1210	-	-	847	434	943	-	-
HCM Lane V/C Ratio	0.116	-	-	0.114	0.012	0.006	-	-
HCM Control Delay (s)	8.4	-	-	9.8	13.4	8.8	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	0.4	0	0	-	-

Queues
 16: Valley Avenue (SR 162) & SR 410 Westbound Ramp

Sumner Early Learning Center
 Existing Morning Arrival Peak Hour





















Lane Group	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	87	158	397	582	250	168
v/c Ratio	0.47	0.51	0.83	0.41	0.30	0.21
Control Delay	48.1	12.2	34.2	2.6	20.8	4.6
Queue Delay	0.0	0.0	0.0	0.3	0.0	0.0
Total Delay	48.1	12.2	34.2	2.8	20.8	4.6
Queue Length 50th (ft)	54	0	200	66	93	0
Queue Length 95th (ft)	90	52	m233	m66	203	46
Internal Link Dist (ft)	476			545	310	
Turn Bay Length (ft)		320	275			
Base Capacity (vph)	381	463	570	1417	839	788
Starvation Cap Reductn	0	0	0	306	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.34	0.70	0.52	0.30	0.21

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 2010 Signalized Intersection Summary
 16: Valley Avenue (SR 162) & SR 410 Westbound Ramp

Sumner Early Learning Center
 Existing Morning Arrival Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	80	0	145	365	535	0	0	230	155
Future Volume (veh/h)	0	0	0	80	0	145	365	535	0	0	230	155
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln				1900	1792	1792	1776	1776	0	0	1792	1792
Adj Flow Rate, veh/h				87	0	158	397	582	0	0	250	168
Adj No. of Lanes				0	1	1	1	1	0	0	1	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				6	6	6	7	7	0	0	6	6
Cap, veh/h				214	0	191	945	1390	0	0	319	270
Arrive On Green				0.13	0.00	0.13	1.00	1.00	0.00	0.00	0.18	0.18
Sat Flow, veh/h				1707	0	1524	1691	1776	0	0	1792	1519
Grp Volume(v), veh/h				87	0	158	397	582	0	0	250	168
Grp Sat Flow(s),veh/h/ln				1707	0	1524	1691	1776	0	0	1792	1519
Q Serve(g_s), s				4.7	0.0	10.1	0.0	0.0	0.0	0.0	13.3	10.2
Cycle Q Clear(g_c), s				4.7	0.0	10.1	0.0	0.0	0.0	0.0	13.3	10.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				214	0	191	945	1390	0	0	319	270
V/C Ratio(X)				0.41	0.00	0.83	0.42	0.42	0.00	0.00	0.78	0.62
Avail Cap(c_a), veh/h				382	0	341	945	1390	0	0	545	462
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.48	0.48	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				40.3	0.0	42.7	0.0	0.0	0.0	0.0	39.3	38.0
Incr Delay (d2), s/veh				0.5	0.0	3.5	0.2	0.5	0.0	0.0	17.3	10.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.3	0.0	4.4	0.0	0.2	0.0	0.0	8.1	5.1
LnGrp Delay(d),s/veh				40.8	0.0	46.1	0.2	0.5	0.0	0.0	56.6	48.3
LnGrp LOS				D		D	A	A			E	D
Approach Vol, veh/h					245			979			418	
Approach Delay, s/veh					44.2			0.3			53.3	
Approach LOS					D			A			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		82.9			60.5	22.4		17.1				
Change Period (Y+Rc), s		4.6			4.6	* 4.6		4.6				
Max Green Setting (Gmax), s		68.4			33.5	* 30		22.4				
Max Q Clear Time (g_c+I1), s		2.0			2.0	15.3		12.1				
Green Ext Time (p_c), s		8.0			7.4	2.2		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay				20.4								
HCM 2010 LOS				C								
Notes												

Queues
 17: Valley Avenue (SR 162) & SR 410 Eastbound Ramp

Sumner Early Learning Center
 Existing Morning Arrival Peak Hour




















Lane Group	EBL	EBT	NBT	SBL	SBT
Lane Group Flow (vph)	185	197	938	84	264
v/c Ratio	0.68	0.25	0.83	0.69	0.21
Control Delay	51.2	0.8	24.6	88.0	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	51.2	0.8	24.6	88.0	7.5
Queue Length 50th (ft)	112	0	445	0	139
Queue Length 95th (ft)	168	0	#831	#130	62
Internal Link Dist (ft)		659	446		545
Turn Bay Length (ft)	315			240	
Base Capacity (vph)	393	845	1125	123	1277
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.47	0.23	0.83	0.68	0.21

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary
 17: Valley Avenue (SR 162) & SR 410 Eastbound Ramp

Sumner Early Learning Center
 Existing Morning Arrival Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	0	175	0	0	0	0	745	90	75	235	0
Future Volume (veh/h)	165	0	175	0	0	0	0	745	90	75	235	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	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
Adj Sat Flow, veh/h/ln	1696	1696	1900				0	1776	1900	1727	1727	0
Adj Flow Rate, veh/h	185	0	197				0	837	101	84	264	0
Adj No. of Lanes	1	1	0				0	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89				0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	12	12	12				0	7	7	10	10	0
Cap, veh/h	266	0	237				0	846	102	252	1284	0
Arrive On Green	0.16	0.00	0.16				0.00	0.54	0.54	0.31	1.00	0.00
Sat Flow, veh/h	1616	0	1442				0	1554	188	1645	1727	0
Grp Volume(v), veh/h	185	0	197				0	0	938	84	264	0
Grp Sat Flow(s),veh/h/ln	1616	0	1442				0	0	1742	1645	1727	0
Q Serve(g_s), s	10.8	0.0	13.2				0.0	0.0	53.2	3.9	0.0	0.0
Cycle Q Clear(g_c), s	10.8	0.0	13.2				0.0	0.0	53.2	3.9	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.11	1.00		0.00
Lane Grp Cap(c), veh/h	266	0	237				0	0	948	252	1284	0
V/C Ratio(X)	0.70	0.00	0.83				0.00	0.00	0.99	0.33	0.21	0.00
Avail Cap(c_a), veh/h	394	0	352				0	0	948	252	1284	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.00	1.00	0.96	0.96	0.00
Uniform Delay (d), s/veh	39.4	0.0	40.4				0.0	0.0	22.5	30.7	0.0	0.0
Incr Delay (d2), s/veh	3.3	0.0	10.2				0.0	0.0	26.9	0.7	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	5.9				0.0	0.0	32.4	1.8	0.1	0.0
LnGrp Delay(d),s/veh	42.7	0.0	50.6				0.0	0.0	49.4	31.4	0.3	0.0
LnGrp LOS	D		D						D	C	A	
Approach Vol, veh/h		382						938			348	
Approach Delay, s/veh		46.8						49.4			7.9	
Approach LOS		D						D			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	19.9	59.0		21.1		78.9						
Change Period (Y+Rc), s	4.6	* 4.6		4.6		4.6						
Max Green Setting (Gmax), s	7.5	* 54		24.4		66.4						
Max Q Clear Time (g_c+I1), s	5.9	55.2		15.2		2.0						
Green Ext Time (p_c), s	0.3	0.0		1.2		2.0						
Intersection Summary												
HCM 2010 Ctrl Delay			40.1									
HCM 2010 LOS			D									
Notes												

Intersection

Int Delay, s/veh 1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑		↑	↑
Traffic Vol, veh/h	10	90	725	5	20	380
Future Vol, veh/h	10	90	725	5	20	380
Conflicting Peds, #/hr	3	3	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	5	5	8	8	13	13
Mvmt Flow	11	101	815	6	22	427

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1295	823	0	0	823	0
Stage 1	820	-	-	-	-	-
Stage 2	475	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.23	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.317	-
Pot Cap-1 Maneuver	177	369	-	-	761	-
Stage 1	428	-	-	-	-	-
Stage 2	619	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	171	367	-	-	759	-
Mov Cap-2 Maneuver	361	-	-	-	-	-
Stage 1	427	-	-	-	-	-
Stage 2	599	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	19.1		0		0.5
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 366	759	-
HCM Lane V/C Ratio	-	- 0.307	0.03	-
HCM Control Delay (s)	-	- 19.1	9.9	-
HCM Lane LOS	-	- C	A	-
HCM 95th %tile Q(veh)	-	- 1.3	0.1	-

Intersection

Int Delay, s/veh 0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	115	0	10	80	5	0
Future Vol, veh/h	115	0	10	80	5	0
Conflicting Peds, #/hr	0	5	5	0	5	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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	27	27
Mvmt Flow	115	0	10	80	5	0

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	120	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	-	-	1480	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1473	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	699	-	-	1473	-
HCM Lane V/C Ratio	0.007	-	-	0.007	-
HCM Control Delay (s)	10.2	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	70	80	50	90	5	10
Future Vol, veh/h	70	80	50	90	5	10
Conflicting Peds, #/hr	0	5	5	0	5	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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	70	80	50	90	5	10

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	155	310
Stage 1	-	-	115
Stage 2	-	-	195
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	-	1438	687
Stage 1	-	-	915
Stage 2	-	-	843
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1431	655
Mov Cap-2 Maneuver	-	-	655
Stage 1	-	-	911
Stage 2	-	-	808

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	815	-	-	1431	-
HCM Lane V/C Ratio	0.018	-	-	0.035	-
HCM Control Delay (s)	9.5	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	100	10	0	105	0	0
Future Vol, veh/h	100	10	0	105	0	0
Conflicting Peds, #/hr	0	18	12	0	18	12
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	8	8	0	0
Mvmt Flow	100	10	0	105	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	128
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.18
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.272
Pot Cap-1 Maneuver	-	-	1422
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1406
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)	-	-	-	1406	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection

Int Delay, s/veh 1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↓	
Traffic Vol, veh/h	105	0	0	90	15	15
Future Vol, veh/h	105	0	0	90	15	15
Conflicting Peds, #/hr	0	77	60	0	77	60
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	8	8	46	46
Mvmt Flow	105	0	0	90	15	15

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	-	272
Stage 1	-	-	105
Stage 2	-	-	167
Critical Hdwy	-	-	6.86
Critical Hdwy Stg 1	-	-	5.86
Critical Hdwy Stg 2	-	-	5.86
Follow-up Hdwy	-	-	3.914
Pot Cap-1 Maneuver	-	0	633
Stage 1	-	0	820
Stage 2	-	0	766
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	587
Mov Cap-2 Maneuver	-	-	587
Stage 1	-	-	820
Stage 2	-	-	710

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	652	-	-
HCM Lane V/C Ratio	0.046	-	-
HCM Control Delay (s)	10.8	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Intersection

Int Delay, s/veh 2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	100	15	60	80	0	0
Future Vol, veh/h	100	15	60	80	0	0
Conflicting Peds, #/hr	0	129	227	0	129	227
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	100	100	100	100	100	100
Heavy Vehicles, %	8	8	10	10	0	0
Mvmt Flow	100	15	60	80	0	0




Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	342	664
Stage 1	-	-	335
Stage 2	-	-	329
Critical Hdwy	-	4.2	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	2.29	3.5
Pot Cap-1 Maneuver	-	1174	429
Stage 1	-	-	729
Stage 2	-	-	734
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	920	275
Mov Cap-2 Maneuver	-	-	275
Stage 1	-	-	571
Stage 2	-	-	600

Approach	EB	WB	NB
HCM Control Delay, s	0	3.9	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	920	-
HCM Lane V/C Ratio	-	-	-	0.065	-
HCM Control Delay (s)	0	-	-	9.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0.2	-

Intersection

Int Delay, s/veh 4.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	10	5	0	5	5
Future Vol, veh/h	0	10	5	0	5	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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	10	5	0	5	5

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	20	5	0	0	5	0
Stage 1	5	-	-	-	-	-
Stage 2	15	-	-	-	-	-
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	1002	1084	-	-	1630	-
Stage 1	1023	-	-	-	-	-
Stage 2	1013	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	999	1084	-	-	1630	-
Mov Cap-2 Maneuver	999	-	-	-	-	-
Stage 1	1023	-	-	-	-	-
Stage 2	1010	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	8.4		0		3.6
HCM LOS	A				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1084	1630	-
HCM Lane V/C Ratio	-	-	0.009	0.003	-
HCM Control Delay (s)	-	-	8.4	7.2	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection

Int Delay, s/veh 2.4

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations	W			4		4	
Traffic Vol, veh/h	50	30	0	170	5	90	0
Future Vol, veh/h	50	30	0	170	5	90	0
Conflicting Peds, #/hr	8	11	11	0	0	0	8
Sign Control	Stop	Stop	Free	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	100	100	100	100	100	100	100
Heavy Vehicles, %	10	10	1	1	1	1	1
Mvmt Flow	50	30	0	170	5	90	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	279	112	101
Stage 1	101	-	-
Stage 2	178	-	-
Critical Hdwy	6.5	6.3	4.11
Critical Hdwy Stg 1	5.5	-	-
Critical Hdwy Stg 2	5.5	-	-
Follow-up Hdwy	3.59	3.39	2.209
Pot Cap-1 Maneuver	694	920	1498
Stage 1	903	-	-
Stage 2	834	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	680	901	1482
Mov Cap-2 Maneuver	680	-	-
Stage 1	894	-	-
Stage 2	825	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0	
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1482	-	749	-	-
HCM Lane V/C Ratio	-	-	0.107	-	-
HCM Control Delay (s)	0	-	10.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection

Int Delay, s/veh 3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	1	
Traffic Vol, veh/h	35	0	0	50	30	0
Future Vol, veh/h	35	0	0	50	30	0
Conflicting Peds, #/hr	44	41	41	0	0	44
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	100	100	100	100	100	100
Heavy Vehicles, %	5	5	0	0	0	0
Mvmt Flow	35	0	0	50	30	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	168	115	74	0	-	0
Stage 1	74	-	-	-	-	-
Stage 2	94	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.1	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.2	-	-	-
Pot Cap-1 Maneuver	815	929	1538	-	-	-
Stage 1	941	-	-	-	-	-
Stage 2	922	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	748	855	1478	-	-	-
Mov Cap-2 Maneuver	748	-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	883	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1478	-	748	-	-
HCM Lane V/C Ratio	-	-	0.047	-	-
HCM Control Delay (s)	0	-	10	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection

Int Delay, s/veh 4.5

Movement	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations		↔	↔			↔	
Traffic Vol, veh/h	60	0	0	10	5	0	40
Future Vol, veh/h	60	0	0	10	5	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	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	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	33	33	5	5	5
Mvmt Flow	60	0	0	10	5	0	40

Major/Minor	Minor1	Minor2	Major2	Major1
Conflicting Flow All	5	40	-	0
Stage 1	0	30	-	-
Stage 2	5	10	-	-
Critical Hdwy	6.4	6.5	-	4.15
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-
Follow-up Hdwy	3.5	4	-	2.245
Pot Cap-1 Maneuver	1022	856	-	1590
Stage 1	-	-	-	-
Stage 2	1023	891	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	1022	0	-	-
Mov Cap-2 Maneuver	1022	0	-	-
Stage 1	-	0	-	-
Stage 2	1023	0	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	1022	-	-	-	-
HCM Lane V/C Ratio	0.059	-	-	-	-
HCM Control Delay (s)	8.7	-	-	-	-
HCM Lane LOS	A	-	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-	-

Queues
1: Valley Avenue & Main Street

Sumner Early Learning Center
 Existing Afternoon Dismissal Peak Hour























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	170	361	201	304	82	360	57	464
v/c Ratio	0.68	0.77	0.71	0.61	0.45	0.63	0.36	0.84
Control Delay	62.0	47.3	61.7	40.3	57.6	36.0	56.8	48.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.0	47.3	61.7	40.3	57.6	36.0	56.8	48.9
Queue Length 50th (ft)	110	220	133	182	53	196	37	284
Queue Length 95th (ft)	#266	364	#331	305	119	359	90	#535
Internal Link Dist (ft)		322		69		1854		145
Turn Bay Length (ft)								
Base Capacity (vph)	282	764	282	758	277	758	280	757
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.47	0.71	0.40	0.30	0.47	0.20	0.61

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary
1: Valley Avenue & Main Street

Sumner Early Learning Center
Existing Afternoon Dismissal Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	265	85	195	255	40	80	270	80	55	385	65
Future Volume (veh/h)	165	265	85	195	255	40	80	270	80	55	385	65
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.83	1.00		0.91	1.00		0.93	1.00		0.93
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
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1845	1845	1900	1863	1863	1900
Adj Flow Rate, veh/h	170	273	88	201	263	41	82	278	82	57	397	67
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	3	3	3	2	2	2
Cap, veh/h	206	360	116	237	462	72	106	436	129	88	482	81
Arrive On Green	0.11	0.28	0.28	0.13	0.30	0.30	0.06	0.32	0.32	0.05	0.31	0.31
Sat Flow, veh/h	1792	1294	417	1792	1565	244	1757	1342	396	1774	1534	259
Grp Volume(v), veh/h	170	0	361	201	0	304	82	0	360	57	0	464
Grp Sat Flow(s),veh/h/ln	1792	0	1711	1792	0	1809	1757	0	1738	1774	0	1792
Q Serve(g_s), s	8.6	0.0	17.9	10.2	0.0	13.2	4.3	0.0	16.4	2.9	0.0	22.2
Cycle Q Clear(g_c), s	8.6	0.0	17.9	10.2	0.0	13.2	4.3	0.0	16.4	2.9	0.0	22.2
Prop In Lane	1.00		0.24	1.00		0.13	1.00		0.23	1.00		0.14
Lane Grp Cap(c), veh/h	206	0	475	237	0	534	106	0	564	88	0	563
V/C Ratio(X)	0.83	0.00	0.76	0.85	0.00	0.57	0.77	0.00	0.64	0.65	0.00	0.82
Avail Cap(c_a), veh/h	290	0	738	290	0	780	284	0	750	287	0	773
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	40.2	0.0	30.6	39.4	0.0	27.7	43.0	0.0	26.7	43.3	0.0	29.4
Incr Delay (d2), s/veh	12.7	0.0	2.5	17.7	0.0	1.0	11.3	0.0	1.2	7.6	0.0	5.3
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	5.0	0.0	8.8	6.2	0.0	6.7	2.4	0.0	8.0	1.6	0.0	11.8
LnGrp Delay(d),s/veh	52.8	0.0	33.2	57.0	0.0	28.6	54.3	0.0	27.9	50.9	0.0	34.7
LnGrp LOS	D		C	E		C	D		C	D		C
Approach Vol, veh/h		531			505			442			521	
Approach Delay, s/veh		39.5			39.9			32.8			36.5	
Approach LOS		D			D			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.3	30.8	9.6	35.1	15.6	32.4	10.6	34.1				
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	12.2	19.9	4.9	18.4	10.6	15.2	6.3	24.2				
Green Ext Time (p_c), s	0.1	4.3	0.1	5.6	0.2	4.5	0.1	4.9				
Intersection Summary												
HCM 2010 Ctrl Delay				37.3								
HCM 2010 LOS				D								

Intersection

Int Delay, s/veh 2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	40	125	5	30	35
Future Vol, veh/h	5	40	125	5	30	35
Conflicting Peds, #/hr	9	9	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	100	100	100	100	100	100
Heavy Vehicles, %	9	9	2	2	1	1
Mvmt Flow	5	40	125	5	30	35

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	241	146	0	0	139	0
Stage 1	137	-	-	-	-	-
Stage 2	104	-	-	-	-	-
Critical Hdwy	6.49	6.29	-	-	4.11	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.381	-	-	2.209	-
Pot Cap-1 Maneuver	732	883	-	-	1451	-
Stage 1	873	-	-	-	-	-
Stage 2	903	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	704	868	-	-	1439	-
Mov Cap-2 Maneuver	704	-	-	-	-	-
Stage 1	866	-	-	-	-	-
Stage 2	876	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	9.5		0		3.5
HCM LOS	A				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	846	1439	-
HCM Lane V/C Ratio	-	-	0.053	0.021	-
HCM Control Delay (s)	-	-	9.5	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	30	5	0	35	0	10	70	20	5	10	5
Future Vol, veh/h	0	30	5	0	35	0	10	70	20	5	10	5
Conflicting Peds, #/hr	27	0	31	5	0	1	31	0	5	1	0	27
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	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	12	12	12	0	0	0	3	3	3
Mvmt Flow	0	30	5	0	35	0	10	70	20	5	10	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	62	0	0	66	0	0	138	126	69	145	128	93
Stage 1	-	-	-	-	-	-	64	64	-	62	62	-
Stage 2	-	-	-	-	-	-	74	62	-	83	66	-
Critical Hdwy	4.12	-	-	4.22	-	-	7.1	6.5	6.2	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.13	5.53	-
Follow-up Hdwy	2.218	-	-	2.308	-	-	3.5	4	3.3	3.527	4.027	3.327
Pot Cap-1 Maneuver	1541	-	-	1474	-	-	837	768	1000	822	761	961
Stage 1	-	-	-	-	-	-	952	846	-	947	841	-
Stage 2	-	-	-	-	-	-	940	847	-	923	838	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1496	-	-	1467	-	-	776	726	966	723	720	909
Mov Cap-2 Maneuver	-	-	-	-	-	-	776	726	-	723	720	-
Stage 1	-	-	-	-	-	-	924	821	-	923	819	-
Stage 2	-	-	-	-	-	-	896	825	-	823	813	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			10.4			9.9		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	769	1496	-	-	1467	-	-	760				
HCM Lane V/C Ratio	0.13	-	-	-	-	-	-	0.026				
HCM Control Delay (s)	10.4	0	-	-	0	-	-	9.9				
HCM Lane LOS	B	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.1				

Intersection

Int Delay, s/veh 2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	45	30	90	170	5
Future Vol, veh/h	10	45	30	90	170	5
Conflicting Peds, #/hr	2	2	2	0	0	2
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	6	6	2	2
Mvmt Flow	10	45	30	90	170	5

Major/Minor	Minor2	Major1		Major2
Conflicting Flow All	327	177	177	0
Stage 1	175	-	-	-
Stage 2	152	-	-	-
Critical Hdwy	6.42	6.22	4.16	-
Critical Hdwy Stg 1	5.42	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-
Follow-up Hdwy	3.518	3.318	2.254	-
Pot Cap-1 Maneuver	667	866	1375	-
Stage 1	855	-	-	-
Stage 2	876	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	649	863	1372	-
Mov Cap-2 Maneuver	649	-	-	-
Stage 1	853	-	-	-
Stage 2	854	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	1.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1372	-	814	-	-
HCM Lane V/C Ratio	0.022	-	0.068	-	-
HCM Control Delay (s)	7.7	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection

Int Delay, s/veh 6.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	50	90	45	65	190	105
Future Vol, veh/h	50	90	45	65	190	105
Conflicting Peds, #/hr	38	26	0	38	26	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	89	89	89	89	89	89
Heavy Vehicles, %	6	6	8	8	2	2
Mvmt Flow	56	101	51	73	213	118

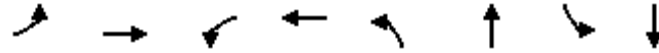
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	708	151	0	0	162	0
Stage 1	125	-	-	-	-	-
Stage 2	583	-	-	-	-	-
Critical Hdwy	6.46	6.26	-	-	4.12	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.218	-
Pot Cap-1 Maneuver	395	885	-	-	1417	-
Stage 1	891	-	-	-	-	-
Stage 2	550	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	306	832	-	-	1382	-
Mov Cap-2 Maneuver	306	-	-	-	-	-
Stage 1	859	-	-	-	-	-
Stage 2	443	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	15		0		5.2
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	516	1382	-
HCM Lane V/C Ratio	-	-	0.305	0.154	-
HCM Control Delay (s)	-	-	15	8.1	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.3	0.5	-

Queues
6: Valley Avenue & Meade-McCumber Road

Sumner Early Learning Center
Existing Afternoon Dismissal Peak Hour
























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	31	232	82	61	82	464	10	567
v/c Ratio	0.09	0.66	0.26	0.13	0.23	0.49	0.02	0.74
Control Delay	16.1	27.4	18.1	18.3	11.8	16.6	10.9	30.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.1	27.4	18.1	18.3	11.8	16.6	10.9	30.9
Queue Length 50th (ft)	9	61	24	13	16	116	2	225
Queue Length 95th (ft)	26	136	53	48	47	322	11	#518
Internal Link Dist (ft)		651		784		1047		1854
Turn Bay Length (ft)								
Base Capacity (vph)	455	683	373	683	414	948	574	763
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.34	0.22	0.09	0.20	0.49	0.02	0.74

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary
6: Valley Avenue & Meade-McCumber Road

Sumner Early Learning Center
Existing Afternoon Dismissal Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	90	135	80	45	15	80	375	75	10	535	15
Future Volume (veh/h)	30	90	135	80	45	15	80	375	75	10	535	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.94		0.89	0.95		0.94	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1810	1810	1900	1827	1827	1900	1845	1845	1900	1863	1863	1900
Adj Flow Rate, veh/h	31	93	139	82	46	15	82	387	77	10	552	15
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	5	5	4	4	4	3	3	3	2	2	2
Cap, veh/h	446	132	197	319	324	106	299	616	122	331	641	17
Arrive On Green	0.04	0.22	0.22	0.07	0.25	0.25	0.07	0.41	0.41	0.02	0.36	0.36
Sat Flow, veh/h	1723	608	908	1740	1298	423	1757	1494	297	1774	1805	49
Grp Volume(v), veh/h	31	0	232	82	0	61	82	0	464	10	0	567
Grp Sat Flow(s),veh/h/ln	1723	0	1516	1740	0	1722	1757	0	1791	1774	0	1854
Q Serve(g_s), s	0.9	0.0	9.0	2.2	0.0	1.8	1.7	0.0	13.0	0.2	0.0	18.0
Cycle Q Clear(g_c), s	0.9	0.0	9.0	2.2	0.0	1.8	1.7	0.0	13.0	0.2	0.0	18.0
Prop In Lane	1.00		0.60	1.00		0.25	1.00		0.17	1.00		0.03
Lane Grp Cap(c), veh/h	446	0	329	319	0	429	299	0	738	331	0	658
V/C Ratio(X)	0.07	0.00	0.71	0.26	0.00	0.14	0.27	0.00	0.63	0.03	0.00	0.86
Avail Cap(c_a), veh/h	663	0	621	481	0	692	463	0	738	598	0	745
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	17.9	0.0	23.0	17.5	0.0	18.5	13.5	0.0	14.8	13.4	0.0	19.0
Incr Delay (d2), s/veh	0.1	0.0	2.8	0.4	0.0	0.2	0.5	0.0	1.7	0.0	0.0	9.3
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	0.4	0.0	4.0	1.1	0.0	0.8	0.9	0.0	6.8	0.1	0.0	10.8
LnGrp Delay(d),s/veh	17.9	0.0	25.8	17.9	0.0	18.7	14.0	0.0	16.5	13.4	0.0	28.3
LnGrp LOS	B		C	B		B	B		B	B		C
Approach Vol, veh/h		263			143			546			577	
Approach Delay, s/veh		24.8			18.3			16.1			28.0	
Approach LOS		C			B			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.5	30.7	9.1	18.3	9.1	27.0	7.0	20.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.5	25.5	10.5	26.0	10.5	25.5	10.5	25.5				
Max Q Clear Time (g_c+I1), s	2.2	15.0	4.2	11.0	3.7	20.0	2.9	3.8				
Green Ext Time (p_c), s	0.0	4.9	0.1	1.6	0.1	2.5	0.0	1.8				
Intersection Summary												
HCM 2010 Ctrl Delay			22.3									
HCM 2010 LOS			C									

Intersection

Int Delay, s/veh 2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	30	95	0	10	25
Future Vol, veh/h	10	30	95	0	10	25
Conflicting Peds, #/hr	5	4	0	5	4	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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	2	2	4	4
Mvmt Flow	10	30	95	0	10	25

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	150	104	0	0	100	0
Stage 1	100	-	-	-	-	-
Stage 2	50	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.14	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.236	-
Pot Cap-1 Maneuver	847	956	-	-	1480	-
Stage 1	929	-	-	-	-	-
Stage 2	978	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	833	948	-	-	1474	-
Mov Cap-2 Maneuver	833	-	-	-	-	-
Stage 1	925	-	-	-	-	-
Stage 2	967	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	9.1		0		2.1
HCM LOS	A				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	916	1474	-
HCM Lane V/C Ratio	-	-	0.044	0.007	-
HCM Control Delay (s)	-	-	9.1	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection												
Int Delay, s/veh	9.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	10	5	0	10	0	20	85	50	0	5	10
Future Vol, veh/h	5	10	5	0	10	0	20	85	50	0	5	10
Conflicting Peds, #/hr	36	0	38	11	0	9	38	0	11	9	0	36
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	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	8	8	8	6	6	6	0	0	0	0	0	0
Mvmt Flow	5	10	5	0	10	0	20	85	50	0	5	10
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	46	0	0	53	0	0	117	107	62	147	109	84
Stage 1	-	-	-	-	-	-	61	61	-	46	46	-
Stage 2	-	-	-	-	-	-	56	46	-	101	63	-
Critical Hdwy	4.18	-	-	4.16	-	-	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	2.272	-	-	2.254	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1524	-	-	1527	-	-	864	787	1009	826	785	981
Stage 1	-	-	-	-	-	-	955	848	-	973	861	-
Stage 2	-	-	-	-	-	-	961	861	-	910	846	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1469	-	-	1511	-	-	788	730	962	680	728	913
Mov Cap-2 Maneuver	-	-	-	-	-	-	788	730	-	680	728	-
Stage 1	-	-	-	-	-	-	918	815	-	937	831	-
Stage 2	-	-	-	-	-	-	911	831	-	762	813	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.9			0			10.6			9.4		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	800	1469	-	-	1511	-	-	842				
HCM Lane V/C Ratio	0.194	0.003	-	-	-	-	-	0.018				
HCM Control Delay (s)	10.6	7.5	0	-	0	-	-	9.4				
HCM Lane LOS	B	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0.1				

Intersection

Int Delay, s/veh 2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	1	
Traffic Vol, veh/h	50	5	0	130	95	10
Future Vol, veh/h	50	5	0	130	95	10
Conflicting Peds, #/hr	23	19	19	0	0	23
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	100	100	100	100	100	100
Heavy Vehicles, %	4	4	8	8	8	8
Mvmt Flow	50	5	0	130	95	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	276	142	128	0	-	0
Stage 1	123	-	-	-	-	-
Stage 2	153	-	-	-	-	-
Critical Hdwy	6.44	6.24	4.18	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	2.272	-	-	-
Pot Cap-1 Maneuver	709	900	1422	-	-	-
Stage 1	898	-	-	-	-	-
Stage 2	870	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	678	864	1396	-	-	-
Mov Cap-2 Maneuver	678	-	-	-	-	-
Stage 1	878	-	-	-	-	-
Stage 2	851	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1396	-	692	-	-
HCM Lane V/C Ratio	-	-	0.079	-	-
HCM Control Delay (s)	0	-	10.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	10	5	5	0	10	0	5	5	15	5	5
Future Vol, veh/h	0	10	5	5	0	10	0	5	5	15	5	5
Conflicting Peds, #/hr	0	0	3	3	0	0	3	0	3	0	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	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	6	6	6	14	14	14	0	0	0
Mvmt Flow	0	10	5	5	0	10	0	5	5	15	5	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	10	0	0	18	0	0	39	36	19	36	33	8
Stage 1	-	-	-	-	-	-	16	16	-	15	15	-
Stage 2	-	-	-	-	-	-	23	20	-	21	18	-
Critical Hdwy	4.1	-	-	4.16	-	-	7.24	6.64	6.34	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.24	5.64	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.24	5.64	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.254	-	-	3.626	4.126	3.426	3.5	4	3.3
Pot Cap-1 Maneuver	1623	-	-	1573	-	-	936	833	1025	975	864	1080
Stage 1	-	-	-	-	-	-	973	859	-	1010	887	-
Stage 2	-	-	-	-	-	-	965	855	-	1003	884	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1618	-	-	1569	-	-	920	828	1019	961	859	1077
Mov Cap-2 Maneuver	-	-	-	-	-	-	920	828	-	961	859	-
Stage 1	-	-	-	-	-	-	970	857	-	1010	884	-
Stage 2	-	-	-	-	-	-	950	852	-	989	881	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			2.4			9			8.9		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	914	1618	-	-	1569	-	-	959				
HCM Lane V/C Ratio	0.011	-	-	-	0.003	-	-	0.026				
HCM Control Delay (s)	9	0	-	-	7.3	0	-	8.9				
HCM Lane LOS	A	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↔				↔				↔	
Traffic Vol, veh/h	0	5	30	5	0	0	10	50	0	0	25	0
Future Vol, veh/h	0	5	30	5	0	0	10	50	0	0	25	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	2	2	2	2	0	0	0	0
Mvmt Flow	0	5	30	5	0	0	10	50	0	0	25	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.4	7	7.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	12%	0%	63%
Vol Thru, %	100%	75%	17%	26%
Vol Right, %	0%	12%	83%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	40	60	95
LT Vol	0	5	0	60
Through Vol	25	30	10	25
RT Vol	0	5	50	10
Lane Flow Rate	25	40	60	95
Geometry Grp	1	1	1	1
Degree of Util (X)	0.029	0.046	0.061	0.111
Departure Headway (Hd)	4.146	4.103	3.671	4.19
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	856	862	962	852
Service Time	2.206	2.177	1.746	2.231
HCM Lane V/C Ratio	0.029	0.046	0.062	0.112
HCM Control Delay	7.3	7.4	7	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.2	0.4

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	60	25	10
Future Vol, veh/h	0	60	25	10
Peak Hour Factor	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	60	25	10
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.8
HCM LOS	A

Intersection

Int Delay, s/veh 7.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↕			↕	
Traffic Vol, veh/h	30	50	0	0	75	25	0	10	55	10	0	30
Future Vol, veh/h	30	50	0	0	75	25	0	10	55	10	0	30
Conflicting Peds, #/hr	229	0	396	226	0	59	396	0	226	59	0	229
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	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	1	1	1	0	0	0	0	0	0
Mvmt Flow	30	50	0	0	75	25	0	10	55	10	0	30

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	329	0	609	427
Stage 1	-	-	110	317
Stage 2	-	-	499	110
Critical Hdwy	4.1	-	7.1	6.5
Critical Hdwy Stg 1	-	-	6.1	5.5
Critical Hdwy Stg 2	-	-	6.1	5.5
Follow-up Hdwy	2.2	-	3.5	4
Pot Cap-1 Maneuver	1242	0	410	523
Stage 1	-	0	900	658
Stage 2	-	0	557	808
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	774	-	213	393
Mov Cap-2 Maneuver	-	-	213	393
Stage 1	-	-	864	514
Stage 2	-	-	298	776

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.7	0	12.3	26.5
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	555	774	-	-	-	207
HCM Lane V/C Ratio	0.117	0.039	-	-	-	0.193
HCM Control Delay (s)	12.3	9.8	-	-	-	26.5
HCM Lane LOS	B	A	-	-	-	D
HCM 95th %tile Q(veh)	0.4	0.1	-	-	-	0.7

Intersection

Int Delay, s/veh 4.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	4	
Traffic Vol, veh/h	35	55	45	55	105	80
Future Vol, veh/h	35	55	45	55	105	80
Conflicting Peds, #/hr	82	103	103	0	0	82
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	100	100	100	100	100	100
Heavy Vehicles, %	6	6	4	4	7	7
Mvmt Flow	35	55	45	55	105	80

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	475	351	288	0	0
Stage 1	248	-	-	-	-
Stage 2	227	-	-	-	-
Critical Hdwy	6.46	6.26	4.14	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-
Follow-up Hdwy	3.554	3.354	2.236	-	-
Pot Cap-1 Maneuver	541	684	1263	-	-
Stage 1	784	-	-	-	-
Stage 2	801	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	422	556	1139	-	-
Mov Cap-2 Maneuver	422	-	-	-	-
Stage 1	707	-	-	-	-
Stage 2	693	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.9	3.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1139	-	495	-	-
HCM Lane V/C Ratio	0.04	-	0.182	-	-
HCM Control Delay (s)	8.3	0	13.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↕				↕				↕	
Traffic Vol, veh/h	0	0	0	0	0	20	10	70	0	0	30	40
Future Vol, veh/h	0	0	0	0	0	20	10	70	0	0	30	40
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	2	2	2	2	0	0	0	0
Mvmt Flow	0	0	0	0	0	20	10	70	0	0	30	40
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	0	7.6	7.3
HCM LOS	-	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	20%	84%
Vol Thru, %	43%	100%	10%	10%
Vol Right, %	57%	0%	70%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	70	0	100	160
LT Vol	0	0	20	134
Through Vol	30	0	10	15
RT Vol	40	0	70	10
Lane Flow Rate	70	0	100	160
Geometry Grp	1	1	1	1
Degree of Util (X)	0.075	0	0.113	0.191
Departure Headway (Hd)	3.855	4.517	4.062	4.293
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	913	0	888	830
Service Time	1.947	2.52	2.062	2.352
HCM Lane V/C Ratio	0.077	0	0.113	0.193
HCM Control Delay	7.3	7.5	7.6	8.4
HCM Lane LOS	A	N	A	A
HCM 95th-tile Q	0.2	0	0.4	0.7

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	5	130	15	10
Future Vol, veh/h	5	130	15	10
Peak Hour Factor	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	5	130	15	10
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	8.4
HCM LOS	A

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	5	0	145	5	5	5	75	525	5	0	755	5
Future Vol, veh/h	5	0	145	5	5	5	75	525	5	0	755	5
Conflicting Peds, #/hr	2	0	2	0	0	0	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	175	-	-	175	-	175
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	0	0	0	3	3	3	3	3	3
Mvmt Flow	5	0	149	5	5	5	77	541	5	0	778	5
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1486	-	396	1089	1484	546	786	0	0	546	0	0
Stage 1	783	-	-	698	698	-	-	-	-	-	-	-
Stage 2	703	-	-	391	786	-	-	-	-	-	-	-
Critical Hdwy	7.315	-	6.915	7.3	6.5	6.2	4.145	-	-	4.145	-	-
Critical Hdwy Stg 1	6.515	-	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.115	-	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5095	-	3.3095	3.5	4	3.3	2.2285	-	-	2.2285	-	-
Pot Cap-1 Maneuver	95	0	607	183	126	541	825	-	-	1015	-	-
Stage 1	356	0	-	434	445	-	-	-	-	-	-	-
Stage 2	429	0	-	610	406	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	84	-	605	128	114	540	823	-	-	1013	-	-
Mov Cap-2 Maneuver	84	-	-	128	114	-	-	-	-	-	-	-
Stage 1	322	-	-	393	403	-	-	-	-	-	-	-
Stage 2	380	-	-	458	405	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	12.9			11.7			1.2			0		
HCM LOS	B			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	823	-	-	605	540	1013	-	-				
HCM Lane V/C Ratio	0.094	-	-	0.247	0.01	-	-	-				
HCM Control Delay (s)	9.8	-	-	12.9	11.7	0	-	-				
HCM Lane LOS	A	-	-	B	B	A	-	-				
HCM 95th %tile Q(veh)	0.3	-	-	1	0	0	-	-				

Queues
 16: Valley Avenue (SR 162) & SR 410 Westbound Ramp

Sumner Early Learning Center
 Existing Afternoon Dismissal Peak Hour



Lane Group	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	125	163	207	516	799	179
v/c Ratio	0.50	0.46	0.73	0.38	0.80	0.20
Control Delay	41.5	9.5	48.8	7.9	26.3	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0
Total Delay	41.5	9.5	48.8	7.9	26.3	3.3
Queue Length 50th (ft)	68	0	86	109	340	2
Queue Length 95th (ft)	108	48	m145	224	#696	40
Internal Link Dist (ft)	476			545	310	
Turn Bay Length (ft)		320	275			
Base Capacity (vph)	438	503	315	1365	1005	910
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	5	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.32	0.66	0.38	0.80	0.20

Intersection Summary



















95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM 2010 Signalized Intersection Summary
 16: Valley Avenue (SR 162) & SR 410 Westbound Ramp

Sumner Early Learning Center
 Existing Afternoon Dismissal Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	110	5	150	190	475	0	0	735	165
Future Volume (veh/h)	0	0	0	110	5	150	190	475	0	0	735	165
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	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
Adj Sat Flow, veh/h/ln				1900	1845	1845	1810	1810	0	0	1863	1863
Adj Flow Rate, veh/h				120	5	163	207	516	0	0	799	179
Adj No. of Lanes				0	1	1	1	1	0	0	1	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				3	3	3	5	5	0	0	2	2
Cap, veh/h				224	9	207	514	1384	0	0	774	656
Arrive On Green				0.13	0.13	0.13	0.30	0.76	0.00	0.00	0.42	0.42
Sat Flow, veh/h				1690	70	1556	1723	1810	0	0	1863	1578
Grp Volume(v), veh/h				125	0	163	207	516	0	0	799	179
Grp Sat Flow(s),veh/h/ln				1760	0	1556	1723	1810	0	0	1863	1578
Q Serve(g_s), s				6.0	0.0	9.1	8.6	8.4	0.0	0.0	37.4	6.7
Cycle Q Clear(g_c), s				6.0	0.0	9.1	8.6	8.4	0.0	0.0	37.4	6.7
Prop In Lane				0.96		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				234	0	207	514	1384	0	0	774	656
V/C Ratio(X)				0.53	0.00	0.79	0.40	0.37	0.00	0.00	1.03	0.27
Avail Cap(c_a), veh/h				438	0	387	514	1384	0	0	774	656
HCM Platoon Ratio				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	0.68	0.68	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				36.4	0.0	37.8	25.2	3.5	0.0	0.0	26.3	17.3
Incr Delay (d2), s/veh				0.7	0.0	2.5	0.4	0.5	0.0	0.0	40.9	1.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.9	0.0	4.1	4.1	4.4	0.0	0.0	27.9	3.1
LnGrp Delay(d),s/veh				37.1	0.0	40.3	25.6	4.0	0.0	0.0	67.2	18.4
LnGrp LOS				D		D	C	A			F	B
Approach Vol, veh/h					288			723			978	
Approach Delay, s/veh					39.0			10.2			58.3	
Approach LOS					D			B			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		73.4			31.4	42.0		16.6				
Change Period (Y+Rc), s		4.6			4.6	* 4.6		4.6				
Max Green Setting (Gmax), s		58.4			16.5	* 37		22.4				
Max Q Clear Time (g_c+I1), s		10.4			10.6	39.4		11.1				
Green Ext Time (p_c), s		5.7			2.3	0.0		0.6				
Intersection Summary												
HCM 2010 Ctrl Delay				38.0								
HCM 2010 LOS				D								
Notes												

Queues
 17: Valley Avenue (SR 162) & SR 410 Eastbound Ramp

Sumner Early Learning Center
 Existing Afternoon Dismissal Peak Hour



Lane Group	EBL	EBT	NBT	SBL	SBT
Lane Group Flow (vph)	182	443	641	141	740
v/c Ratio	0.46	0.87	0.74	0.68	0.60
Control Delay	31.9	34.5	26.7	58.2	17.2
Queue Delay	0.0	0.0	0.0	0.0	0.7
Total Delay	31.9	34.5	26.7	58.2	17.9
Queue Length 50th (ft)	87	133	286	77	404
Queue Length 95th (ft)	135	233	#548	m103	513
Internal Link Dist (ft)		659	446		545
Turn Bay Length (ft)	315			240	
Base Capacity (vph)	542	625	869	223	1231
Starvation Cap Reductn	0	0	0	0	204
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.34	0.71	0.74	0.63	0.72

Intersection Summary


















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m Volume for 95th percentile queue is metered by upstream signal.

HCM 2010 Signalized Intersection Summary
 17: Valley Avenue (SR 162) & SR 410 Eastbound Ramp

Sumner Early Learning Center
 Existing Afternoon Dismissal Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	5	420	0	0	0	0	505	110	135	710	0
Future Volume (veh/h)	175	5	420	0	0	0	0	505	110	135	710	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	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
Adj Sat Flow, veh/h/ln	1810	1810	1900				0	1776	1900	1845	1845	0
Adj Flow Rate, veh/h	182	5	438				0	526	115	141	740	0
Adj No. of Lanes	1	1	0				0	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	5				0	7	7	3	3	0
Cap, veh/h	529	5	468				0	554	121	258	1089	0
Arrive On Green	0.31	0.31	0.31				0.00	0.39	0.39	0.05	0.19	0.00
Sat Flow, veh/h	1723	17	1523				0	1412	309	1757	1845	0
Grp Volume(v), veh/h	182	0	443				0	0	641	141	740	0
Grp Sat Flow(s),veh/h/ln	1723	0	1541				0	0	1720	1757	1845	0
Q Serve(g_s), s	7.4	0.0	25.2				0.0	0.0	32.5	7.1	33.5	0.0
Cycle Q Clear(g_c), s	7.4	0.0	25.2				0.0	0.0	32.5	7.1	33.5	0.0
Prop In Lane	1.00		0.99				0.00		0.18	1.00		0.00
Lane Grp Cap(c), veh/h	529	0	473				0	0	675	258	1089	0
V/C Ratio(X)	0.34	0.00	0.94				0.00	0.00	0.95	0.55	0.68	0.00
Avail Cap(c_a), veh/h	544	0	486				0	0	696	258	1089	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.00	1.00	0.51	0.51	0.00
Uniform Delay (d), s/veh	24.1	0.0	30.3				0.0	0.0	26.5	39.9	28.3	0.0
Incr Delay (d2), s/veh	0.4	0.0	25.4				0.0	0.0	24.2	1.2	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	14.0				0.0	0.0	19.9	3.5	17.7	0.0
LnGrp Delay(d),s/veh	24.5	0.0	55.7				0.0	0.0	50.7	41.1	30.1	0.0
LnGrp LOS	C		E						D	D	C	
Approach Vol, veh/h		625						641			881	
Approach Delay, s/veh		46.6						50.7			31.8	
Approach LOS		D						D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	17.8	39.9		32.2		57.8						
Change Period (Y+Rc), s	4.6	* 4.6		4.6		4.6						
Max Green Setting (Gmax), s	11.5	* 36		28.4		52.4						
Max Q Clear Time (g_c+I1), s	9.1	34.5		27.2		35.5						
Green Ext Time (p_c), s	1.3	0.8		0.5		5.4						
Intersection Summary												
HCM 2010 Ctrl Delay			41.8									
HCM 2010 LOS			D									
Notes												

Intersection

Int Delay, s/veh 1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P		T	T
Traffic Vol, veh/h	10	60	540	15	95	1025
Future Vol, veh/h	10	60	540	15	95	1025
Conflicting Peds, #/hr	2	2	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	7	7	6	6	4	4
Mvmt Flow	11	64	574	16	101	1090

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1879	586	0	0	592	0
Stage 1	584	-	-	-	-	-
Stage 2	1295	-	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	4.14	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.236	-
Pot Cap-1 Maneuver	76	501	-	-	974	-
Stage 1	548	-	-	-	-	-
Stage 2	251	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	68	499	-	-	972	-
Mov Cap-2 Maneuver	202	-	-	-	-	-
Stage 1	547	-	-	-	-	-
Stage 2	224	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	15.7		0		0.8
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	412	972
HCM Lane V/C Ratio	-	-	0.181	0.104
HCM Control Delay (s)	-	-	15.7	9.1
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.7	0.3

Intersection

Int Delay, s/veh 3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	75	10	20	60	20	30
Future Vol, veh/h	75	10	20	60	20	30
Conflicting Peds, #/hr	0	20	20	0	20	20
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	1	1	2	2
Mvmt Flow	75	10	20	60	20	30

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	105
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.11
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.209
Pot Cap-1 Maneuver	-	-	1493
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1465
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	821	-	-	1465	-
HCM Lane V/C Ratio	0.061	-	-	0.014	-
HCM Control Delay (s)	9.7	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection

Int Delay, s/veh 2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	70	35	50	60	10	15
Future Vol, veh/h	70	35	50	60	10	15
Conflicting Peds, #/hr	0	41	41	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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	1	1	0	0
Mvmt Flow	70	35	50	60	10	15

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	146	330
Stage 1	-	-	129
Stage 2	-	-	201
Critical Hdwy	-	4.11	7.1
Critical Hdwy Stg 1	-	-	6.1
Critical Hdwy Stg 2	-	-	6.1
Follow-up Hdwy	-	2.209	3.5
Pot Cap-1 Maneuver	-	1442	627
Stage 1	-	-	880
Stage 2	-	-	805
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1386	563
Mov Cap-2 Maneuver	-	-	563
Stage 1	-	-	880
Stage 2	-	-	745

Approach	EB	WB	NB
HCM Control Delay, s	0	3.5	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	690	-	-	1386	-
HCM Lane V/C Ratio	0.036	-	-	0.036	-
HCM Control Delay (s)	10.4	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection

Int Delay, s/veh 1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	80	0	25	90	0	0
Future Vol, veh/h	80	0	25	90	0	0
Conflicting Peds, #/hr	0	95	77	0	95	77
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	9	9	0	0
Mvmt Flow	80	0	25	90	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	410
Stage 1	-	-	175
Stage 2	-	-	235
Critical Hdwy	-	4.19	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	2.281	3.5
Pot Cap-1 Maneuver	-	1360	602
Stage 1	-	-	860
Stage 2	-	-	809
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1260	488
Mov Cap-2 Maneuver	-	-	488
Stage 1	-	-	782
Stage 2	-	-	720

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1260	-
HCM Lane V/C Ratio	-	-	-	0.02	-
HCM Control Delay (s)	0	-	-	7.9	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0.1	-

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	Y	
Traffic Vol, veh/h	80	0	0	115	5	0
Future Vol, veh/h	80	0	0	115	5	0
Conflicting Peds, #/hr	0	84	82	0	84	82
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	7	7	78	78
Mvmt Flow	80	0	0	115	5	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	-	279
Stage 1	-	-	80
Stage 2	-	-	199
Critical Hdwy	-	-	7.18
Critical Hdwy Stg 1	-	-	6.18
Critical Hdwy Stg 2	-	-	6.18
Follow-up Hdwy	-	-	4.202
Pot Cap-1 Maneuver	-	0	575
Stage 1	-	0	782
Stage 2	-	0	682
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	529
Mov Cap-2 Maneuver	-	-	529
Stage 1	-	-	782
Stage 2	-	-	627

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	529	-	-
HCM Lane V/C Ratio	0.009	-	-
HCM Control Delay (s)	11.9	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection

Int Delay, s/veh 0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	90	10	15	110	0	0
Future Vol, veh/h	90	10	15	110	0	0
Conflicting Peds, #/hr	0	96	147	0	96	147
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	100	100	100	100	100	100
Heavy Vehicles, %	6	6	9	9	0	0
Mvmt Flow	90	10	15	110	0	0




Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	247	478
Stage 1	-	-	242
Stage 2	-	-	236
Critical Hdwy	-	4.19	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	2.281	3.5
Pot Cap-1 Maneuver	-	1279	550
Stage 1	-	-	803
Stage 2	-	-	808
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1100	423
Mov Cap-2 Maneuver	-	-	423
Stage 1	-	-	691
Stage 2	-	-	723

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1100	-
HCM Lane V/C Ratio	-	-	-	0.014	-
HCM Control Delay (s)	0	-	-	8.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection

Int Delay, s/veh 3.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	10	10	0	10	10
Future Vol, veh/h	0	10	10	0	10	10
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	10	10	0	10	10

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	40	10	0	0	10	0
Stage 1	10	-	-	-	-	-
Stage 2	30	-	-	-	-	-
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	977	1077	-	-	1623	-
Stage 1	1018	-	-	-	-	-
Stage 2	998	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	971	1077	-	-	1623	-
Mov Cap-2 Maneuver	971	-	-	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	992	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	8.4		0		3.6
HCM LOS	A				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 1077	1623	-
HCM Lane V/C Ratio	-	- 0.009	0.006	-
HCM Control Delay (s)	-	- 8.4	7.2	0
HCM Lane LOS	-	- A	A	A
HCM 95th %tile Q(veh)	-	- 0	0	-

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	10	0	90	150	0
Future Vol, veh/h	10	10	0	90	150	0
Conflicting Peds, #/hr	16	19	19	0	0	16
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	100	100	100	100	100	100
Heavy Vehicles, %	17	17	2	2	1	1
Mvmt Flow	10	10	0	90	150	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	275	188	169	0	-	0
Stage 1	169	-	-	-	-	-
Stage 2	106	-	-	-	-	-
Critical Hdwy	6.57	6.37	4.12	-	-	-
Critical Hdwy Stg 1	5.57	-	-	-	-	-
Critical Hdwy Stg 2	5.57	-	-	-	-	-
Follow-up Hdwy	3.653	3.453	2.218	-	-	-
Pot Cap-1 Maneuver	684	817	1409	-	-	-
Stage 1	826	-	-	-	-	-
Stage 2	882	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	659	788	1384	-	-	-
Mov Cap-2 Maneuver	659	-	-	-	-	-
Stage 1	811	-	-	-	-	-
Stage 2	866	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1384	-	718	-	-
HCM Lane V/C Ratio	-	-	0.028	-	-
HCM Control Delay (s)	0	-	10.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations	Y			4		4	
Traffic Vol, veh/h	10	10	0	50	5	30	5
Future Vol, veh/h	10	10	0	50	5	30	5
Conflicting Peds, #/hr	44	38	38	0	0	0	44
Sign Control	Stop	Stop	Free	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	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	3	3	3
Mvmt Flow	10	10	0	50	5	30	5

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	171	115	79
Stage 1	77	-	-
Stage 2	94	-	-
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	824	943	1532
Stage 1	951	-	-
Stage 2	935	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	756	871	1477
Mov Cap-2 Maneuver	756	-	-
Stage 1	911	-	-
Stage 2	896	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1477	-	809	-	-
HCM Lane V/C Ratio	-	-	0.025	-	-
HCM Control Delay (s)	0	-	9.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection

Int Delay, s/veh 3.8

Movement	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations		↔	↔			↔	
Traffic Vol, veh/h	25	0	0	0	15	5	10
Future Vol, veh/h	25	0	0	0	15	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	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	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0
Mvmt Flow	25	0	0	0	15	5	10

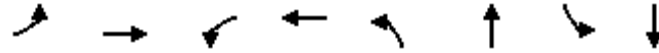
Major/Minor	Minor1	Minor2	Major2	Major1
Conflicting Flow All	1	46	-	0
Stage 1	0	45	-	-
Stage 2	1	1	-	-
Critical Hdwy	7.1	6.5	-	4.1
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	-
Follow-up Hdwy	3.5	4	-	2.2
Pot Cap-1 Maneuver	1027	850	-	1635
Stage 1	-	-	-	-
Stage 2	1027	899	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	1027	850	-	-
Mov Cap-2 Maneuver	1027	850	-	-
Stage 1	-	-	-	-
Stage 2	1027	899	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	1027	-	-	-	-
HCM Lane V/C Ratio	0.024	-	-	-	-
HCM Control Delay (s)	8.6	-	-	-	-
HCM Lane LOS	A	-	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-

Queues
1: Valley Avenue & Main Street

Sumner Early Learning Center
Existing Weekday PM Peak Hour























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	204	420	199	366	97	392	108	420
v/c Ratio	0.77	0.83	0.75	0.71	0.52	0.80	0.55	0.74
Control Delay	67.5	50.5	65.8	43.0	59.4	48.8	59.9	44.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.5	50.5	65.8	43.0	59.4	48.8	59.9	44.2
Queue Length 50th (ft)	135	258	131	214	63	239	70	260
Queue Length 95th (ft)	#336	436	#324	369	137	403	150	437
Internal Link Dist (ft)		322		69		1854		145
Turn Bay Length (ft)								
Base Capacity (vph)	265	725	267	733	265	721	265	733
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.58	0.75	0.50	0.37	0.54	0.41	0.57

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary
 1: Valley Avenue & Main Street

Sumner Early Learning Center
 Existing Weekday PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	315	75	185	265	75	90	295	70	100	340	50
Future Volume (veh/h)	190	315	75	185	265	75	90	295	70	100	340	50
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.99	1.00		0.98	1.00		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
Adj Sat Flow, veh/h/ln	1881	1881	1900	1900	1900	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	204	339	81	199	285	81	97	317	75	108	366	54
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	0	0	0	1	1	1	1	1	1
Cap, veh/h	240	424	101	236	408	116	125	413	98	138	462	68
Arrive On Green	0.13	0.29	0.29	0.13	0.29	0.29	0.07	0.28	0.28	0.08	0.29	0.29
Sat Flow, veh/h	1792	1456	348	1810	1420	404	1792	1466	347	1792	1599	236
Grp Volume(v), veh/h	204	0	420	199	0	366	97	0	392	108	0	420
Grp Sat Flow(s),veh/h/ln	1792	0	1804	1810	0	1824	1792	0	1813	1792	0	1835
Q Serve(g_s), s	10.1	0.0	19.6	9.8	0.0	16.3	4.9	0.0	18.1	5.4	0.0	19.2
Cycle Q Clear(g_c), s	10.1	0.0	19.6	9.8	0.0	16.3	4.9	0.0	18.1	5.4	0.0	19.2
Prop In Lane	1.00		0.19	1.00		0.22	1.00		0.19	1.00		0.13
Lane Grp Cap(c), veh/h	240	0	525	236	0	524	125	0	511	138	0	530
V/C Ratio(X)	0.85	0.00	0.80	0.84	0.00	0.70	0.77	0.00	0.77	0.78	0.00	0.79
Avail Cap(c_a), veh/h	295	0	792	298	0	801	295	0	796	295	0	805
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	38.5	0.0	29.8	38.7	0.0	29.0	41.7	0.0	30.0	41.3	0.0	29.9
Incr Delay (d2), s/veh	17.3	0.0	3.5	16.1	0.0	1.7	9.7	0.0	2.5	9.1	0.0	3.1
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	6.2	0.0	10.2	5.9	0.0	8.5	2.7	0.0	9.4	3.0	0.0	10.1
LnGrp Delay(d),s/veh	55.9	0.0	33.3	54.8	0.0	30.6	51.4	0.0	32.4	50.4	0.0	33.0
LnGrp LOS	E		C	D		C	D		C	D		C
Approach Vol, veh/h		624			565			489			528	
Approach Delay, s/veh		40.7			39.2			36.2			36.5	
Approach LOS		D			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.9	31.5	12.0	30.7	17.2	31.2	11.4	31.3				
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	11.8	21.6	7.4	20.1	12.1	18.3	6.9	21.2				
Green Ext Time (p_c), s	0.2	4.9	0.1	5.2	0.2	5.2	0.1	5.1				
Intersection Summary												
HCM 2010 Ctrl Delay			38.3									
HCM 2010 LOS			D									

Intersection

Int Delay, s/veh 3.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	25	30	5	65	65
Future Vol, veh/h	5	25	30	5	65	65
Conflicting Peds, #/hr	9	9	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	74	74	74	74	74	74
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	34	41	7	88	88

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	326	62	0	0	56	0
Stage 1	53	-	-	-	-	-
Stage 2	273	-	-	-	-	-
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	672	1009	-	-	1562	-
Stage 1	975	-	-	-	-	-
Stage 2	778	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	621	992	-	-	1549	-
Mov Cap-2 Maneuver	621	-	-	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	725	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	9.2		0		3.7
HCM LOS	A				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	902	1549	-
HCM Lane V/C Ratio	-	-	0.045	0.057	-
HCM Control Delay (s)	-	-	9.2	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.2	-

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	50	5	5	25	0	10	10	5	5	10	10
Future Vol, veh/h	5	50	5	5	25	0	10	10	5	5	10	10
Conflicting Peds, #/hr	7	0	6	1	0	2	6	0	1	2	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	58	58	58	58	58	58	58	58	58	58	58	58
Heavy Vehicles, %	0	0	0	0	0	0	5	5	5	4	4	4
Mvmt Flow	9	86	9	9	43	0	17	17	9	9	17	17
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	50	0	0	101	0	0	199	181	99	190	185	57
Stage 1	-	-	-	-	-	-	114	114	-	67	67	-
Stage 2	-	-	-	-	-	-	85	67	-	123	118	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.15	6.55	6.25	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.14	5.54	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.545	4.045	3.345	3.536	4.036	3.336
Pot Cap-1 Maneuver	1570	-	-	1504	-	-	753	708	949	766	706	1004
Stage 1	-	-	-	-	-	-	884	795	-	938	835	-
Stage 2	-	-	-	-	-	-	916	833	-	876	794	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1560	-	-	1501	-	-	710	691	942	731	689	991
Mov Cap-2 Maneuver	-	-	-	-	-	-	710	691	-	731	689	-
Stage 1	-	-	-	-	-	-	874	786	-	926	824	-
Stage 2	-	-	-	-	-	-	870	822	-	842	785	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			1.2			10.2			9.8		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	738	1560	-	-	1501	-	-	795				
HCM Lane V/C Ratio	0.058	0.006	-	-	0.006	-	-	0.054				
HCM Control Delay (s)	10.2	7.3	0	-	7.4	0	-	9.8				
HCM Lane LOS	B	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2				

Intersection

Int Delay, s/veh 2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	4	
Traffic Vol, veh/h	5	65	30	80	355	5
Future Vol, veh/h	5	65	30	80	355	5
Conflicting Peds, #/hr	8	5	5	0	0	8
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	72	72	72	72	72	72
Heavy Vehicles, %	0	0	1	1	1	1
Mvmt Flow	7	90	42	111	493	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	707	510	508	0	-	0
Stage 1	505	-	-	-	-	-
Stage 2	202	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.11	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.209	-	-	-
Pot Cap-1 Maneuver	405	567	1062	-	-	-
Stage 1	610	-	-	-	-	-
Stage 2	837	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	382	560	1057	-	-	-
Mov Cap-2 Maneuver	382	-	-	-	-	-
Stage 1	605	-	-	-	-	-
Stage 2	796	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.1	2.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1057	-	542	-	-
HCM Lane V/C Ratio	0.039	-	0.179	-	-
HCM Control Delay (s)	8.5	0	13.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

Intersection

Int Delay, s/veh 5.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	75	45	70	260	125
Future Vol, veh/h	30	75	45	70	260	125
Conflicting Peds, #/hr	6	9	0	6	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	96	96	96	96	96	96
Heavy Vehicles, %	0	0	3	3	1	1
Mvmt Flow	31	78	47	73	271	130

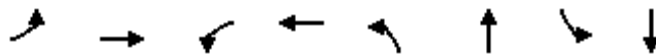
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	770	101	0	0	129	0
Stage 1	92	-	-	-	-	-
Stage 2	678	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.11	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.209	-
Pot Cap-1 Maneuver	372	960	-	-	1463	-
Stage 1	937	-	-	-	-	-
Stage 2	508	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	293	944	-	-	1450	-
Mov Cap-2 Maneuver	293	-	-	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	404	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	12.7		0		5.4
HCM LOS	B				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	577	1450
HCM Lane V/C Ratio	-	-	0.19	0.187
HCM Control Delay (s)	-	-	12.7	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0.7

Queues
6: Valley Avenue & Meade-McCumber Road

Sumner Early Learning Center
Existing Weekday PM Peak Hour























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	21	239	104	88	47	542	5	610
v/c Ratio	0.06	0.63	0.30	0.16	0.15	0.59	0.01	0.76
Control Delay	15.2	23.4	17.3	13.9	11.3	19.1	10.8	29.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.2	23.4	17.3	13.9	11.3	19.1	10.8	29.7
Queue Length 50th (ft)	6	53	30	17	9	141	1	239
Queue Length 95th (ft)	19	125	62	56	31	#434	7	#545
Internal Link Dist (ft)		651		784		1047		1854
Turn Bay Length (ft)								
Base Capacity (vph)	498	767	409	772	414	917	507	805
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.31	0.25	0.11	0.11	0.59	0.01	0.76

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.




HCM 2010 Signalized Intersection Summary
6: Valley Avenue & Meade-McCumber Road

Sumner Early Learning Center
Existing Weekday PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	80	150	100	55	30	45	425	95	5	565	20
Future Volume (veh/h)	20	80	150	100	55	30	45	425	95	5	565	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		1.00	1.00		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
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	21	83	156	104	57	31	47	443	99	5	589	21
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	425	113	212	331	281	153	274	629	141	286	680	24
Arrive On Green	0.03	0.20	0.20	0.08	0.25	0.25	0.05	0.42	0.42	0.01	0.38	0.38
Sat Flow, veh/h	1792	578	1085	1792	1137	618	1792	1489	333	1792	1804	64
Grp Volume(v), veh/h	21	0	239	104	0	88	47	0	542	5	0	610
Grp Sat Flow(s),veh/h/ln	1792	0	1663	1792	0	1755	1792	0	1822	1792	0	1868
Q Serve(g_s), s	0.6	0.0	8.3	2.7	0.0	2.4	0.9	0.0	15.0	0.1	0.0	18.6
Cycle Q Clear(g_c), s	0.6	0.0	8.3	2.7	0.0	2.4	0.9	0.0	15.0	0.1	0.0	18.6
Prop In Lane	1.00		0.65	1.00		0.35	1.00		0.18	1.00		0.03
Lane Grp Cap(c), veh/h	425	0	325	331	0	434	274	0	770	286	0	704
V/C Ratio(X)	0.05	0.00	0.73	0.31	0.00	0.20	0.17	0.00	0.70	0.02	0.00	0.87
Avail Cap(c_a), veh/h	678	0	703	492	0	727	484	0	770	578	0	774
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	18.7	0.0	23.2	17.3	0.0	18.4	13.1	0.0	14.6	12.9	0.0	17.7
Incr Delay (d2), s/veh	0.0	0.0	3.2	0.5	0.0	0.2	0.3	0.0	2.9	0.0	0.0	9.5
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	0.3	0.0	4.1	1.4	0.0	1.2	0.5	0.0	8.2	0.1	0.0	11.4
LnGrp Delay(d),s/veh	18.7	0.0	26.5	17.8	0.0	18.6	13.4	0.0	17.5	12.9	0.0	27.3
LnGrp LOS	B		C	B		B	B		B	B		C
Approach Vol, veh/h		260			192			589			615	
Approach Delay, s/veh		25.8			18.2			17.2			27.2	
Approach LOS		C			B			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.0	30.5	9.5	16.5	7.8	27.7	6.3	19.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.5	25.5	10.5	26.0	10.5	25.5	10.5	25.5				
Max Q Clear Time (g_c+I1), s	2.1	17.0	4.7	10.3	2.9	20.6	2.6	4.4				
Green Ext Time (p_c), s	0.0	4.7	0.1	1.8	0.0	2.6	0.0	2.0				
Intersection Summary												
HCM 2010 Ctrl Delay			22.4									
HCM 2010 LOS			C									

Intersection

Int Delay, s/veh 1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	5	30	5	10	50
Future Vol, veh/h	5	5	30	5	10	50
Conflicting Peds, #/hr	3	3	0	3	3	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	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	2	2
Mvmt Flow	6	6	37	6	12	62

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	132	46	0	0	46	0
Stage 1	43	-	-	-	-	-
Stage 2	89	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.12	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.218	-
Pot Cap-1 Maneuver	867	1029	-	-	1562	-
Stage 1	985	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	855	1023	-	-	1558	-
Mov Cap-2 Maneuver	855	-	-	-	-	-
Stage 1	982	-	-	-	-	-
Stage 2	930	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	8.9		0		1.2
HCM LOS	A				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	931	1558
HCM Lane V/C Ratio	-	-	0.013	0.008
HCM Control Delay (s)	-	-	8.9	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	5	15	5	0	10	0	5	15	5	5	10	5
Future Vol, veh/h	5	15	5	0	10	0	5	15	5	5	10	5
Conflicting Peds, #/hr	8	0	7	1	0	2	7	0	1	2	0	8
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	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0	10	10	10	7	7	7
Mvmt Flow	6	19	6	0	13	0	6	19	6	6	13	6
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	21	0	0	32	0	0	72	63	31	70	66	29
Stage 1	-	-	-	-	-	-	42	42	-	21	21	-
Stage 2	-	-	-	-	-	-	30	21	-	49	45	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.2	6.6	6.3	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.17	5.57	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.59	4.09	3.39	3.563	4.063	3.363
Pot Cap-1 Maneuver	1608	-	-	1593	-	-	900	813	1021	910	815	1032
Stage 1	-	-	-	-	-	-	952	844	-	985	868	-
Stage 2	-	-	-	-	-	-	967	862	-	952	848	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1596	-	-	1590	-	-	868	798	1012	877	800	1016
Mov Cap-2 Maneuver	-	-	-	-	-	-	868	798	-	877	800	-
Stage 1	-	-	-	-	-	-	942	835	-	974	861	-
Stage 2	-	-	-	-	-	-	940	855	-	919	839	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.5			0			9.4			9.3		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	848	1596	-	-	1590	-	-	865				
HCM Lane V/C Ratio	0.037	0.004	-	-	-	-	-	0.029				
HCM Control Delay (s)	9.4	7.3	0	-	0	-	-	9.3				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	5	5	80	155	10
Future Vol, veh/h	10	5	5	80	155	10
Conflicting Peds, #/hr	10	9	9	0	0	10
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	86	86	86	86	86	86
Heavy Vehicles, %	7	7	1	1	1	1
Mvmt Flow	12	6	6	93	180	12

Major/Minor	Minor2	Major1		Major2
Conflicting Flow All	311	205	202	0
Stage 1	196	-	-	-
Stage 2	115	-	-	-
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	671	823	1376	-
Stage 1	825	-	-	-
Stage 2	898	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	655	808	1364	-
Mov Cap-2 Maneuver	655	-	-	-
Stage 1	817	-	-	-
Stage 2	885	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1364	-	699	-	-
HCM Lane V/C Ratio	0.004	-	0.025	-	-
HCM Control Delay (s)	7.7	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	15	5	5	15	5	0	5	5	10	5	5
Future Vol, veh/h	5	15	5	5	15	5	0	5	5	10	5	5
Conflicting Peds, #/hr	0	0	2	2	0	0	2	0	2	0	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	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	7	7	7	0	0	0	0	0	0
Mvmt Flow	7	21	7	7	21	7	0	7	7	14	7	7
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	28	0	0	30	0	0	87	82	28	85	82	26
Stage 1	-	-	-	-	-	-	40	40	-	38	38	-
Stage 2	-	-	-	-	-	-	47	42	-	47	44	-
Critical Hdwy	4.1	-	-	4.17	-	-	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	-	-	2.263	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1599	-	-	1551	-	-	904	812	1053	906	812	1056
Stage 1	-	-	-	-	-	-	980	866	-	982	867	-
Stage 2	-	-	-	-	-	-	972	864	-	972	862	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1596	-	-	1548	-	-	883	803	1049	886	803	1054
Mov Cap-2 Maneuver	-	-	-	-	-	-	883	803	-	886	803	-
Stage 1	-	-	-	-	-	-	974	861	-	978	863	-
Stage 2	-	-	-	-	-	-	951	860	-	952	857	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.5			1.5			9			9.1		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	910	1596	-	-	1548	-	-	899				
HCM Lane V/C Ratio	0.015	0.004	-	-	0.004	-	-	0.031				
HCM Control Delay (s)	9	7.3	0	-	7.3	0	-	9.1				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↕				↕				↕	
Traffic Vol, veh/h	5	5	20	5	0	5	10	15	0	5	15	5
Future Vol, veh/h	5	5	20	5	0	5	10	15	0	5	15	5
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	0	3	3	3	3	0	0	0	0
Mvmt Flow	6	6	23	6	0	6	12	17	0	6	17	6
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.2	7	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	17%	17%	56%
Vol Thru, %	60%	67%	33%	22%
Vol Right, %	20%	17%	50%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	35	30	45
LT Vol	5	6	5	25
Through Vol	15	23	10	10
RT Vol	5	6	15	10
Lane Flow Rate	29	41	35	52
Geometry Grp	1	1	1	1
Degree of Util (X)	0.032	0.045	0.037	0.059
Departure Headway (Hd)	3.991	4.002	3.857	4.065
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	894	891	924	879
Service Time	2.031	2.043	1.9	2.099
HCM Lane V/C Ratio	0.032	0.046	0.038	0.059
HCM Control Delay	7.2	7.2	7	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0.2

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	25	10	10
Future Vol, veh/h	0	25	10	10
Peak Hour Factor	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	29	12	12
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.4
HCM LOS	A

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	20	115	0	0	100	5	5	5	5	5	0	25
Future Vol, veh/h	20	115	0	0	100	5	5	5	5	5	0	25
Conflicting Peds, #/hr	5	0	9	10	0	6	9	0	10	6	0	5
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	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	0	0	0	22	22	22	0	0	0
Mvmt Flow	25	144	0	0	125	6	6	6	6	6	0	31

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	137	0	347	331
Stage 1	-	-	194	194
Stage 2	-	-	153	137
Critical Hdwy	4.12	-	7.32	6.72
Critical Hdwy Stg 1	-	-	6.32	5.72
Critical Hdwy Stg 2	-	-	6.32	5.72
Follow-up Hdwy	2.218	-	3.698	4.198
Pot Cap-1 Maneuver	1447	0	572	557
Stage 1	-	0	764	704
Stage 2	-	0	804	746
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1435	-	539	543
Mov Cap-2 Maneuver	-	-	539	543
Stage 1	-	-	749	691
Stage 2	-	-	769	742

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0	11.1	9.6
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	613	1435	-	-	-	824
HCM Lane V/C Ratio	0.031	0.017	-	-	-	0.046
HCM Control Delay (s)	11.1	7.6	-	-	-	9.6
HCM Lane LOS	B	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	-	0.1

Intersection

Int Delay, s/veh 5.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	4	
Traffic Vol, veh/h	55	75	75	50	115	40
Future Vol, veh/h	55	75	75	50	115	40
Conflicting Peds, #/hr	5	13	13	0	0	5
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	0	0	1	1
Mvmt Flow	63	85	85	57	131	45

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	398	179	189	0	-	0
Stage 1	166	-	-	-	-	-
Stage 2	232	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.1	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.2	-	-	-
Pot Cap-1 Maneuver	607	864	1397	-	-	-
Stage 1	863	-	-	-	-	-
Stage 2	807	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	554	843	1380	-	-	-
Mov Cap-2 Maneuver	554	-	-	-	-	-
Stage 1	852	-	-	-	-	-
Stage 2	746	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.6	4.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1380	-	691	-	-
HCM Lane V/C Ratio	0.062	-	0.214	-	-
HCM Control Delay (s)	7.8	0	11.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.8	-	-

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↕				↕				↕	
Traffic Vol, veh/h	0	5	5	0	0	10	0	90	0	0	25	25
Future Vol, veh/h	0	5	5	0	0	10	0	90	0	0	25	25
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	2	2	2	2
Mvmt Flow	0	5	5	0	0	10	0	93	0	0	26	26
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.7	7.5	7.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	50%	10%	87%
Vol Thru, %	50%	50%	0%	11%
Vol Right, %	50%	0%	90%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	50	10	100	195
LT Vol	0	5	10	169
Through Vol	25	5	0	21
RT Vol	25	0	90	5
Lane Flow Rate	52	10	103	201
Geometry Grp	1	1	1	1
Degree of Util (X)	0.059	0.013	0.113	0.24
Departure Headway (Hd)	4.092	4.68	3.963	4.296
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	880	768	909	830
Service Time	2.092	2.687	1.966	2.357
HCM Lane V/C Ratio	0.059	0.013	0.113	0.242
HCM Control Delay	7.3	7.7	7.5	8.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0	0.4	0.9

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	5	165	20	5
Future Vol, veh/h	5	165	20	5
Peak Hour Factor	0.97	0.97	0.97	0.97
Heavy Vehicles, %	0	0	0	0
Mvmt Flow	5	170	21	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	8.7
HCM LOS	A

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	5	0	145	0	0	5	85	565	5	5	800	10
Future Vol, veh/h	5	0	145	0	0	5	85	565	5	5	800	10
Conflicting Peds, #/hr	5	0	5	4	0	4	5	0	4	4	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	175	-	-	175	-	175
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	1	1	1	0	0	0	1	1	1	1	1	1
Mvmt Flow	5	0	148	0	0	5	87	577	5	5	816	10
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1595	-	423	-	-	588	832	0	0	586	0	0
Stage 1	837	-	-	-	-	-	-	-	-	-	-	-
Stage 2	758	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.315	-	6.915	-	-	6.2	4.115	-	-	4.115	-	-
Critical Hdwy Stg 1	6.515	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.115	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5095	-	3.3095	-	-	3.3	2.2095	-	-	2.2095	-	-
Pot Cap-1 Maneuver	79	0	583	0	0	513	804	-	-	993	-	-
Stage 1	330	0	-	0	0	-	-	-	-	-	-	-
Stage 2	400	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	71	-	577	-	-	509	800	-	-	988	-	-
Mov Cap-2 Maneuver	71	-	-	-	-	-	-	-	-	-	-	-
Stage 1	293	-	-	-	-	-	-	-	-	-	-	-
Stage 2	351	-	-	-	-	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	13.4			12.1			1.3			0.1		
HCM LOS	B			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	800	-	-	577	509	988	-	-				
HCM Lane V/C Ratio	0.108	-	-	0.256	0.01	0.005	-	-				
HCM Control Delay (s)	10	-	-	13.4	12.1	8.7	-	-				
HCM Lane LOS	B	-	-	B	B	A	-	-				
HCM 95th %tile Q(veh)	0.4	-	-	1	0	0	-	-				

Queues
 16: Valley Avenue (SR 162) & SR 410 Westbound Ramp

Sumner Early Learning Center
 Existing Weekday PM Peak Hour



Lane Group	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	126	167	227	449	823	172
v/c Ratio	0.49	0.45	0.76	0.32	0.82	0.19
Control Delay	41.3	9.3	49.7	6.8	28.0	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.4	0.0
Total Delay	41.3	9.3	49.7	6.8	28.4	3.6
Queue Length 50th (ft)	69	0	91	71	358	4
Queue Length 95th (ft)	109	49	m#188	188	#726	41
Internal Link Dist (ft)	476			545	310	
Turn Bay Length (ft)		320	275			
Base Capacity (vph)	446	523	324	1406	999	890
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	23	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.32	0.70	0.32	0.84	0.19

Intersection Summary



















95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM 2010 Signalized Intersection Summary
 16: Valley Avenue (SR 162) & SR 410 Westbound Ramp

Sumner Early Learning Center
 Existing Weekday PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	120	5	165	225	445	0	0	815	170
Future Volume (veh/h)	0	0	0	120	5	165	225	445	0	0	815	170
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1900	1881	1881	1863	1863	0	0	1863	1863
Adj Flow Rate, veh/h				121	5	167	227	449	0	0	823	172
Adj No. of Lanes				0	1	1	1	1	0	0	1	1
Peak Hour Factor				0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %				1	1	1	2	2	0	0	2	2
Cap, veh/h				225	9	208	534	1430	0	0	774	648
Arrive On Green				0.13	0.13	0.13	0.30	0.77	0.00	0.00	0.42	0.42
Sat Flow, veh/h				1724	71	1599	1774	1863	0	0	1863	1560
Grp Volume(v), veh/h				126	0	167	227	449	0	0	823	172
Grp Sat Flow(s),veh/h/ln				1795	0	1599	1774	1863	0	0	1863	1560
Q Serve(g_s), s				5.9	0.0	9.1	9.2	6.6	0.0	0.0	37.4	6.5
Cycle Q Clear(g_c), s				5.9	0.0	9.1	9.2	6.6	0.0	0.0	37.4	6.5
Prop In Lane				0.96		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				234	0	208	534	1430	0	0	774	648
V/C Ratio(X)				0.54	0.00	0.80	0.43	0.31	0.00	0.00	1.06	0.27
Avail Cap(c_a), veh/h				447	0	398	534	1430	0	0	774	648
HCM Platoon Ratio				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	0.74	0.74	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				36.6	0.0	38.0	25.2	3.2	0.0	0.0	26.3	17.3
Incr Delay (d2), s/veh				0.7	0.0	2.7	0.5	0.4	0.0	0.0	50.5	1.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.0	0.0	4.2	4.6	3.5	0.0	0.0	30.0	3.0
LnGrp Delay(d),s/veh				37.3	0.0	40.7	25.7	3.6	0.0	0.0	76.8	18.3
LnGrp LOS				D		D	C	A			F	B
Approach Vol, veh/h					293			676			995	
Approach Delay, s/veh					39.3			11.0			66.7	
Approach LOS					D			B			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		73.7			31.7	42.0		16.3				
Change Period (Y+Rc), s		4.6			4.6	* 4.6		4.6				
Max Green Setting (Gmax), s		58.4			16.5	* 37		22.4				
Max Q Clear Time (g_c+I1), s		8.6			11.2	39.4		11.1				
Green Ext Time (p_c), s		5.0			1.9	0.0		0.6				
Intersection Summary												
HCM 2010 Ctrl Delay				43.4								
HCM 2010 LOS				D								
Notes												

Queues
 17: Valley Avenue (SR 162) & SR 410 Eastbound Ramp

Sumner Early Learning Center
 Existing Weekday PM Peak Hour



Lane Group	EBL	EBT	NBT	SBL	SBT
Lane Group Flow (vph)	204	449	592	148	801
v/c Ratio	0.47	0.87	0.69	0.69	0.66
Control Delay	30.9	37.1	25.2	56.6	18.7
Queue Delay	0.0	0.0	0.0	0.0	1.4
Total Delay	30.9	37.1	25.2	56.6	20.1
Queue Length 50th (ft)	96	154	267	82	442
Queue Length 95th (ft)	150	261	#464	m106	m543
Internal Link Dist (ft)		659	446		545
Turn Bay Length (ft)	315			240	
Base Capacity (vph)	552	609	863	232	1207
Starvation Cap Reductn	0	0	0	0	219
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.37	0.74	0.69	0.64	0.81

Intersection Summary


















95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM 2010 Signalized Intersection Summary
 17: Valley Avenue (SR 162) & SR 410 Eastbound Ramp

Sumner Early Learning Center
 Existing Weekday PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	0	440	0	0	0	0	470	110	145	785	0
Future Volume (veh/h)	200	0	440	0	0	0	0	470	110	145	785	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	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
Adj Sat Flow, veh/h/ln	1845	1845	1900				0	1845	1900	1863	1863	0
Adj Flow Rate, veh/h	204	0	449				0	480	112	148	801	0
Adj No. of Lanes	1	1	0				0	1	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3				0	3	3	2	2	0
Cap, veh/h	539	0	481				0	523	122	317	1101	0
Arrive On Green	0.31	0.00	0.31				0.00	0.36	0.36	0.12	0.40	0.00
Sat Flow, veh/h	1757	0	1568				0	1447	338	1774	1863	0
Grp Volume(v), veh/h	204	0	449				0	0	592	148	801	0
Grp Sat Flow(s),veh/h/ln	1757	0	1568				0	0	1785	1774	1863	0
Q Serve(g_s), s	8.2	0.0	25.0				0.0	0.0	28.5	7.0	32.8	0.0
Cycle Q Clear(g_c), s	8.2	0.0	25.0				0.0	0.0	28.5	7.0	32.8	0.0
Prop In Lane	1.00		1.00				0.00		0.19	1.00		0.00
Lane Grp Cap(c), veh/h	539	0	481				0	0	645	317	1101	0
V/C Ratio(X)	0.38	0.00	0.93				0.00	0.00	0.92	0.47	0.73	0.00
Avail Cap(c_a), veh/h	554	0	495				0	0	722	317	1101	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.67	0.67	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.00	1.00	0.46	0.46	0.00
Uniform Delay (d), s/veh	24.5	0.0	30.3				0.0	0.0	27.5	35.6	21.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	24.7				0.0	0.0	20.2	0.5	2.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	14.2				0.0	0.0	17.6	3.5	17.5	0.0
LnGrp Delay(d),s/veh	24.9	0.0	55.1				0.0	0.0	47.7	36.1	23.0	0.0
LnGrp LOS	C		E						D	D	C	
Approach Vol, veh/h		653						592			949	
Approach Delay, s/veh		45.6						47.7			25.0	
Approach LOS		D						D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	20.7	37.1		32.2		57.8						
Change Period (Y+Rc), s	4.6	* 4.6		4.6		4.6						
Max Green Setting (Gmax), s	11.5	* 36		28.4		52.4						
Max Q Clear Time (g_c+I1), s	9.0	30.5		27.0		34.8						
Green Ext Time (p_c), s	1.4	2.0		0.5		6.1						
Intersection Summary												
HCM 2010 Ctrl Delay			37.3									
HCM 2010 LOS			D									
Notes												

Intersection

Int Delay, s/veh 1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	55	515	15	140	1075
Future Vol, veh/h	10	55	515	15	140	1075
Conflicting Peds, #/hr	2	2	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	3	3
Mvmt Flow	10	57	536	16	146	1120

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1959	548	0	0	554	0
Stage 1	546	-	-	-	-	-
Stage 2	1413	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.13	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.227	-
Pot Cap-1 Maneuver	70	536	-	-	1011	-
Stage 1	580	-	-	-	-	-
Stage 2	225	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	60	534	-	-	1009	-
Mov Cap-2 Maneuver	176	-	-	-	-	-
Stage 1	579	-	-	-	-	-
Stage 2	192	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	15.6		0		1.1
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	407	1009
HCM Lane V/C Ratio	-	-	0.166	0.145
HCM Control Delay (s)	-	-	15.6	9.2
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.6	0.5

Intersection

Int Delay, s/veh 6.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	35	10	105	25	5	100
Future Vol, veh/h	35	10	105	25	5	100
Conflicting Peds, #/hr	0	2	2	0	2	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	80	80	80	80	80	80
Heavy Vehicles, %	2	2	0	0	1	1
Mvmt Flow	44	13	131	31	6	125

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	58	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	-	-	1559	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1556	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.1	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	979	-	-	1556	-
HCM Lane V/C Ratio	0.134	-	-	0.084	-
HCM Control Delay (s)	9.2	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.3	-

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	130	5	5	120	5	0
Future Vol, veh/h	130	5	5	120	5	0
Conflicting Peds, #/hr	0	7	9	0	7	9
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	83	83	83	83	83	83
Heavy Vehicles, %	2	2	0	0	0	0
Mvmt Flow	157	6	6	145	6	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	172
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	-	-	1417
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1405
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	612	-	-	1405	-
HCM Lane V/C Ratio	0.01	-	-	0.004	-
HCM Control Delay (s)	10.9	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	120	5	10	100	0	0
Future Vol, veh/h	120	5	10	100	0	0
Conflicting Peds, #/hr	0	6	4	0	6	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	85	85	85	85	85	85
Heavy Vehicles, %	2	2	1	1	0	0
Mvmt Flow	141	6	12	118	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	153	297
Stage 1	-	-	150
Stage 2	-	-	147
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	-	1434	698
Stage 1	-	-	883
Stage 2	-	-	885
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1429	684
Mov Cap-2 Maneuver	-	-	684
Stage 1	-	-	878
Stage 2	-	-	872

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1429	-
HCM Lane V/C Ratio	-	-	-	0.008	-
HCM Control Delay (s)	0	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection

Int Delay, s/veh 0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	Y	
Traffic Vol, veh/h	120	0	0	110	5	15
Future Vol, veh/h	120	0	0	110	5	15
Conflicting Peds, #/hr	0	4	7	0	4	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	82	82	82	82	82	82
Heavy Vehicles, %	2	2	1	1	6	6
Mvmt Flow	146	0	0	134	6	18

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	-	284
Stage 1	-	-	146
Stage 2	-	-	138
Critical Hdwy	-	-	6.46
Critical Hdwy Stg 1	-	-	5.46
Critical Hdwy Stg 2	-	-	5.46
Follow-up Hdwy	-	-	3.554
Pot Cap-1 Maneuver	-	0	698
Stage 1	-	0	872
Stage 2	-	0	879
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	695
Mov Cap-2 Maneuver	-	-	695
Stage 1	-	-	872
Stage 2	-	-	876

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	823	-	-
HCM Lane V/C Ratio	0.03	-	-
HCM Control Delay (s)	9.5	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	135	5	5	115	5	0
Future Vol, veh/h	135	5	5	115	5	0
Conflicting Peds, #/hr	0	8	9	0	8	9
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	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	0	0
Mvmt Flow	161	6	6	137	6	0




Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	176	330
Stage 1	-	-	173
Stage 2	-	-	157
Critical Hdwy	-	4.12	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	2.218	3.5
Pot Cap-1 Maneuver	-	1400	669
Stage 1	-	-	862
Stage 2	-	-	876
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1388	655
Mov Cap-2 Maneuver	-	-	655
Stage 1	-	-	855
Stage 2	-	-	865

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	655	-	-	1388	-
HCM Lane V/C Ratio	0.009	-	-	0.004	-
HCM Control Delay (s)	10.5	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 4.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	10	5	0	5	10
Future Vol, veh/h	5	10	5	0	5	10
Conflicting Peds, #/hr	1	1	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	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	6	12	6	0	6	12

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	32	8	0	0	7	0
Stage 1	7	-	-	-	-	-
Stage 2	25	-	-	-	-	-
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	987	1080	-	-	1627	-
Stage 1	1021	-	-	-	-	-
Stage 2	1003	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	981	1078	-	-	1625	-
Mov Cap-2 Maneuver	981	-	-	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	998	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	8.5		0		2.4
HCM LOS	A				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 1044	1625	-
HCM Lane V/C Ratio	-	- 0.017	0.004	-
HCM Control Delay (s)	-	- 8.5	7.2	0
HCM Lane LOS	-	- A	A	A
HCM 95th %tile Q(veh)	-	- 0.1	0	-

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	5	120	185	0
Future Vol, veh/h	0	5	5	120	185	0
Conflicting Peds, #/hr	6	6	6	0	0	6
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	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	6	6	145	223	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	392	235	229	0	-	0
Stage 1	229	-	-	-	-	-
Stage 2	163	-	-	-	-	-
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	616	809	1351	-	-	-
Stage 1	814	-	-	-	-	-
Stage 2	871	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	606	800	1343	-	-	-
Mov Cap-2 Maneuver	606	-	-	-	-	-
Stage 1	809	-	-	-	-	-
Stage 2	862	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1343	-	800	-	-
HCM Lane V/C Ratio	0.004	-	0.008	-	-
HCM Control Delay (s)	7.7	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection

Int Delay, s/veh 1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	1	
Traffic Vol, veh/h	5	5	0	40	50	0
Future Vol, veh/h	5	5	0	40	50	0
Conflicting Peds, #/hr	44	38	38	0	0	44
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	69	69	69	69	69	69
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	7	0	58	72	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	218	154	116	0	-	0
Stage 1	116	-	-	-	-	-
Stage 2	102	-	-	-	-	-
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	775	897	1485	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	927	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	711	828	1431	-	-	-
Mov Cap-2 Maneuver	711	-	-	-	-	-
Stage 1	876	-	-	-	-	-
Stage 2	888	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1431	-	765	-	-
HCM Lane V/C Ratio	-	-	0.019	-	-
HCM Control Delay (s)	0	-	9.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	
Traffic Vol, veh/h	10	0	0	0	0	65
Future Vol, veh/h	10	0	0	0	0	65
Conflicting Peds, #/hr	1	0	0	1	1	1
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	0	0	0	0	65

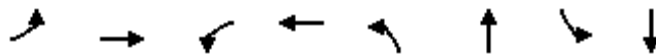
Major/Minor	Minor1	Minor2	Major2	Major1
Conflicting Flow All	3	36	-	0
Stage 1	1	34	-	-
Stage 2	2	2	-	-
Critical Hdwy	6.4	6.5	-	4.1
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-
Follow-up Hdwy	3.5	4	-	2.2
Pot Cap-1 Maneuver	1025	860	-	1634
Stage 1	-	-	-	-
Stage 2	1026	898	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	1023	0	-	1632
Mov Cap-2 Maneuver	1023	0	-	-
Stage 1	-	0	-	-
Stage 2	1025	0	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	1023	-	-	1632	-
HCM Lane V/C Ratio	0.01	-	-	-	-
HCM Control Delay (s)	8.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Queues
1: Valley Avenue (SR 162) & Main Street

Sumner Early Learning Center
 Future (2018) Without-Project Morning Arrival Peak Hour























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	118	147	94	188	59	523	29	165
v/c Ratio	0.49	0.34	0.43	0.57	0.32	0.73	0.19	0.27
Control Delay	46.6	32.2	45.9	38.7	46.0	30.4	46.3	21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.6	32.2	45.9	38.7	46.0	30.4	46.3	21.4
Queue Length 50th (ft)	64	68	51	92	32	241	16	56
Queue Length 95th (ft)	130	129	108	163	76	431	47	123
Internal Link Dist (ft)		322		69		1854		145
Turn Bay Length (ft)								
Base Capacity (vph)	343	925	340	910	336	927	333	896
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.16	0.28	0.21	0.18	0.56	0.09	0.18

Intersection Summary

HCM 2010 Signalized Intersection Summary
 1: Valley Avenue (SR 162) & Main Street

Sumner Early Learning Center
 Future (2018) Without-Project Morning Arrival Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	90	35	80	115	45	50	380	65	25	100	40
Future Volume (veh/h)	100	90	35	80	115	45	50	380	65	25	100	40
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1845	1845	1900	1827	1827	1900	1810	1810	1900	1792	1792	1900
Adj Flow Rate, veh/h	118	106	41	94	135	53	59	447	76	29	118	47
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	4	4	4	5	5	5	6	6	6
Cap, veh/h	153	264	102	131	246	96	104	559	95	64	424	169
Arrive On Green	0.09	0.21	0.21	0.08	0.20	0.20	0.06	0.37	0.37	0.04	0.35	0.35
Sat Flow, veh/h	1757	1259	487	1740	1244	488	1723	1507	256	1707	1219	485
Grp Volume(v), veh/h	118	0	147	94	0	188	59	0	523	29	0	165
Grp Sat Flow(s),veh/h/ln	1757	0	1746	1740	0	1733	1723	0	1763	1707	0	1704
Q Serve(g_s), s	4.3	0.0	4.7	3.4	0.0	6.4	2.2	0.0	17.3	1.1	0.0	4.6
Cycle Q Clear(g_c), s	4.3	0.0	4.7	3.4	0.0	6.4	2.2	0.0	17.3	1.1	0.0	4.6
Prop In Lane	1.00		0.28	1.00		0.28	1.00		0.15	1.00		0.28
Lane Grp Cap(c), veh/h	153	0	366	131	0	342	104	0	654	64	0	593
V/C Ratio(X)	0.77	0.00	0.40	0.72	0.00	0.55	0.57	0.00	0.80	0.45	0.00	0.28
Avail Cap(c_a), veh/h	404	0	1071	400	0	1063	396	0	1082	393	0	1046
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	29.1	0.0	22.2	29.5	0.0	23.6	29.8	0.0	18.3	30.7	0.0	15.3
Incr Delay (d2), s/veh	7.9	0.0	0.7	7.2	0.0	1.4	4.8	0.0	2.3	4.9	0.0	0.3
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	2.4	0.0	2.4	1.9	0.0	3.2	1.2	0.0	8.8	0.6	0.0	2.2
LnGrp Delay(d),s/veh	37.0	0.0	23.0	36.6	0.0	24.9	34.6	0.0	20.7	35.6	0.0	15.6
LnGrp LOS	D		C	D		C	C		C	D		B
Approach Vol, veh/h		265			282			582			194	
Approach Delay, s/veh		29.2			28.8			22.1			18.6	
Approach LOS		C			C			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.9	18.7	7.5	29.2	10.7	17.9	8.9	27.7				
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	5.4	6.7	3.1	19.3	6.3	8.4	4.2	6.6				
Green Ext Time (p_c), s	0.1	2.1	0.0	4.8	0.2	2.1	0.1	5.4				
Intersection Summary												
HCM 2010 Ctrl Delay			24.4									
HCM 2010 LOS			C									

Intersection

Int Delay, s/veh 2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	35	80	5	10	70
Future Vol, veh/h	10	35	80	5	10	70
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	100	100	100	100	100	100
Heavy Vehicles, %	3	3	10	10	2	2
Mvmt Flow	10	35	80	5	10	70

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	173	83	0	0	85	0
Stage 1	83	-	-	-	-	-
Stage 2	90	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.12	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.218	-
Pot Cap-1 Maneuver	815	974	-	-	1512	-
Stage 1	938	-	-	-	-	-
Stage 2	931	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	809	974	-	-	1512	-
Mov Cap-2 Maneuver	809	-	-	-	-	-
Stage 1	938	-	-	-	-	-
Stage 2	924	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	932	1512	-
HCM Lane V/C Ratio	-	-	0.048	0.007	-
HCM Control Delay (s)	-	-	9.1	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection												
Int Delay, s/veh	6.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	20	0	0	20	0	15	50	20	10	5	5
Future Vol, veh/h	0	20	0	0	20	0	15	50	20	10	5	5
Conflicting Peds, #/hr	3	0	4	3	0	2	4	0	3	2	0	3
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	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	14	14	14	0	0	0	0	0	0	18	18	18
Mvmt Flow	0	20	0	0	20	0	15	50	20	10	5	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	23	0	0	24	0	0	53	47	27	81	47	27
Stage 1	-	-	-	-	-	-	24	24	-	23	23	-
Stage 2	-	-	-	-	-	-	29	23	-	58	24	-
Critical Hdwy	4.24	-	-	4.1	-	-	7.1	6.5	6.2	7.28	6.68	6.38
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.28	5.68	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.28	5.68	-
Follow-up Hdwy	2.326	-	-	2.2	-	-	3.5	4	3.3	3.662	4.162	3.462
Pot Cap-1 Maneuver	1518	-	-	1604	-	-	951	849	1054	869	814	1004
Stage 1	-	-	-	-	-	-	999	879	-	955	845	-
Stage 2	-	-	-	-	-	-	993	880	-	915	844	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1512	-	-	1599	-	-	935	843	1047	809	809	997
Mov Cap-2 Maneuver	-	-	-	-	-	-	935	843	-	809	809	-
Stage 1	-	-	-	-	-	-	995	876	-	952	843	-
Stage 2	-	-	-	-	-	-	978	877	-	844	841	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			9.4			9.3		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	900	1512	-	-	1599	-	-	849				
HCM Lane V/C Ratio	0.094	-	-	-	-	-	-	0.024				
HCM Control Delay (s)	9.4	0	-	-	0	-	-	9.3				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.1				

Intersection

Int Delay, s/veh 2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	30	20	135	95	0
Future Vol, veh/h	20	30	20	135	95	0
Conflicting Peds, #/hr	1	1	1	0	0	1
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	100	100	100	100	100	100
Heavy Vehicles, %	10	10	6	6	3	3
Mvmt Flow	20	30	20	135	95	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	272	97	96	0	-	0
Stage 1	96	-	-	-	-	-
Stage 2	176	-	-	-	-	-
Critical Hdwy	6.5	6.3	4.16	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.254	-	-	-
Pot Cap-1 Maneuver	701	938	1473	-	-	-
Stage 1	908	-	-	-	-	-
Stage 2	836	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	689	936	1472	-	-	-
Mov Cap-2 Maneuver	689	-	-	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	823	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	1	0
HCM LOS	A		

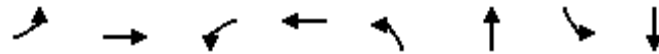
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1472	-	819	-	-
HCM Lane V/C Ratio	0.014	-	0.061	-	-
HCM Control Delay (s)	7.5	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	50	35	140	155	60	50
Future Vol, veh/h	50	35	140	155	60	50
Conflicting Peds, #/hr	7	11	0	7	11	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	100	100	100	100	100	100
Heavy Vehicles, %	7	7	8	8	9	9
Mvmt Flow	50	35	140	155	60	50
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	406	240	0	0	306	0
Stage 1	229	-	-	-	-	-
Stage 2	177	-	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	4.19	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.281	-
Pot Cap-1 Maneuver	591	787	-	-	1216	-
Stage 1	797	-	-	-	-	-
Stage 2	842	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	551	771	-	-	1203	-
Mov Cap-2 Maneuver	551	-	-	-	-	-
Stage 1	789	-	-	-	-	-
Stage 2	794	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	11.7		0		4.4	
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	624	1203	-	
HCM Lane V/C Ratio	-	-	0.136	0.05	-	
HCM Control Delay (s)	-	-	11.7	8.2	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.5	0.2	-	

Queues

Sumner Early Learning Center

6: Valley Avenue (SR 162) & Meade-McCumber Road Future (2018) Without-Project Morning Arrival Peak Hour



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	28	100	61	50	44	577	6	255
v/c Ratio	0.08	0.33	0.17	0.13	0.06	0.55	0.01	0.27
Control Delay	13.1	14.8	13.9	16.6	10.0	17.7	10.6	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.1	14.8	13.9	16.6	10.0	17.7	10.6	15.7
Queue Length 50th (ft)	6	12	13	8	7	124	1	43
Queue Length 95th (ft)	22	53	39	40	30	#503	8	174
Internal Link Dist (ft)		651		784		1047		1854
Turn Bay Length (ft)								
Base Capacity (vph)	466	800	476	884	739	1058	556	1032
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.13	0.13	0.06	0.06	0.55	0.01	0.25






















Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary




Sumner Early Learning Center

6: Valley Avenue (SR 162) & Meade-McCumber Road Future (2018) Without-Project Morning Arrival Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	40	50	55	35	10	40	480	40	5	210	20
Future Volume (veh/h)	25	40	50	55	35	10	40	480	40	5	210	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1727	1727	1900	1845	1845	1900	1827	1827	1900	1792	1792	1900
Adj Flow Rate, veh/h	28	44	56	61	39	11	44	533	44	6	233	22
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	10	10	10	3	3	3	4	4	4	6	6	6
Cap, veh/h	366	80	102	352	205	58	538	686	57	281	589	56
Arrive On Green	0.04	0.12	0.12	0.07	0.15	0.15	0.06	0.41	0.41	0.01	0.37	0.37
Sat Flow, veh/h	1645	687	874	1757	1383	390	1740	1665	137	1707	1613	152
Grp Volume(v), veh/h	28	0	100	61	0	50	44	0	577	6	0	255
Grp Sat Flow(s),veh/h/ln	1645	0	1561	1757	0	1773	1740	0	1803	1707	0	1766
Q Serve(g_s), s	0.7	0.0	2.8	1.3	0.0	1.1	0.7	0.0	12.7	0.1	0.0	4.9
Cycle Q Clear(g_c), s	0.7	0.0	2.8	1.3	0.0	1.1	0.7	0.0	12.7	0.1	0.0	4.9
Prop In Lane	1.00		0.56	1.00		0.22	1.00		0.08	1.00		0.09
Lane Grp Cap(c), veh/h	366	0	183	352	0	263	538	0	742	281	0	645
V/C Ratio(X)	0.08	0.00	0.55	0.17	0.00	0.19	0.08	0.00	0.78	0.02	0.00	0.40
Avail Cap(c_a), veh/h	677	0	882	629	0	982	837	0	999	654	0	978
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	16.7	0.0	19.2	15.8	0.0	17.2	8.2	0.0	11.7	10.3	0.0	10.8
Incr Delay (d2), s/veh	0.1	0.0	2.5	0.2	0.0	0.3	0.1	0.0	2.8	0.0	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	0.3	0.0	1.3	0.7	0.0	0.6	0.3	0.0	6.8	0.0	0.0	2.5
LnGrp Delay(d),s/veh	16.8	0.0	21.7	16.1	0.0	17.5	8.2	0.0	14.5	10.3	0.0	11.2
LnGrp LOS	B		C	B		B	A		B	B		B
Approach Vol, veh/h		128			111			621			261	
Approach Delay, s/veh		20.6			16.7			14.1			11.2	
Approach LOS		C			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.9	23.5	7.7	9.9	7.1	21.3	6.3	11.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.5	25.5	10.5	26.0	10.5	25.5	10.5	25.5				
Max Q Clear Time (g_c+I1), s	2.1	14.7	3.3	4.8	2.7	6.9	2.7	3.1				
Green Ext Time (p_c), s	0.0	4.2	0.1	0.8	0.0	5.6	0.0	0.8				
Intersection Summary												
HCM 2010 Ctrl Delay			14.4									
HCM 2010 LOS			B									

Intersection

Int Delay, s/veh 1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	10	65	0	10	70
Future Vol, veh/h	10	10	65	0	10	70
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	100	100	100	100	100	100
Heavy Vehicles, %	8	8	12	12	3	3
Mvmt Flow	10	10	65	0	10	70

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	155	65	0	0	65	0
Stage 1	65	-	-	-	-	-
Stage 2	90	-	-	-	-	-
Critical Hdwy	6.48	6.28	-	-	4.13	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	-	-	2.227	-
Pot Cap-1 Maneuver	823	982	-	-	1531	-
Stage 1	943	-	-	-	-	-
Stage 2	919	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	817	982	-	-	1531	-
Mov Cap-2 Maneuver	817	-	-	-	-	-
Stage 1	943	-	-	-	-	-
Stage 2	913	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	892	1531	-
HCM Lane V/C Ratio	-	-	0.022	0.007	-
HCM Control Delay (s)	-	-	9.1	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

HCM 2010 TWSC
8: Guptil Avenue & Rainier Street

Sumner Early Learning Center
Future (2018) Without-Project Morning Arrival Peak Hour

Intersection												
Int Delay, s/veh	8.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	15	0	20	10	0	10	95	40	0	10	5
Future Vol, veh/h	0	15	0	20	10	0	10	95	40	0	10	5
Conflicting Peds, #/hr	17	0	17	0	0	0	17	0	0	0	0	17
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	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	15	0	20	10	0	10	95	40	0	10	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	27	0	0	32	0	0	107	99	32	150	99	44
Stage 1	-	-	-	-	-	-	32	32	-	67	67	-
Stage 2	-	-	-	-	-	-	75	67	-	83	32	-
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	1600	-	-	1593	-	-	877	795	1048	822	795	1032
Stage 1	-	-	-	-	-	-	990	872	-	948	843	-
Stage 2	-	-	-	-	-	-	939	843	-	930	872	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1574	-	-	1593	-	-	828	759	1031	696	759	999
Mov Cap-2 Maneuver	-	-	-	-	-	-	828	759	-	696	759	-
Stage 1	-	-	-	-	-	-	974	858	-	933	819	-
Stage 2	-	-	-	-	-	-	896	819	-	795	858	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			4.9			10.3			9.4		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	824	1574	-	-	1593	-	-	825				
HCM Lane V/C Ratio	0.176	-	-	-	0.013	-	-	0.018				
HCM Control Delay (s)	10.3	0	-	-	7.3	0	-	9.4				
HCM Lane LOS	B	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0.1				

Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	30	15	10	210	95	20
Future Vol, veh/h	30	15	10	210	95	20
Conflicting Peds, #/hr	21	21	21	0	0	21
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	9	9	11	11
Mvmt Flow	30	15	10	210	95	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	377	147	136	0	-	0
Stage 1	126	-	-	-	-	-
Stage 2	251	-	-	-	-	-
Critical Hdwy	7.1	6.2	4.19	-	-	-
Critical Hdwy Stg 1	6.1	-	-	-	-	-
Critical Hdwy Stg 2	6.1	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.281	-	-	-
Pot Cap-1 Maneuver	584	905	1406	-	-	-
Stage 1	883	-	-	-	-	-
Stage 2	758	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	557	869	1378	-	-	-
Mov Cap-2 Maneuver	557	-	-	-	-	-
Stage 1	858	-	-	-	-	-
Stage 2	737	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.1	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1378	-	633	-	-
HCM Lane V/C Ratio	0.007	-	0.071	-	-
HCM Control Delay (s)	7.6	0	11.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	15	0	10	10	15	0	0	10	10	0	5
Future Vol, veh/h	0	15	0	10	10	15	0	0	10	10	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	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	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	11	11	11	7	7	7	0	0	0	14	14	14
Mvmt Flow	0	15	0	10	10	15	0	0	10	10	0	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	25	0	0	15	0	0	55	60	15	58	53	18
Stage 1	-	-	-	-	-	-	15	15	-	38	38	-
Stage 2	-	-	-	-	-	-	40	45	-	20	15	-
Critical Hdwy	4.21	-	-	4.17	-	-	7.1	6.5	6.2	7.24	6.64	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.24	5.64	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.24	5.64	-
Follow-up Hdwy	2.299	-	-	2.263	-	-	3.5	4	3.3	3.626	4.126	3.426
Pot Cap-1 Maneuver	1533	-	-	1571	-	-	948	835	1070	910	816	1027
Stage 1	-	-	-	-	-	-	1010	887	-	947	840	-
Stage 2	-	-	-	-	-	-	980	861	-	969	860	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1533	-	-	1571	-	-	939	830	1070	897	811	1027
Mov Cap-2 Maneuver	-	-	-	-	-	-	939	830	-	897	811	-
Stage 1	-	-	-	-	-	-	1010	887	-	947	835	-
Stage 2	-	-	-	-	-	-	969	856	-	960	860	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			2.1			8.4			8.9		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1070	1533	-	-	1571	-	-	937				
HCM Lane V/C Ratio	0.009	-	-	-	0.006	-	-	0.016				
HCM Control Delay (s)	8.4	0	-	-	7.3	0	-	8.9				
HCM Lane LOS	A	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↕				↕				↕	
Traffic Vol, veh/h	0	0	25	0	0	10	40	30	0	0	0	0
Future Vol, veh/h	0	0	25	0	0	10	40	30	0	0	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	10	10	10	10	0	0	0	0
Mvmt Flow	0	0	25	0	0	10	40	30	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	7.5	0
HCM LOS	A	A	-

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	12%	100%
Vol Thru, %	100%	100%	50%	0%
Vol Right, %	0%	0%	38%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	25	80	70
LT Vol	0	0	10	70
Through Vol	0	25	40	0
RT Vol	0	0	30	0
Lane Flow Rate	0	25	80	70
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0.028	0.089	0.083
Departure Headway (Hd)	4.135	4.083	4.011	4.281
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	870	888	833
Service Time	2.201	2.141	2.058	2.327
HCM Lane V/C Ratio	0	0.029	0.09	0.084
HCM Control Delay	7.2	7.3	7.5	7.7
HCM Lane LOS	N	A	A	A
HCM 95th-tile Q	0	0.1	0.3	0.3

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	70	0	0
Future Vol, veh/h	0	70	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0
Mvmt Flow	0	70	0	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.7
HCM LOS	A

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	10	90	0	0	70	55	30	40	10	15	0	35
Future Vol, veh/h	10	90	0	0	70	55	30	40	10	15	0	35
Conflicting Peds, #/hr	47	0	82	46	0	11	82	0	46	11	0	47
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	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	90	0	0	70	55	30	40	10	15	0	35

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	172	0	307	282
Stage 1	-	-	110	110
Stage 2	-	-	197	172
Critical Hdwy	4.1	-	7.1	6.5
Critical Hdwy Stg 1	-	-	6.1	5.5
Critical Hdwy Stg 2	-	-	6.1	5.5
Follow-up Hdwy	2.2	-	3.5	4
Pot Cap-1 Maneuver	1417	0	649	630
Stage 1	-	0	900	808
Stage 2	-	0	809	760
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1306	-	566	597
Mov Cap-2 Maneuver	-	-	566	597
Stage 1	-	-	893	802
Stage 2	-	-	710	726

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0	11.8	11
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	609	1306	-	-	-	653
HCM Lane V/C Ratio	0.131	0.008	-	-	-	0.077
HCM Control Delay (s)	11.8	7.8	-	-	-	11
HCM Lane LOS	B	A	-	-	-	B
HCM 95th %tile Q(veh)	0.5	0	-	-	-	0.2

Intersection

Int Delay, s/veh 6.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	65	60	90	175	45	55
Future Vol, veh/h	65	60	90	175	45	55
Conflicting Peds, #/hr	84	118	118	0	0	84
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	100	100	100	100	100	100
Heavy Vehicles, %	10	10	3	3	12	12
Mvmt Flow	65	60	90	175	45	55

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	630	309	218 0
Stage 1	191	-	- -
Stage 2	439	-	- -
Critical Hdwy	6.5	6.3	4.13 -
Critical Hdwy Stg 1	5.5	-	- -
Critical Hdwy Stg 2	5.5	-	- -
Follow-up Hdwy	3.59	3.39	2.227 -
Pot Cap-1 Maneuver	433	713	1346 -
Stage 1	823	-	- -
Stage 2	633	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	313	562	1195 -
Mov Cap-2 Maneuver	313	-	- -
Stage 1	731	-	- -
Stage 2	515	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	18.1	2.8	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1195	-	398	-	-
HCM Lane V/C Ratio	0.075	-	0.314	-	-
HCM Control Delay (s)	8.3	0	18.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1.3	-	-

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↕				↕				↕	
Traffic Vol, veh/h	0	0	5	0	0	10	30	130	0	0	95	55
Future Vol, veh/h	0	0	5	0	0	10	30	130	0	0	95	55
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	1	1	1	1	2	2	2	2
Mvmt Flow	0	0	5	0	0	10	30	130	0	0	95	55
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.9	8.3	8.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	6%	60%
Vol Thru, %	63%	100%	18%	9%
Vol Right, %	37%	0%	76%	31%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	150	5	170	180
LT Vol	0	0	10	108
Through Vol	95	5	30	15
RT Vol	55	0	130	57
Lane Flow Rate	150	5	170	180
Geometry Grp	1	1	1	1
Degree of Util (X)	0.179	0.007	0.199	0.22
Departure Headway (Hd)	4.293	4.83	4.206	4.391
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	836	740	853	817
Service Time	2.319	2.863	2.229	2.416
HCM Lane V/C Ratio	0.179	0.007	0.199	0.22
HCM Control Delay	8.3	7.9	8.3	8.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0	0.7	0.8

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	5	105	15	55
Future Vol, veh/h	5	105	15	55
Peak Hour Factor	1.00	1.00	1.00	1.00
Heavy Vehicles, %	1	1	1	1
Mvmt Flow	5	105	15	55
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	8.7
HCM LOS	A

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	5	0	95	0	0	5	135	555	10	5	310	5
Future Vol, veh/h	5	0	95	0	0	5	135	555	10	5	310	5
Conflicting Peds, #/hr	1	0	1	3	0	3	1	0	3	3	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	175	-	-	175	-	175
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	33	33	33	4	4	4	7	7	7
Mvmt Flow	5	0	102	0	0	5	145	597	11	5	333	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1243	-	171	-	-	608	340	0	0	611	0	0
Stage 1	348	-	-	-	-	-	-	-	-	-	-	-
Stage 2	895	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.315	-	6.915	-	-	6.695	4.16	-	-	4.205	-	-
Critical Hdwy Stg 1	6.515	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.115	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5095	-	3.3095	-	-	3.6135	2.238	-	-	2.2665	-	-
Pot Cap-1 Maneuver	142	0	846	0	0	430	1205	-	-	937	-	-
Stage 1	644	0	-	0	0	-	-	-	-	-	-	-
Stage 2	336	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	126	-	844	-	-	428	1204	-	-	934	-	-
Mov Cap-2 Maneuver	126	-	-	-	-	-	-	-	-	-	-	-
Stage 1	566	-	-	-	-	-	-	-	-	-	-	-
Stage 2	291	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.9	13.5	1.6	0.1
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1204	-	-	844	428	934	-	-
HCM Lane V/C Ratio	0.121	-	-	0.121	0.013	0.006	-	-
HCM Control Delay (s)	8.4	-	-	9.9	13.5	8.9	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	0.4	0	0	-	-

Queues



Lane Group	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	87	163	402	592	255	174
v/c Ratio	0.47	0.52	0.83	0.42	0.31	0.22
Control Delay	48.1	12.2	33.2	3.1	21.0	4.5
Queue Delay	0.0	0.0	0.0	0.3	0.0	0.0
Total Delay	48.1	12.2	33.2	3.3	21.0	4.5
Queue Length 50th (ft)	54	0	204	85	96	0
Queue Length 95th (ft)	90	53	m218	m71	207	47
Internal Link Dist (ft)	476			545	310	
Turn Bay Length (ft)		320	275			
Base Capacity (vph)	381	467	570	1417	836	788
Starvation Cap Reductn	0	0	0	306	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.35	0.71	0.53	0.31	0.22



















Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 2010 Signalized Intersection Summary

Sumner Early Learning Center

16: Valley Avenue (SR 162) & SR 410 Westbound Ramp Future (2018) Without-Project Morning Arrival Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	80	0	150	370	545	0	0	235	160
Future Volume (veh/h)	0	0	0	80	0	150	370	545	0	0	235	160
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln				1900	1792	1792	1776	1776	0	0	1792	1792
Adj Flow Rate, veh/h				87	0	163	402	592	0	0	255	174
Adj No. of Lanes				0	1	1	1	1	0	0	1	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				6	6	6	7	7	0	0	6	6
Cap, veh/h				220	0	196	933	1384	0	0	326	276
Arrive On Green				0.13	0.00	0.13	1.00	1.00	0.00	0.00	0.18	0.18
Sat Flow, veh/h				1707	0	1524	1691	1776	0	0	1792	1519
Grp Volume(v), veh/h				87	0	163	402	592	0	0	255	174
Grp Sat Flow(s),veh/h/ln				1707	0	1524	1691	1776	0	0	1792	1519
Q Serve(g_s), s				4.7	0.0	10.4	0.0	0.0	0.0	0.0	13.6	10.6
Cycle Q Clear(g_c), s				4.7	0.0	10.4	0.0	0.0	0.0	0.0	13.6	10.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				220	0	196	933	1384	0	0	326	276
V/C Ratio(X)				0.40	0.00	0.83	0.43	0.43	0.00	0.00	0.78	0.63
Avail Cap(c_a), veh/h				382	0	341	933	1384	0	0	545	462
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.41	0.41	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				40.0	0.0	42.5	0.0	0.0	0.0	0.0	39.0	37.8
Incr Delay (d2), s/veh				0.4	0.0	3.5	0.2	0.4	0.0	0.0	17.0	10.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.2	0.0	4.6	0.0	0.2	0.0	0.0	8.3	5.2
LnGrp Delay(d),s/veh				40.4	0.0	46.0	0.2	0.4	0.0	0.0	56.0	48.3
LnGrp LOS				D		D	A	A			E	D
Approach Vol, veh/h					250			994			429	
Approach Delay, s/veh					44.1			0.3			52.9	
Approach LOS					D			A			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		82.5			59.8	22.8		17.5				
Change Period (Y+Rc), s		4.6			4.6	* 4.6		4.6				
Max Green Setting (Gmax), s		68.4			33.5	* 30		22.4				
Max Q Clear Time (g_c+I1), s		2.0			2.0	15.6		12.4				
Green Ext Time (p_c), s		8.6			7.9	2.3		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay				20.3								
HCM 2010 LOS				C								
Notes												

Queues



Lane Group	EBL	EBT	NBT	SBL	SBT
Lane Group Flow (vph)	191	202	955	90	270
v/c Ratio	0.69	0.26	0.89	0.74	0.21
Control Delay	51.2	0.8	29.3	89.7	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	51.2	0.8	29.3	89.7	7.0
Queue Length 50th (ft)	116	0	468	63	137
Queue Length 95th (ft)	172	0	#859	#142	61
Internal Link Dist (ft)		659	446		545
Turn Bay Length (ft)	315			240	
Base Capacity (vph)	393	839	1079	123	1271
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.49	0.24	0.89	0.73	0.21


















Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary

Sumner Early Learning Center

17: Valley Avenue (SR 162) & SR 410 Eastbound Ramp Future (2018) Without-Project Morning Arrival Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	0	180	0	0	0	0	760	90	80	240	0
Future Volume (veh/h)	170	0	180	0	0	0	0	760	90	80	240	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	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
Adj Sat Flow, veh/h/ln	1696	1696	1900				0	1776	1900	1727	1727	0
Adj Flow Rate, veh/h	191	0	202				0	854	101	90	270	0
Adj No. of Lanes	1	1	0				0	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89				0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	12	12	12				0	7	7	10	10	0
Cap, veh/h	271	0	242				0	848	100	247	1278	0
Arrive On Green	0.17	0.00	0.17				0.00	0.54	0.54	0.30	1.00	0.00
Sat Flow, veh/h	1616	0	1442				0	1558	184	1645	1727	0
Grp Volume(v), veh/h	191	0	202				0	0	955	90	270	0
Grp Sat Flow(s),veh/h/ln	1616	0	1442				0	0	1743	1645	1727	0
Q Serve(g_s), s	11.2	0.0	13.6				0.0	0.0	54.4	4.3	0.0	0.0
Cycle Q Clear(g_c), s	11.2	0.0	13.6				0.0	0.0	54.4	4.3	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.11	1.00		0.00
Lane Grp Cap(c), veh/h	271	0	242				0	0	948	247	1278	0
V/C Ratio(X)	0.70	0.00	0.83				0.00	0.00	1.01	0.36	0.21	0.00
Avail Cap(c_a), veh/h	394	0	352				0	0	948	247	1278	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.00	1.00	0.96	0.96	0.00
Uniform Delay (d), s/veh	39.2	0.0	40.2				0.0	0.0	22.8	31.3	0.0	0.0
Incr Delay (d2), s/veh	3.3	0.0	10.8				0.0	0.0	31.1	0.9	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.0	6.1				0.0	0.0	34.0	2.0	0.1	0.0
LnGrp Delay(d),s/veh	42.6	0.0	51.1				0.0	0.0	53.9	32.1	0.4	0.0
LnGrp LOS	D		D						F	C	A	
Approach Vol, veh/h		393						955			360	
Approach Delay, s/veh		46.9						53.9			8.3	
Approach LOS		D						D			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	19.6	59.0		21.4		78.6						
Change Period (Y+Rc), s	4.6	* 4.6		4.6		4.6						
Max Green Setting (Gmax), s	7.5	* 54		24.4		66.4						
Max Q Clear Time (g_c+I1), s	6.3	56.4		15.6		2.0						
Green Ext Time (p_c), s	0.2	0.0		1.2		2.1						
Intersection Summary												
HCM 2010 Ctrl Delay			42.7									
HCM 2010 LOS			D									
Notes												

Intersection

Int Delay, s/veh 1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P		T	T
Traffic Vol, veh/h	10	90	740	5	20	390
Future Vol, veh/h	10	90	740	5	20	390
Conflicting Peds, #/hr	3	3	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	5	5	8	8	13	13
Mvmt Flow	11	101	831	6	22	438

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1323	840	0	0	840	0
Stage 1	837	-	-	-	-	-
Stage 2	486	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.23	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.317	-
Pot Cap-1 Maneuver	170	361	-	-	750	-
Stage 1	420	-	-	-	-	-
Stage 2	612	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	164	359	-	-	748	-
Mov Cap-2 Maneuver	354	-	-	-	-	-
Stage 1	419	-	-	-	-	-
Stage 2	592	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	19.6		0		0.5
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 358	748	-
HCM Lane V/C Ratio	-	- 0.314	0.03	-
HCM Control Delay (s)	-	- 19.6	10	-
HCM Lane LOS	-	- C	A	-
HCM 95th %tile Q(veh)	-	- 1.3	0.1	-

HCM 2010 TWSC
 19: SMS Parking Driveway & Willow Street

Sumner Early Learning Center
 Future (2018) Without-Project Morning Arrival Peak Hour

Intersection

Int Delay, s/veh 0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	115	0	10	80	5	0
Future Vol, veh/h	115	0	10	80	5	0
Conflicting Peds, #/hr	0	5	5	0	5	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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	27	27
Mvmt Flow	115	0	10	80	5	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	120	225
Stage 1	-	-	120
Stage 2	-	-	105
Critical Hdwy	-	4.1	6.67
Critical Hdwy Stg 1	-	-	5.67
Critical Hdwy Stg 2	-	-	5.67
Follow-up Hdwy	-	2.2	3.743
Pot Cap-1 Maneuver	-	1480	711
Stage 1	-	-	847
Stage 2	-	-	861
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1473	699
Mov Cap-2 Maneuver	-	-	699
Stage 1	-	-	843
Stage 2	-	-	851

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	699	-	-	1473	-
HCM Lane V/C Ratio	0.007	-	-	0.007	-
HCM Control Delay (s)	10.2	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	100	55	35	90	5	10
Future Vol, veh/h	100	55	35	90	5	10
Conflicting Peds, #/hr	0	5	5	0	5	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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	100	55	35	90	5	10

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	160	298
Stage 1	-	-	133
Stage 2	-	-	165
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	-	1432	698
Stage 1	-	-	898
Stage 2	-	-	869
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1425	673
Mov Cap-2 Maneuver	-	-	673
Stage 1	-	-	894
Stage 2	-	-	842

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	813	-	-	1425	-
HCM Lane V/C Ratio	0.018	-	-	0.025	-
HCM Control Delay (s)	9.5	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	130	10	0	130	0	0
Future Vol, veh/h	130	10	0	130	0	0
Conflicting Peds, #/hr	0	18	12	0	18	12
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	8	8	0	0
Mvmt Flow	130	10	0	130	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	158
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.18
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.272
Pot Cap-1 Maneuver	-	-	1386
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1370
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)	-	-	-	1370	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection

Int Delay, s/veh 1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↓	
Traffic Vol, veh/h	135	0	0	115	15	15
Future Vol, veh/h	135	0	0	115	15	15
Conflicting Peds, #/hr	0	77	60	0	77	60
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	8	8	46	46
Mvmt Flow	135	0	0	115	15	15

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	-	327
Stage 1	-	-	135
Stage 2	-	-	192
Critical Hdwy	-	-	6.86
Critical Hdwy Stg 1	-	-	5.86
Critical Hdwy Stg 2	-	-	5.86
Follow-up Hdwy	-	-	3.914
Pot Cap-1 Maneuver	-	0	586
Stage 1	-	0	794
Stage 2	-	0	746
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	543
Mov Cap-2 Maneuver	-	-	543
Stage 1	-	-	794
Stage 2	-	-	691

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	613	-	-
HCM Lane V/C Ratio	0.049	-	-
HCM Control Delay (s)	11.2	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-

Intersection

Int Delay, s/veh 1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	130	15	60	105	0	0
Future Vol, veh/h	130	15	60	105	0	0
Conflicting Peds, #/hr	0	129	227	0	129	227
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	100	100	100	100	100	100
Heavy Vehicles, %	8	8	10	10	0	0
Mvmt Flow	130	15	60	105	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	372
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.2
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.29
Pot Cap-1 Maneuver	-	-	1144
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	897
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.4	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	897	-
HCM Lane V/C Ratio	-	-	-	0.067	-
HCM Control Delay (s)	0	-	-	9.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0.2	-

Intersection						
Int Delay, s/veh	4.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	10	5	0	5	5
Future Vol, veh/h	0	10	5	0	5	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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	10	5	0	5	5
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	20	5	0	0	5	0
Stage 1	5	-	-	-	-	-
Stage 2	15	-	-	-	-	-
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	1002	1084	-	-	1630	-
Stage 1	1023	-	-	-	-	-
Stage 2	1013	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	999	1084	-	-	1630	-
Mov Cap-2 Maneuver	999	-	-	-	-	-
Stage 1	1023	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	8.4	0		3.6		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	- 1084	1630	-		
HCM Lane V/C Ratio	-	- 0.009	0.003	-		
HCM Control Delay (s)	-	- 8.4	7.2	0		
HCM Lane LOS	-	- A	A	A		
HCM 95th %tile Q(veh)	-	- 0	0	-		

Intersection

Int Delay, s/veh 2

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations	W			4		4	
Traffic Vol, veh/h	50	30	0	215	5	140	0
Future Vol, veh/h	50	30	0	215	5	140	0
Conflicting Peds, #/hr	8	11	11	0	0	0	8
Sign Control	Stop	Stop	Free	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	100	100	100	100	100	100	100
Heavy Vehicles, %	10	10	1	1	1	1	1
Mvmt Flow	50	30	0	215	5	140	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	374	162	151 0
Stage 1	151	-	- -
Stage 2	223	-	- -
Critical Hdwy	6.5	6.3	4.11 -
Critical Hdwy Stg 1	5.5	-	- -
Critical Hdwy Stg 2	5.5	-	- -
Follow-up Hdwy	3.59	3.39	2.209 -
Pot Cap-1 Maneuver	612	862	1436 -
Stage 1	858	-	- -
Stage 2	796	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	599	844	1421 -
Mov Cap-2 Maneuver	599	-	- -
Stage 1	849	-	- -
Stage 2	788	-	- -

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1421	-	672	-	-
HCM Lane V/C Ratio	-	-	0.119	-	-
HCM Control Delay (s)	0	-	11.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

HCM 2010 TWSC
26: Wood Avenue & MLE Parking Lot

Sumner Early Learning Center
Future (2018) Without-Project Morning Arrival Peak Hour

Intersection

Int Delay, s/veh 4.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	80	0	0	55	35	0
Future Vol, veh/h	80	0	0	55	35	0
Conflicting Peds, #/hr	44	41	41	0	0	44
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	100	100	100	100	100	100
Heavy Vehicles, %	5	5	0	0	0	0
Mvmt Flow	80	0	0	55	35	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	178	120	79	0	-	0
Stage 1	79	-	-	-	-	-
Stage 2	99	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.1	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.2	-	-	-
Pot Cap-1 Maneuver	805	923	1532	-	-	-
Stage 1	937	-	-	-	-	-
Stage 2	917	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	739	850	1472	-	-	-
Mov Cap-2 Maneuver	739	-	-	-	-	-
Stage 1	898	-	-	-	-	-
Stage 2	879	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1472	-	739	-	-
HCM Lane V/C Ratio	-	-	0.108	-	-
HCM Control Delay (s)	0	-	10.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection							
Int Delay, s/veh	4.6						
Movement	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations		↔	↔			↔	
Traffic Vol, veh/h	65	0	0	10	5	0	45
Future Vol, veh/h	65	0	0	10	5	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	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	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	33	33	5	5	5
Mvmt Flow	65	0	0	10	5	0	45
Major/Minor	Minor1		Major2		Major1		
Conflicting Flow All	5	43	-	0	-	10	0
Stage 1	0	33	-	-	-	-	-
Stage 2	5	10	-	-	-	-	-
Critical Hdwy	6.4	6.5	-	-	-	4.15	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-
Follow-up Hdwy	3.5	4	-	-	-	2.245	-
Pot Cap-1 Maneuver	1022	853	-	-	-	1590	-
Stage 1	-	-	-	-	-	-	-
Stage 2	1023	891	-	-	-	-	-
Platoon blocked, %			-	-			-
Mov Cap-1 Maneuver	1022	0	-	-	-	-	-
Mov Cap-2 Maneuver	1022	0	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-
Stage 2	1023	0	-	-	-	-	-
Approach	EB		WB		SB		
HCM Control Delay, s	8.8		0				
HCM LOS	A						
Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR		
Capacity (veh/h)	1022	-	-	-	-		
HCM Lane V/C Ratio	0.064	-	-	-	-		
HCM Control Delay (s)	8.8	-	-	-	-		
HCM Lane LOS	A	-	-	-	-		
HCM 95th %tile Q(veh)	0.2	-	-	-	-		

Intersection: 11: Sumner Avenue & Willow Street

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	38	81	54
Average Queue (ft)	16	35	29
95th Queue (ft)	40	63	47
Link Distance (ft)	370	377	336
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: School Pick-Up/Drop-Off Exit/Guptil Avenue & Willow Street

Movement	EB	WB	NB	SB
Directions Served	LT	TR	LTR	LTR
Maximum Queue (ft)	35	27	69	51
Average Queue (ft)	4	2	34	27
95th Queue (ft)	20	14	58	48
Link Distance (ft)	154	107	69	382
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13: Wood Avenue & Willow Street

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	76	98	53
Average Queue (ft)	48	34	9
95th Queue (ft)	70	82	37
Link Distance (ft)	49	114	144
Upstream Blk Time (%)	8	0	
Queuing Penalty (veh)	10	1	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Wood Avenue & MLE Parking Lot/Gary Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	ULTR
Maximum Queue (ft)	28	89	68	98
Average Queue (ft)	5	44	41	48
95th Queue (ft)	22	72	60	79
Link Distance (ft)	62	450	49	108
Upstream Blk Time (%)			3	0
Queuing Penalty (veh)			5	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 15: Valley Avenue (SR 162) & Gary Street

Movement	EB	WB	NB	NB	SB	SB	SB
Directions Served	R	R	L	TR	L	T	TR
Maximum Queue (ft)	65	54	69	64	30	34	18
Average Queue (ft)	32	6	27	4	2	2	1
95th Queue (ft)	51	32	58	29	17	18	8
Link Distance (ft)	450	314		332		1065	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			175		175		175
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 19: SMS Parking Driveway & Willow Street

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	22	47
Average Queue (ft)	2	5
95th Queue (ft)	13	27
Link Distance (ft)	463	221
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: School Pick-Up/Drop-Off Entry & Willow Street

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	2	44	32
Average Queue (ft)	0	7	12
95th Queue (ft)	2	30	36
Link Distance (ft)	463	154	57
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 21: MLE Bus Entry & Willow Street

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (ft)	36	19
Average Queue (ft)	2	1
95th Queue (ft)	18	10
Link Distance (ft)	107	135
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 22: MLE Bus Exit & Willow Street

Movement	EB	WB	NB
Directions Served	T	T	LR
Maximum Queue (ft)	50	56	81
Average Queue (ft)	5	7	30
95th Queue (ft)	28	33	75
Link Distance (ft)	135	63	62
Upstream Blk Time (%)	0	0	1
Queuing Penalty (veh)	0	0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 23: MLE Main Entry & Willow Street

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (ft)	76	67
Average Queue (ft)	25	35
95th Queue (ft)	70	69
Link Distance (ft)	63	49
Upstream Blk Time (%)	2	4
Queuing Penalty (veh)	3	6
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 24: Sumner Avenue & School Driveway

Movement	WB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	9
95th Queue (ft)	31
Link Distance (ft)	349
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 25: Wood Avenue & MLE Main Exit

Movement	EB	NB	SB
Directions Served	LR	LT	UTR
Maximum Queue (ft)	89	36	45
Average Queue (ft)	39	3	4
95th Queue (ft)	72	20	24
Link Distance (ft)	66	108	114
Upstream Blk Time (%)	1		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 26: Wood Avenue & MLE Parking Lot

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	77	33	30
Average Queue (ft)	36	2	3
95th Queue (ft)	63	15	17
Link Distance (ft)	61	163	49
Upstream Blk Time (%)	1		0
Queuing Penalty (veh)	0		0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 27: Gault Street & Wood Avenue

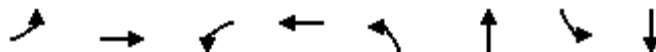
Movement	EB	SB
Directions Served	LT	ULR
Maximum Queue (ft)	50	2
Average Queue (ft)	28	0
95th Queue (ft)	47	3
Link Distance (ft)	280	163
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 25

Queues
1: Valley Avenue (SR 162) & Main Street

Sumner Early Learning Center
 Future (2018) Without Project Afternoon Dismissal Peak Hour























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	175	366	206	309	82	366	57	474
v/c Ratio	0.70	0.78	0.74	0.63	0.46	0.64	0.36	0.84
Control Delay	63.0	48.0	64.1	41.2	58.3	36.2	57.4	49.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.0	48.0	64.1	41.2	58.3	36.2	57.4	49.3
Queue Length 50th (ft)	118	230	141	191	55	202	38	295
Queue Length 95th (ft)	#276	370	#339	310	119	366	90	#554
Internal Link Dist (ft)		322		69		1854		145
Turn Bay Length (ft)								
Base Capacity (vph)	279	755	279	748	273	748	276	748
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.48	0.74	0.41	0.30	0.49	0.21	0.63

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary
 1: Valley Avenue (SR 162) & Main Street

Sumner Early Learning Center
 Future (2018) Without Project Afternoon Dismissal Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	270	85	200	260	40	80	275	80	55	395	65
Future Volume (veh/h)	170	270	85	200	260	40	80	275	80	55	395	65
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.83	1.00		0.91	1.00		0.93	1.00		0.93
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
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1845	1845	1900	1863	1863	1900
Adj Flow Rate, veh/h	175	278	88	206	268	41	82	284	82	57	407	67
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	3	3	3	2	2	2
Cap, veh/h	210	357	113	241	458	70	106	444	128	88	490	81
Arrive On Green	0.12	0.27	0.27	0.13	0.29	0.29	0.06	0.33	0.33	0.05	0.32	0.32
Sat Flow, veh/h	1792	1300	412	1792	1569	240	1757	1351	390	1774	1541	254
Grp Volume(v), veh/h	175	0	366	206	0	309	82	0	366	57	0	474
Grp Sat Flow(s),veh/h/ln	1792	0	1712	1792	0	1809	1757	0	1741	1774	0	1794
Q Serve(g_s), s	9.0	0.0	18.6	10.6	0.0	13.7	4.3	0.0	16.8	3.0	0.0	23.1
Cycle Q Clear(g_c), s	9.0	0.0	18.6	10.6	0.0	13.7	4.3	0.0	16.8	3.0	0.0	23.1
Prop In Lane	1.00		0.24	1.00		0.13	1.00		0.22	1.00		0.14
Lane Grp Cap(c), veh/h	210	0	470	241	0	528	106	0	572	88	0	571
V/C Ratio(X)	0.83	0.00	0.78	0.85	0.00	0.58	0.77	0.00	0.64	0.65	0.00	0.83
Avail Cap(c_a), veh/h	285	0	727	285	0	769	280	0	740	283	0	762
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	40.6	0.0	31.5	39.8	0.0	28.5	43.6	0.0	26.8	43.9	0.0	29.8
Incr Delay (d2), s/veh	14.1	0.0	2.9	19.2	0.0	1.0	11.3	0.0	1.2	7.9	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	5.2	0.0	9.1	6.5	0.0	7.0	2.4	0.0	8.2	1.6	0.0	12.4
LnGrp Delay(d),s/veh	54.8	0.0	34.4	59.0	0.0	29.5	54.9	0.0	28.0	51.8	0.0	35.6
LnGrp LOS	D		C	E		C	D		C	D		D
Approach Vol, veh/h		541			515			448			531	
Approach Delay, s/veh		41.0			41.3			33.0			37.4	
Approach LOS		D			D			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.7	30.9	9.6	36.0	16.0	32.5	10.7	34.9				
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	12.6	20.6	5.0	18.8	11.0	15.7	6.3	25.1				
Green Ext Time (p_c), s	0.1	4.3	0.1	5.7	0.2	4.6	0.1	4.9				
Intersection Summary												
HCM 2010 Ctrl Delay			38.3									
HCM 2010 LOS			D									

Intersection

Int Delay, s/veh 2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	40	130	5	30	35
Future Vol, veh/h	5	40	130	5	30	35
Conflicting Peds, #/hr	9	9	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	100	100	100	100	100	100
Heavy Vehicles, %	9	9	2	2	1	1
Mvmt Flow	5	40	130	5	30	35

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	246	151	0	0	144	0
Stage 1	142	-	-	-	-	-
Stage 2	104	-	-	-	-	-
Critical Hdwy	6.49	6.29	-	-	4.11	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.381	-	-	2.209	-
Pot Cap-1 Maneuver	727	877	-	-	1445	-
Stage 1	868	-	-	-	-	-
Stage 2	903	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	700	862	-	-	1433	-
Mov Cap-2 Maneuver	700	-	-	-	-	-
Stage 1	861	-	-	-	-	-
Stage 2	876	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	9.5		0		3.5
HCM LOS	A				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	840	1433
HCM Lane V/C Ratio	-	-	0.054	0.021
HCM Control Delay (s)	-	-	9.5	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	30	5	0	35	0	10	70	20	5	10	5
Future Vol, veh/h	0	30	5	0	35	0	10	70	20	5	10	5
Conflicting Peds, #/hr	27	0	31	5	0	1	31	0	5	1	0	27
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	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	12	12	12	0	0	0	3	3	3
Mvmt Flow	0	30	5	0	35	0	10	70	20	5	10	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	62	0	0	66	0	0	138	126	69	145	128	93
Stage 1	-	-	-	-	-	-	64	64	-	62	62	-
Stage 2	-	-	-	-	-	-	74	62	-	83	66	-
Critical Hdwy	4.12	-	-	4.22	-	-	7.1	6.5	6.2	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.13	5.53	-
Follow-up Hdwy	2.218	-	-	2.308	-	-	3.5	4	3.3	3.527	4.027	3.327
Pot Cap-1 Maneuver	1541	-	-	1474	-	-	837	768	1000	822	761	961
Stage 1	-	-	-	-	-	-	952	846	-	947	841	-
Stage 2	-	-	-	-	-	-	940	847	-	923	838	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1496	-	-	1467	-	-	776	726	966	723	720	909
Mov Cap-2 Maneuver	-	-	-	-	-	-	776	726	-	723	720	-
Stage 1	-	-	-	-	-	-	924	821	-	923	819	-
Stage 2	-	-	-	-	-	-	896	825	-	823	813	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			10.4			9.9		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	769	1496	-	-	1467	-	-	760				
HCM Lane V/C Ratio	0.13	-	-	-	-	-	-	0.026				
HCM Control Delay (s)	10.4	0	-	-	0	-	-	9.9				
HCM Lane LOS	B	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.1				

Intersection

Int Delay, s/veh 2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	45	30	95	175	5
Future Vol, veh/h	10	45	30	95	175	5
Conflicting Peds, #/hr	2	2	2	0	0	2
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	6	6	2	2
Mvmt Flow	10	45	30	95	175	5




Major/Minor	Minor2	Major1		Major2
Conflicting Flow All	337	182	182	0
Stage 1	180	-	-	-
Stage 2	157	-	-	-
Critical Hdwy	6.42	6.22	4.16	-
Critical Hdwy Stg 1	5.42	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-
Follow-up Hdwy	3.518	3.318	2.254	-
Pot Cap-1 Maneuver	658	861	1369	-
Stage 1	851	-	-	-
Stage 2	871	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	640	858	1366	-
Mov Cap-2 Maneuver	640	-	-	-
Stage 1	849	-	-	-
Stage 2	849	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	1.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1366	-	808	-	-
HCM Lane V/C Ratio	0.022	-	0.068	-	-
HCM Control Delay (s)	7.7	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection

Int Delay, s/veh 6.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	90	45	65	195	110
Future Vol, veh/h	50	90	45	65	195	110
Conflicting Peds, #/hr	38	26	0	38	26	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	89	89	89	89	89	89
Heavy Vehicles, %	6	6	8	8	2	2
Mvmt Flow	56	101	51	73	219	124

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	725	151	0	0	162	0
Stage 1	125	-	-	-	-	-
Stage 2	600	-	-	-	-	-
Critical Hdwy	6.46	6.26	-	-	4.12	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.218	-
Pot Cap-1 Maneuver	386	885	-	-	1417	-
Stage 1	891	-	-	-	-	-
Stage 2	540	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	298	832	-	-	1382	-
Mov Cap-2 Maneuver	298	-	-	-	-	-
Stage 1	859	-	-	-	-	-
Stage 2	432	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	15.3		0		5.2
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	507	1382
HCM Lane V/C Ratio	-	-	0.31	0.159
HCM Control Delay (s)	-	-	15.3	8.1
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.3	0.6

Queues



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	31	237	82	61	82	474	10	577
v/c Ratio	0.09	0.66	0.26	0.13	0.24	0.50	0.02	0.76
Control Delay	16.1	27.5	18.1	18.2	11.9	16.9	10.9	31.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.1	27.5	18.1	18.2	11.9	16.9	10.9	31.7
Queue Length 50th (ft)	9	62	24	13	16	119	2	232
Queue Length 95th (ft)	26	138	53	48	47	#336	11	#531
Internal Link Dist (ft)		651		784		1047		1854
Turn Bay Length (ft)								
Base Capacity (vph)	456	686	372	685	408	946	565	760
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.35	0.22	0.09	0.20	0.50	0.02	0.76






















Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary

Sumner Early Learning Center

6: Valley Avenue/Valley Avenue (SR 162) & Meade-McCumber Road (SR 162) Project Afternoon Dismissal Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	90	140	80	45	15	80	385	75	10	545	15
Future Volume (veh/h)	30	90	140	80	45	15	80	385	75	10	545	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.94		0.89	0.95		0.94	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1810	1810	1900	1827	1827	1900	1845	1845	1900	1863	1863	1900
Adj Flow Rate, veh/h	31	93	144	82	46	15	82	397	77	10	562	15
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	5	5	4	4	4	3	3	3	2	2	2
Cap, veh/h	445	128	199	314	323	105	294	621	120	326	644	17
Arrive On Green	0.04	0.22	0.22	0.07	0.25	0.25	0.07	0.41	0.41	0.02	0.36	0.36
Sat Flow, veh/h	1723	594	919	1740	1298	423	1757	1501	291	1774	1806	48
Grp Volume(v), veh/h	31	0	237	82	0	61	82	0	474	10	0	577
Grp Sat Flow(s),veh/h/ln	1723	0	1513	1740	0	1722	1757	0	1792	1774	0	1854
Q Serve(g_s), s	0.9	0.0	9.3	2.2	0.0	1.8	1.7	0.0	13.4	0.2	0.0	18.5
Cycle Q Clear(g_c), s	0.9	0.0	9.3	2.2	0.0	1.8	1.7	0.0	13.4	0.2	0.0	18.5
Prop In Lane	1.00		0.61	1.00		0.25	1.00		0.16	1.00		0.03
Lane Grp Cap(c), veh/h	445	0	327	314	0	428	294	0	741	326	0	661
V/C Ratio(X)	0.07	0.00	0.72	0.26	0.00	0.14	0.28	0.00	0.64	0.03	0.00	0.87
Avail Cap(c_a), veh/h	661	0	618	475	0	689	457	0	741	591	0	742
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	17.9	0.0	23.2	17.6	0.0	18.6	13.6	0.0	14.9	13.4	0.0	19.1
Incr Delay (d2), s/veh	0.1	0.0	3.0	0.4	0.0	0.2	0.5	0.0	1.9	0.0	0.0	10.3
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	0.4	0.0	4.1	1.1	0.0	0.8	0.9	0.0	7.0	0.1	0.0	11.3
LnGrp Delay(d),s/veh	18.0	0.0	26.2	18.1	0.0	18.8	14.1	0.0	16.7	13.4	0.0	29.4
LnGrp LOS	B		C	B		B	B		B	B		C
Approach Vol, veh/h		268			143			556			587	
Approach Delay, s/veh		25.3			18.4			16.4			29.2	
Approach LOS		C			B			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.5	30.8	9.1	18.3	9.1	27.2	7.0	20.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.5	25.5	10.5	26.0	10.5	25.5	10.5	25.5				
Max Q Clear Time (g_c+I1), s	2.2	15.4	4.2	11.3	3.7	20.5	2.9	3.8				
Green Ext Time (p_c), s	0.0	4.9	0.1	1.6	0.1	2.2	0.0	1.9				
Intersection Summary												
HCM 2010 Ctrl Delay			22.9									
HCM 2010 LOS			C									

Intersection

Int Delay, s/veh 2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	30	95	0	10	25
Future Vol, veh/h	10	30	95	0	10	25
Conflicting Peds, #/hr	5	4	0	5	4	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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	2	2	4	4
Mvmt Flow	10	30	95	0	10	25

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	150	104	0	0	100	0
Stage 1	100	-	-	-	-	-
Stage 2	50	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.14	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.236	-
Pot Cap-1 Maneuver	847	956	-	-	1480	-
Stage 1	929	-	-	-	-	-
Stage 2	978	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	833	948	-	-	1474	-
Mov Cap-2 Maneuver	833	-	-	-	-	-
Stage 1	925	-	-	-	-	-
Stage 2	967	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	9.1		0		2.1
HCM LOS	A				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	916	1474	-
HCM Lane V/C Ratio	-	-	0.044	0.007	-
HCM Control Delay (s)	-	-	9.1	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

HCM 2010 TWSC
8: Guptil Avenue & Rainier Street

Sumner Early Learning Center
Future (2018) Without Project Afternoon Dismissal Peak Hour

Intersection												
Int Delay, s/veh	9.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	10	5	0	10	0	20	85	50	0	5	10
Future Vol, veh/h	5	10	5	0	10	0	20	85	50	0	5	10
Conflicting Peds, #/hr	36	0	38	11	0	9	38	0	11	9	0	36
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	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	8	8	8	6	6	6	0	0	0	0	0	0
Mvmt Flow	5	10	5	0	10	0	20	85	50	0	5	10
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	46	0	0	53	0	0	117	107	62	147	109	84
Stage 1	-	-	-	-	-	-	61	61	-	46	46	-
Stage 2	-	-	-	-	-	-	56	46	-	101	63	-
Critical Hdwy	4.18	-	-	4.16	-	-	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	2.272	-	-	2.254	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1524	-	-	1527	-	-	864	787	1009	826	785	981
Stage 1	-	-	-	-	-	-	955	848	-	973	861	-
Stage 2	-	-	-	-	-	-	961	861	-	910	846	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1469	-	-	1511	-	-	788	730	962	680	728	913
Mov Cap-2 Maneuver	-	-	-	-	-	-	788	730	-	680	728	-
Stage 1	-	-	-	-	-	-	918	815	-	937	831	-
Stage 2	-	-	-	-	-	-	911	831	-	762	813	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.9			0			10.6			9.4		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	800	1469	-	-	1511	-	-	842				
HCM Lane V/C Ratio	0.194	0.003	-	-	-	-	-	0.018				
HCM Control Delay (s)	10.6	7.5	0	-	0	-	-	9.4				
HCM Lane LOS	B	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0.1				

Intersection

Int Delay, s/veh 2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	50	5	0	135	100	10
Future Vol, veh/h	50	5	0	135	100	10
Conflicting Peds, #/hr	23	19	19	0	0	23
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	100	100	100	100	100	100
Heavy Vehicles, %	4	4	8	8	8	8
Mvmt Flow	50	5	0	135	100	10

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	286	147	133	0	0
Stage 1	128	-	-	-	-
Stage 2	158	-	-	-	-
Critical Hdwy	6.44	6.24	4.18	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-
Follow-up Hdwy	3.536	3.336	2.272	-	-
Pot Cap-1 Maneuver	700	895	1416	-	-
Stage 1	893	-	-	-	-
Stage 2	866	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	670	860	1390	-	-
Mov Cap-2 Maneuver	670	-	-	-	-
Stage 1	873	-	-	-	-
Stage 2	847	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1390	-	684	-	-
HCM Lane V/C Ratio	-	-	0.08	-	-
HCM Control Delay (s)	0	-	10.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	10	5	5	0	10	0	5	5	15	5	5
Future Vol, veh/h	0	10	5	5	0	10	0	5	5	15	5	5
Conflicting Peds, #/hr	0	0	3	3	0	0	3	0	3	0	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	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	6	6	6	14	14	14	0	0	0
Mvmt Flow	0	10	5	5	0	10	0	5	5	15	5	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	10	0	0	18	0	0	39	36	19	36	33	8
Stage 1	-	-	-	-	-	-	16	16	-	15	15	-
Stage 2	-	-	-	-	-	-	23	20	-	21	18	-
Critical Hdwy	4.1	-	-	4.16	-	-	7.24	6.64	6.34	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.24	5.64	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.24	5.64	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.254	-	-	3.626	4.126	3.426	3.5	4	3.3
Pot Cap-1 Maneuver	1623	-	-	1573	-	-	936	833	1025	975	864	1080
Stage 1	-	-	-	-	-	-	973	859	-	1010	887	-
Stage 2	-	-	-	-	-	-	965	855	-	1003	884	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1618	-	-	1569	-	-	920	828	1019	961	859	1077
Mov Cap-2 Maneuver	-	-	-	-	-	-	920	828	-	961	859	-
Stage 1	-	-	-	-	-	-	970	857	-	1010	884	-
Stage 2	-	-	-	-	-	-	950	852	-	989	881	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			2.4			9			8.9		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	914	1618	-	-	1569	-	-	959				
HCM Lane V/C Ratio	0.011	-	-	-	0.003	-	-	0.026				
HCM Control Delay (s)	9	0	-	-	7.3	0	-	8.9				
HCM Lane LOS	A	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↕				↕				↕	
Traffic Vol, veh/h	0	5	30	5	0	0	10	50	0	0	25	0
Future Vol, veh/h	0	5	30	5	0	0	10	50	0	0	25	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	2	2	2	2	0	0	0	0
Mvmt Flow	0	5	30	5	0	0	10	50	0	0	25	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.4	7	7.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	12%	0%	63%
Vol Thru, %	100%	75%	17%	26%
Vol Right, %	0%	12%	83%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	40	60	95
LT Vol	0	5	0	60
Through Vol	25	30	10	25
RT Vol	0	5	50	10
Lane Flow Rate	25	40	60	95
Geometry Grp	1	1	1	1
Degree of Util (X)	0.029	0.046	0.061	0.111
Departure Headway (Hd)	4.146	4.103	3.671	4.19
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	856	862	962	852
Service Time	2.206	2.177	1.746	2.231
HCM Lane V/C Ratio	0.029	0.046	0.062	0.112
HCM Control Delay	7.3	7.4	7	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.2	0.4

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	60	25	10
Future Vol, veh/h	0	60	25	10
Peak Hour Factor	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	60	25	10
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.8
HCM LOS	A

Intersection

Int Delay, s/veh 6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↕			↕	
Traffic Vol, veh/h	30	65	0	0	65	30	0	5	30	15	0	25
Future Vol, veh/h	30	65	0	0	65	30	0	5	30	15	0	25
Conflicting Peds, #/hr	229	0	396	226	0	59	396	0	226	59	0	229
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	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	1	1	1	0	0	0	0	0	0
Mvmt Flow	30	65	0	0	65	30	0	5	30	15	0	25

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	324	0	614	449
Stage 1	-	-	125	125
Stage 2	-	-	489	324
Critical Hdwy	4.1	-	7.1	6.5
Critical Hdwy Stg 1	-	-	6.1	5.5
Critical Hdwy Stg 2	-	-	6.1	5.5
Follow-up Hdwy	2.2	-	3.5	4
Pot Cap-1 Maneuver	1247	0	407	508
Stage 1	-	0	884	796
Stage 2	-	0	564	653
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	777	-	217	381
Mov Cap-2 Maneuver	-	-	217	381
Stage 1	-	-	849	764
Stage 2	-	-	310	511

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.1	0	12	26
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	548	777	-	-	-	211
HCM Lane V/C Ratio	0.064	0.039	-	-	-	0.19
HCM Control Delay (s)	12	9.8	-	-	-	26
HCM Lane LOS	B	A	-	-	-	D
HCM 95th %tile Q(veh)	0.2	0.1	-	-	-	0.7

Intersection

Int Delay, s/veh 3.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	75	50	80	120	70
Future Vol, veh/h	10	75	50	80	120	70
Conflicting Peds, #/hr	82	103	103	0	0	82
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	100	100	100	100	100	100
Heavy Vehicles, %	6	6	4	4	7	7
Mvmt Flow	10	75	50	80	120	70

Major/Minor	Minor2	Major1		Major2
Conflicting Flow All	520	361	293	0
Stage 1	258	-	-	-
Stage 2	262	-	-	-
Critical Hdwy	6.46	6.26	4.14	-
Critical Hdwy Stg 1	5.46	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-
Follow-up Hdwy	3.554	3.354	2.236	-
Pot Cap-1 Maneuver	509	675	1257	-
Stage 1	776	-	-	-
Stage 2	773	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	395	549	1134	-
Mov Cap-2 Maneuver	395	-	-	-
Stage 1	700	-	-	-
Stage 2	665	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.2	3.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1134	-	525	-	-
HCM Lane V/C Ratio	0.044	-	0.162	-	-
HCM Control Delay (s)	8.3	0	13.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

Intersection

Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↕				↕				↕	
Traffic Vol, veh/h	0	0	0	0	0	25	10	70	0	0	60	40
Future Vol, veh/h	0	0	0	0	0	25	10	70	0	0	60	40
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	2	2	2	2	0	0	0	0
Mvmt Flow	0	0	0	0	0	25	10	70	0	0	60	40
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	0	7.8	7.6
HCM LOS	-	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	24%	71%
Vol Thru, %	60%	100%	10%	8%
Vol Right, %	40%	0%	67%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	100	0	105	195
LT Vol	0	0	25	139
Through Vol	60	0	10	15
RT Vol	40	0	70	41
Lane Flow Rate	100	0	105	195
Geometry Grp	1	1	1	1
Degree of Util (X)	0.114	0	0.123	0.228
Departure Headway (Hd)	4.095	4.667	4.225	4.211
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	879	0	853	842
Service Time	2.103	2.676	2.23	2.293
HCM Lane V/C Ratio	0.114	0	0.123	0.232
HCM Control Delay	7.6	7.7	7.8	8.6
HCM Lane LOS	A	N	A	A
HCM 95th-tile Q	0.4	0	0.4	0.9

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	5	135	15	40
Future Vol, veh/h	5	135	15	40
Peak Hour Factor	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	5	135	15	40
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	8.6
HCM LOS	A

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	5	0	150	5	5	5	80	535	5	0	770	5
Future Vol, veh/h	5	0	150	5	5	5	80	535	5	0	770	5
Conflicting Peds, #/hr	2	0	2	0	0	0	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	175	-	-	175	-	175
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	0	0	0	3	3	3	3	3	3
Mvmt Flow	5	0	155	5	5	5	82	552	5	0	794	5
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1522	-	403	1118	1520	556	801	0	0	557	0	0
Stage 1	798	-	-	719	719	-	-	-	-	-	-	-
Stage 2	724	-	-	399	801	-	-	-	-	-	-	-
Critical Hdwy	7.315	-	6.915	7.3	6.5	6.2	4.145	-	-	4.145	-	-
Critical Hdwy Stg 1	6.515	-	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.115	-	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5095	-	3.3095	3.5	4	3.3	2.2285	-	-	2.2285	-	-
Pot Cap-1 Maneuver	89	0	600	175	120	534	815	-	-	1006	-	-
Stage 1	348	0	-	423	436	-	-	-	-	-	-	-
Stage 2	418	0	-	604	400	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	78	-	598	119	108	533	813	-	-	1004	-	-
Mov Cap-2 Maneuver	78	-	-	119	108	-	-	-	-	-	-	-
Stage 1	312	-	-	380	392	-	-	-	-	-	-	-
Stage 2	367	-	-	447	399	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	13.1			11.8			1.3			0		
HCM LOS	B			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	813	-	-	598	533	1004	-	-				
HCM Lane V/C Ratio	0.101	-	-	0.259	0.01	-	-	-				
HCM Control Delay (s)	9.9	-	-	13.1	11.8	0	-	-				
HCM Lane LOS	A	-	-	B	B	A	-	-				
HCM 95th %tile Q(veh)	0.3	-	-	1	0	0	-	-				

Queues



Lane Group	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	125	168	212	533	815	185
v/c Ratio	0.50	0.46	0.74	0.39	0.81	0.20
Control Delay	41.5	9.5	50.9	8.7	27.3	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.3	0.0
Total Delay	41.5	9.5	50.9	8.7	27.6	3.5
Queue Length 50th (ft)	68	0	97	141	352	3
Queue Length 95th (ft)	108	49	m155	m254	#716	42
Internal Link Dist (ft)	476			545	310	
Turn Bay Length (ft)		320	275			
Base Capacity (vph)	438	506	315	1365	1002	909
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	21	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.33	0.67	0.39	0.83	0.20

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.



















Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM 2010 Signalized Intersection Summary

Sumner Early Learning Center

16: SR 162 / Valley Ave/Valley Avenue & SR 410 Westbound Ramp Project Afternoon Dismissal Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	110	5	155	195	490	0	0	750	170
Future Volume (veh/h)	0	0	0	110	5	155	195	490	0	0	750	170
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	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
Adj Sat Flow, veh/h/ln				1900	1845	1845	1810	1810	0	0	1863	1863
Adj Flow Rate, veh/h				120	5	168	212	533	0	0	815	185
Adj No. of Lanes				0	1	1	1	1	0	0	1	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				3	3	3	5	5	0	0	2	2
Cap, veh/h				230	10	211	509	1379	0	0	774	656
Arrive On Green				0.14	0.14	0.14	0.20	0.51	0.00	0.00	0.42	0.42
Sat Flow, veh/h				1690	70	1556	1723	1810	0	0	1863	1578
Grp Volume(v), veh/h				125	0	168	212	533	0	0	815	185
Grp Sat Flow(s),veh/h/ln				1760	0	1556	1723	1810	0	0	1863	1578
Q Serve(g_s), s				5.9	0.0	9.4	9.7	16.2	0.0	0.0	37.4	7.0
Cycle Q Clear(g_c), s				5.9	0.0	9.4	9.7	16.2	0.0	0.0	37.4	7.0
Prop In Lane				0.96		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				239	0	211	509	1379	0	0	774	656
V/C Ratio(X)				0.52	0.00	0.79	0.42	0.39	0.00	0.00	1.05	0.28
Avail Cap(c_a), veh/h				438	0	387	509	1379	0	0	774	656
HCM Platoon Ratio				1.00	1.00	1.00	0.67	0.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.65	0.65	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				36.2	0.0	37.7	29.3	9.2	0.0	0.0	26.3	17.4
Incr Delay (d2), s/veh				0.7	0.0	2.6	0.4	0.5	0.0	0.0	47.2	1.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.9	0.0	4.2	4.7	8.3	0.0	0.0	29.3	3.2
LnGrp Delay(d),s/veh				36.8	0.0	40.2	29.8	9.7	0.0	0.0	73.5	18.5
LnGrp LOS				D		D	C	A			F	B
Approach Vol, veh/h					293			745			1000	
Approach Delay, s/veh					38.8			15.4			63.3	
Approach LOS					D			B			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		73.2			31.2	42.0		16.8				
Change Period (Y+Rc), s		4.6			4.6	* 4.6		4.6				
Max Green Setting (Gmax), s		58.4			16.5	* 37		22.4				
Max Q Clear Time (g_c+I1), s		18.2			11.7	39.4		11.4				
Green Ext Time (p_c), s		6.2			2.1	0.0		0.6				
Intersection Summary												
HCM 2010 Ctrl Delay				42.3								
HCM 2010 LOS				D								
Notes												

Queues



Lane Group	EBL	EBT	NBT	SBL	SBT
Lane Group Flow (vph)	188	453	651	146	755
v/c Ratio	0.46	0.87	0.77	0.70	0.62
Control Delay	31.2	35.6	28.7	58.3	17.6
Queue Delay	0.0	0.0	0.0	0.0	1.0
Total Delay	31.2	35.6	28.7	58.3	18.6
Queue Length 50th (ft)	89	142	301	80	414
Queue Length 95th (ft)	139	248	#561	m109	m539
Internal Link Dist (ft)		659	446		545
Turn Bay Length (ft)	315			240	
Base Capacity (vph)	542	620	849	223	1212
Starvation Cap Reductn	0	0	0	0	224
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.35	0.73	0.77	0.65	0.76

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.


















Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM 2010 Signalized Intersection Summary

Sumner Early Learning Center

17: SR 162 / Valley Ave & SR 410 Eastbound Ramp Future (2018) Without Project Afternoon Dismissal Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	5	430	0	0	0	0	515	110	140	725	0
Future Volume (veh/h)	180	5	430	0	0	0	0	515	110	140	725	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	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
Adj Sat Flow, veh/h/ln	1810	1810	1900				0	1776	1900	1845	1845	0
Adj Flow Rate, veh/h	188	5	448				0	536	115	146	755	0
Adj No. of Lanes	1	1	0				0	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	5				0	7	7	3	3	0
Cap, veh/h	537	5	475				0	562	121	243	1081	0
Arrive On Green	0.31	0.31	0.31				0.00	0.40	0.40	0.09	0.39	0.00
Sat Flow, veh/h	1723	17	1524				0	1417	304	1757	1845	0
Grp Volume(v), veh/h	188	0	453				0	0	651	146	755	0
Grp Sat Flow(s),veh/h/ln	1723	0	1541				0	0	1721	1757	1845	0
Q Serve(g_s), s	7.6	0.0	25.8				0.0	0.0	33.0	7.2	30.8	0.0
Cycle Q Clear(g_c), s	7.6	0.0	25.8				0.0	0.0	33.0	7.2	30.8	0.0
Prop In Lane	1.00		0.99				0.00		0.18	1.00		0.00
Lane Grp Cap(c), veh/h	537	0	480				0	0	682	243	1081	0
V/C Ratio(X)	0.35	0.00	0.94				0.00	0.00	0.95	0.60	0.70	0.00
Avail Cap(c_a), veh/h	544	0	486				0	0	696	243	1081	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.67	0.67	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.00	1.00	0.48	0.48	0.00
Uniform Delay (d), s/veh	23.9	0.0	30.2				0.0	0.0	26.4	38.4	20.7	0.0
Incr Delay (d2), s/veh	0.4	0.0	27.1				0.0	0.0	24.9	1.9	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	14.6				0.0	0.0	20.3	3.6	16.2	0.0
LnGrp Delay(d),s/veh	24.3	0.0	57.3				0.0	0.0	51.2	40.4	22.5	0.0
LnGrp LOS	C		E						D	D	C	
Approach Vol, veh/h		641						651			901	
Approach Delay, s/veh		47.6						51.2			25.4	
Approach LOS		D						D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	17.1	40.3		32.7		57.3						
Change Period (Y+Rc), s	4.6	* 4.6		4.6		4.6						
Max Green Setting (Gmax), s	11.5	* 36		28.4		52.4						
Max Q Clear Time (g_c+I1), s	9.2	35.0		27.8		32.8						
Green Ext Time (p_c), s	1.3	0.6		0.2		6.2						
Intersection Summary												
HCM 2010 Ctrl Delay			39.5									
HCM 2010 LOS			D									
Notes												

Intersection

Int Delay, s/veh 1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	60	550	15	95	1045
Future Vol, veh/h	10	60	550	15	95	1045
Conflicting Peds, #/hr	2	2	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	7	7	6	6	4	4
Mvmt Flow	11	64	585	16	101	1112

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1911	597	0	0	603	0
Stage 1	595	-	-	-	-	-
Stage 2	1316	-	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	4.14	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.236	-
Pot Cap-1 Maneuver	73	494	-	-	965	-
Stage 1	541	-	-	-	-	-
Stage 2	245	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	65	492	-	-	963	-
Mov Cap-2 Maneuver	197	-	-	-	-	-
Stage 1	540	-	-	-	-	-
Stage 2	219	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	15.9		0		0.8
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	405	963
HCM Lane V/C Ratio	-	-	0.184	0.105
HCM Control Delay (s)	-	-	15.9	9.2
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.7	0.4

Intersection

Int Delay, s/veh 3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	75	10	20	60	20	30
Future Vol, veh/h	75	10	20	60	20	30
Conflicting Peds, #/hr	0	20	20	0	20	20
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	1	1	2	2
Mvmt Flow	75	10	20	60	20	30

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	105	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.11	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.209	-
Pot Cap-1 Maneuver	-	-	1493	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1465	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	821	-	-	1465	-
HCM Lane V/C Ratio	0.061	-	-	0.014	-
HCM Control Delay (s)	9.7	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection

Int Delay, s/veh 2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	85	25	35	60	10	15
Future Vol, veh/h	85	25	35	60	10	15
Conflicting Peds, #/hr	0	41	41	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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	1	1	0	0
Mvmt Flow	85	25	35	60	10	15

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	151	310
Stage 1	-	-	139
Stage 2	-	-	171
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	-	1436	687
Stage 1	-	-	893
Stage 2	-	-	864
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1380	618
Mov Cap-2 Maneuver	-	-	618
Stage 1	-	-	858
Stage 2	-	-	809

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	717	-	-	1380	-
HCM Lane V/C Ratio	0.035	-	-	0.025	-
HCM Control Delay (s)	10.2	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection

Int Delay, s/veh 1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	75	0	25	85	0	0
Future Vol, veh/h	75	0	25	85	0	0
Conflicting Peds, #/hr	0	95	77	0	95	77
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	9	9	0	0
Mvmt Flow	75	0	25	85	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	170	400
Stage 1	-	-	170
Stage 2	-	-	230
Critical Hdwy	-	4.19	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	2.281	3.5
Pot Cap-1 Maneuver	-	1366	610
Stage 1	-	-	865
Stage 2	-	-	813
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1266	494
Mov Cap-2 Maneuver	-	-	494
Stage 1	-	-	787
Stage 2	-	-	724

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1266	-
HCM Lane V/C Ratio	-	-	-	0.02	-
HCM Control Delay (s)	0	-	-	7.9	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0.1	-

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↓	
Traffic Vol, veh/h	75	0	0	110	5	0
Future Vol, veh/h	75	0	0	110	5	0
Conflicting Peds, #/hr	0	84	82	0	84	82
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	7	7	78	78
Mvmt Flow	75	0	0	110	5	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	-	269
Stage 1	-	-	75
Stage 2	-	-	194
Critical Hdwy	-	-	7.18
Critical Hdwy Stg 1	-	-	6.18
Critical Hdwy Stg 2	-	-	6.18
Follow-up Hdwy	-	-	4.202
Pot Cap-1 Maneuver	-	0	584
Stage 1	-	0	787
Stage 2	-	0	686
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	537
Mov Cap-2 Maneuver	-	-	537
Stage 1	-	-	787
Stage 2	-	-	631

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	537	-	-
HCM Lane V/C Ratio	0.009	-	-
HCM Control Delay (s)	11.8	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection

Int Delay, s/veh 0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	85	10	15	105	0	0
Future Vol, veh/h	85	10	15	105	0	0
Conflicting Peds, #/hr	0	96	147	0	96	147
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	100	100	100	100	100	100
Heavy Vehicles, %	6	6	9	9	0	0
Mvmt Flow	85	10	15	105	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	242	468
Stage 1	-	-	237
Stage 2	-	-	231
Critical Hdwy	-	4.19	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	2.281	3.5
Pot Cap-1 Maneuver	-	1284	557
Stage 1	-	-	807
Stage 2	-	-	812
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1104	429
Mov Cap-2 Maneuver	-	-	429
Stage 1	-	-	694
Stage 2	-	-	727

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1104	-
HCM Lane V/C Ratio	-	-	-	0.014	-
HCM Control Delay (s)	0	-	-	8.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection						
Int Delay, s/veh	3.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	10	10	0	10	10
Future Vol, veh/h	0	10	10	0	10	10
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	10	10	0	10	10
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	40	10	0	0	10	0
Stage 1	10	-	-	-	-	-
Stage 2	30	-	-	-	-	-
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	977	1077	-	-	1623	-
Stage 1	1018	-	-	-	-	-
Stage 2	998	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	971	1077	-	-	1623	-
Mov Cap-2 Maneuver	971	-	-	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	992	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	8.4		0		3.6	
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	- 1077	1623	-		
HCM Lane V/C Ratio	-	- 0.009	0.006	-		
HCM Control Delay (s)	-	- 8.4	7.2	0		
HCM Lane LOS	-	- A	A	A		
HCM 95th %tile Q(veh)	-	- 0	0	-		

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	10	0	120	185	0
Future Vol, veh/h	10	10	0	120	185	0
Conflicting Peds, #/hr	16	19	19	0	0	16
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	100	100	100	100	100	100
Heavy Vehicles, %	17	17	2	2	1	1
Mvmt Flow	10	10	0	120	185	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	340	223	204	0	-	0
Stage 1	204	-	-	-	-	-
Stage 2	136	-	-	-	-	-
Critical Hdwy	6.57	6.37	4.12	-	-	-
Critical Hdwy Stg 1	5.57	-	-	-	-	-
Critical Hdwy Stg 2	5.57	-	-	-	-	-
Follow-up Hdwy	3.653	3.453	2.218	-	-	-
Pot Cap-1 Maneuver	627	780	1368	-	-	-
Stage 1	796	-	-	-	-	-
Stage 2	855	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	605	752	1343	-	-	-
Mov Cap-2 Maneuver	605	-	-	-	-	-
Stage 1	782	-	-	-	-	-
Stage 2	840	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1343	-	671	-	-
HCM Lane V/C Ratio	-	-	0.03	-	-
HCM Control Delay (s)	0	-	10.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection

Int Delay, s/veh 3.3

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations	Y			4		4	
Traffic Vol, veh/h	40	10	0	55	5	35	5
Future Vol, veh/h	40	10	0	55	5	35	5
Conflicting Peds, #/hr	44	38	38	0	0	0	44
Sign Control	Stop	Stop	Free	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	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	3	3	3
Mvmt Flow	40	10	0	55	5	35	5

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	181	120	84 0
Stage 1	82	-	- -
Stage 2	99	-	- -
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	813	937	1526 -
Stage 1	946	-	- -
Stage 2	930	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	746	865	1471 -
Mov Cap-2 Maneuver	746	-	- -
Stage 1	906	-	- -
Stage 2	891	-	- -

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1471	-	767	-	-
HCM Lane V/C Ratio	-	-	0.065	-	-
HCM Control Delay (s)	0	-	10	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection

Int Delay, s/veh 3.9

Movement	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations		↔	↔			↔	
Traffic Vol, veh/h	30	0	0	0	15	5	15
Future Vol, veh/h	30	0	0	0	15	5	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	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	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0
Mvmt Flow	30	0	0	0	15	5	15

Major/Minor	Minor1	Minor2	Major2	Major1
Conflicting Flow All	1	49	-	0
Stage 1	0	48	-	-
Stage 2	1	1	-	-
Critical Hdwy	6.4	6.5	-	4.1
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-
Follow-up Hdwy	3.5	4	-	2.2
Pot Cap-1 Maneuver	1027	846	-	1635
Stage 1	-	-	-	-
Stage 2	1028	899	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	1027	0	-	-
Mov Cap-2 Maneuver	1027	0	-	-
Stage 1	-	0	-	-
Stage 2	1028	0	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR
Capacity (veh/h)	1027	-	-	-	-
HCM Lane V/C Ratio	0.029	-	-	-	-
HCM Control Delay (s)	8.6	-	-	-	-
HCM Lane LOS	A	-	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-

Intersection: 11: Sumner Avenue & Willow Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	36	57	42	71
Average Queue (ft)	21	25	18	34
95th Queue (ft)	42	46	43	57
Link Distance (ft)	370	377	297	336
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 12: School Pick-Up/Drop-Off Exit/Guptil Avenue & Willow Street

Movement	EB	WB	NB	SB
Directions Served	LT	TR	LTR	LTR
Maximum Queue (ft)	58	54	53	62
Average Queue (ft)	20	11	22	26
95th Queue (ft)	50	39	48	53
Link Distance (ft)	154	107	69	382
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13: Wood Avenue & Willow Street

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	69	70	90
Average Queue (ft)	36	19	18
95th Queue (ft)	60	54	58
Link Distance (ft)	49	114	144
Upstream Blk Time (%)	2	0	
Queuing Penalty (veh)	2	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Wood Avenue & MLE Parking Lot/Gary Street

Movement	WB	NB	SB
Directions Served	LTR	LTR	ULTR
Maximum Queue (ft)	70	56	80
Average Queue (ft)	36	32	43
95th Queue (ft)	59	51	68
Link Distance (ft)	450	49	108
Upstream Blk Time (%)		1	0
Queuing Penalty (veh)		1	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: Valley Avenue & Gary Street

Movement	EB	WB	NB	NB	SB	SB
Directions Served	R	R	L	TR	T	TR
Maximum Queue (ft)	129	35	93	48	167	54
Average Queue (ft)	52	10	33	2	18	3
95th Queue (ft)	97	33	70	22	94	34
Link Distance (ft)	450	314		332	1065	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			175			175
Storage Blk Time (%)					0	0
Queuing Penalty (veh)					1	0

Intersection: 19: SMS Parking Driveway & Willow Street

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	5	27	55
Average Queue (ft)	0	3	26
95th Queue (ft)	4	17	48
Link Distance (ft)	377	463	221
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 20: School Pick-Up/Drop-Off Entry & Willow Street

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	21	43	46
Average Queue (ft)	1	8	17
95th Queue (ft)	9	33	43
Link Distance (ft)	463	154	57
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 21: MLE Bus Entry & Willow Street

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (ft)	35	49
Average Queue (ft)	3	7
95th Queue (ft)	20	32
Link Distance (ft)	107	135
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 22: MLE Bus Exit & Willow Street

Movement	EB	WB	NB
Directions Served	T	T	LR
Maximum Queue (ft)	26	41	57
Average Queue (ft)	2	6	7
95th Queue (ft)	13	27	36
Link Distance (ft)	135	63	62
Upstream Blk Time (%)		0	0
Queuing Penalty (veh)		0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 23: MLE Main Entry & Willow Street

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (ft)	63	56
Average Queue (ft)	11	15
95th Queue (ft)	41	47
Link Distance (ft)	63	49
Upstream Blk Time (%)	0	1
Queuing Penalty (veh)	0	1
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 24: Sumner Avenue & School Driveway

Movement	WB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	9
95th Queue (ft)	31
Link Distance (ft)	349
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 25: Wood Avenue & MLE Main Exit

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	67	30	28
Average Queue (ft)	20	2	2
95th Queue (ft)	54	15	15
Link Distance (ft)	66	108	114
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 26: Wood Avenue & MLE Parking Lot

Movement	EB	NB	SB
Directions Served	LR	LT	UTR
Maximum Queue (ft)	52	20	37
Average Queue (ft)	26	1	3
95th Queue (ft)	48	12	20
Link Distance (ft)	61	174	49
Upstream Blk Time (%)	0		0
Queuing Penalty (veh)	0		0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 27: Gault Street & Wood Avenue

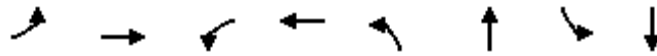
Movement	EB
Directions Served	LT
Maximum Queue (ft)	40
Average Queue (ft)	19
95th Queue (ft)	44
Link Distance (ft)	236
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 5

Queues
1: Valley Avenue (SR 162) & Main Street

Sumner Early Learning Center
 Future (2018) With-Project Morning Arrival Peak Hour























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	128	154	102	195	59	541	29	186
v/c Ratio	0.54	0.37	0.47	0.60	0.34	0.72	0.20	0.29
Control Delay	48.5	33.0	48.1	40.9	47.5	30.3	47.3	21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.5	33.0	48.1	40.9	47.5	30.3	47.3	21.4
Queue Length 50th (ft)	73	76	59	103	34	261	17	65
Queue Length 95th (ft)	140	134	115	170	76	#453	47	138
Internal Link Dist (ft)		322		69		1854		145
Turn Bay Length (ft)								
Base Capacity (vph)	320	867	317	852	314	864	311	835
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.18	0.32	0.23	0.19	0.63	0.09	0.22

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary
 1: Valley Avenue (SR 162) & Main Street

Sumner Early Learning Center
 Future (2018) With-Project Morning Arrival Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	96	35	87	121	45	50	388	72	25	109	49
Future Volume (veh/h)	109	96	35	87	121	45	50	388	72	25	109	49
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1845	1845	1900	1827	1827	1900	1810	1810	1900	1792	1792	1900
Adj Flow Rate, veh/h	128	113	41	102	142	53	59	456	85	29	128	58
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	3	3	3	4	4	4	5	5	5	6	6	6
Cap, veh/h	165	277	101	132	250	93	102	561	105	63	416	188
Arrive On Green	0.09	0.22	0.22	0.08	0.20	0.20	0.06	0.38	0.38	0.04	0.36	0.36
Sat Flow, veh/h	1757	1285	466	1740	1264	472	1723	1483	276	1707	1167	529
Grp Volume(v), veh/h	128	0	154	102	0	195	59	0	541	29	0	186
Grp Sat Flow(s),veh/h/ln	1757	0	1751	1740	0	1736	1723	0	1759	1707	0	1696
Q Serve(g_s), s	4.9	0.0	5.2	3.9	0.0	6.9	2.3	0.0	18.9	1.1	0.0	5.4
Cycle Q Clear(g_c), s	4.9	0.0	5.2	3.9	0.0	6.9	2.3	0.0	18.9	1.1	0.0	5.4
Prop In Lane	1.00		0.27	1.00		0.27	1.00		0.16	1.00		0.31
Lane Grp Cap(c), veh/h	165	0	378	132	0	344	102	0	665	63	0	604
V/C Ratio(X)	0.78	0.00	0.41	0.77	0.00	0.57	0.58	0.00	0.81	0.46	0.00	0.31
Avail Cap(c_a), veh/h	386	0	1025	382	0	1016	378	0	1030	375	0	993
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	30.2	0.0	23.0	31.0	0.0	24.8	31.3	0.0	19.1	32.2	0.0	15.9
Incr Delay (d2), s/veh	7.5	0.0	0.7	9.1	0.0	1.5	5.1	0.0	2.9	5.1	0.0	0.3
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	2.7	0.0	2.6	2.2	0.0	3.4	1.2	0.0	9.6	0.6	0.0	2.6
LnGrp Delay(d),s/veh	37.8	0.0	23.7	40.1	0.0	26.2	36.4	0.0	22.0	37.3	0.0	16.2
LnGrp LOS	D		C	D		C	D		C	D		B
Approach Vol, veh/h		282			297			600			215	
Approach Delay, s/veh		30.1			31.0			23.4			19.0	
Approach LOS		C			C			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.2	19.8	7.5	30.8	11.4	18.5	9.0	29.3				
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	5.9	7.2	3.1	20.9	6.9	8.9	4.3	7.4				
Green Ext Time (p_c), s	0.1	2.2	0.0	5.0	0.2	2.2	0.1	5.8				
Intersection Summary												
HCM 2010 Ctrl Delay			25.7									
HCM 2010 LOS			C									

Intersection						
Int Delay, s/veh	2.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	13	35	92	8	10	78
Future Vol, veh/h	13	35	92	8	10	78
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	100	100	100	100	100	100
Heavy Vehicles, %	3	3	10	10	2	2
Mvmt Flow	13	35	92	8	10	78
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	194	96	0	0	100	0
Stage 1	96	-	-	-	-	-
Stage 2	98	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.12	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.218	-
Pot Cap-1 Maneuver	793	958	-	-	1493	-
Stage 1	925	-	-	-	-	-
Stage 2	923	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	787	958	-	-	1493	-
Mov Cap-2 Maneuver	787	-	-	-	-	-
Stage 1	925	-	-	-	-	-
Stage 2	917	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.2	0		0.8		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	905	1493	-	
HCM Lane V/C Ratio	-	-	0.053	0.007	-	
HCM Control Delay (s)	-	-	9.2	7.4	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0	-	

Intersection												
Int Delay, s/veh	6.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	23	0	2	20	0	15	54	20	10	7	8
Future Vol, veh/h	0	23	0	2	20	0	15	54	20	10	7	8
Conflicting Peds, #/hr	3	0	4	3	0	2	4	0	3	2	0	3
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	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	14	14	14	0	0	0	0	0	0	18	18	18
Mvmt Flow	0	23	0	2	20	0	15	54	20	10	7	8
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	23	0	0	27	0	0	63	54	30	90	54	27
Stage 1	-	-	-	-	-	-	27	27	-	27	27	-
Stage 2	-	-	-	-	-	-	36	27	-	63	27	-
Critical Hdwy	4.24	-	-	4.1	-	-	7.1	6.5	6.2	7.28	6.68	6.38
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.28	5.68	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.28	5.68	-
Follow-up Hdwy	2.326	-	-	2.2	-	-	3.5	4	3.3	3.662	4.162	3.462
Pot Cap-1 Maneuver	1518	-	-	1600	-	-	936	841	1050	858	807	1004
Stage 1	-	-	-	-	-	-	996	877	-	951	842	-
Stage 2	-	-	-	-	-	-	985	877	-	909	842	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1512	-	-	1595	-	-	915	835	1043	795	801	997
Mov Cap-2 Maneuver	-	-	-	-	-	-	915	835	-	795	801	-
Stage 1	-	-	-	-	-	-	992	874	-	948	839	-
Stage 2	-	-	-	-	-	-	964	874	-	834	839	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.7			9.5			9.4		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	888	1512	-	-	1595	-	-	852				
HCM Lane V/C Ratio	0.1	-	-	-	0.001	-	-	0.029				
HCM Control Delay (s)	9.5	0	-	-	7.3	0	-	9.4				
HCM Lane LOS	A	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.1				

Intersection

Int Delay, s/veh 2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	1	
Traffic Vol, veh/h	20	33	20	142	101	2
Future Vol, veh/h	20	33	20	142	101	2
Conflicting Peds, #/hr	1	1	1	0	0	1
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	100	100	100	100	100	100
Heavy Vehicles, %	10	10	6	6	3	3
Mvmt Flow	20	33	20	142	101	2

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	286	104	104	0	0
Stage 1	103	-	-	-	-
Stage 2	183	-	-	-	-
Critical Hdwy	6.5	6.3	4.16	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.254	-	-
Pot Cap-1 Maneuver	688	929	1463	-	-
Stage 1	902	-	-	-	-
Stage 2	829	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	676	927	1462	-	-
Mov Cap-2 Maneuver	676	-	-	-	-
Stage 1	901	-	-	-	-
Stage 2	816	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	0.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1462	-	813	-	-
HCM Lane V/C Ratio	0.014	-	0.065	-	-
HCM Control Delay (s)	7.5	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

HCM 2010 TWSC
5: Wood Avenue & Meade-McCumber Road

Sumner Early Learning Center
Future (2018) With-Project Morning Arrival Peak Hour

Intersection						
Int Delay, s/veh	3.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	82	35	147	183	63	56
Future Vol, veh/h	82	35	147	183	63	56
Conflicting Peds, #/hr	7	11	0	7	11	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	100	100	100	100	100	100
Heavy Vehicles, %	7	7	8	8	9	9
Mvmt Flow	82	35	147	183	63	56
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	439	261	0	0	341	0
Stage 1	250	-	-	-	-	-
Stage 2	189	-	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	4.19	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.281	-
Pot Cap-1 Maneuver	566	766	-	-	1180	-
Stage 1	780	-	-	-	-	-
Stage 2	831	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	525	750	-	-	1168	-
Mov Cap-2 Maneuver	525	-	-	-	-	-
Stage 1	772	-	-	-	-	-
Stage 2	779	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	12.8	0		4.4		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	577	1168	-	
HCM Lane V/C Ratio	-	-	0.203	0.054	-	
HCM Control Delay (s)	-	-	12.8	8.3	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.8	0.2	-	

Queues

6: Valley Avenue (SR 162) & Meade-McCumber Road

Sumner Early Learning Center
 Future (2018) With-Project Morning Arrival Peak Hour
























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	46	117	61	55	56	577	6	274
v/c Ratio	0.13	0.36	0.16	0.14	0.09	0.55	0.01	0.32
Control Delay	13.7	14.8	14.0	17.6	10.2	17.9	10.8	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.7	14.8	14.0	17.6	10.2	17.9	10.8	18.0
Queue Length 50th (ft)	9	14	13	9	9	125	1	70
Queue Length 95th (ft)	32	59	39	44	37	#511	8	192
Internal Link Dist (ft)		651		784		1047		1854
Turn Bay Length (ft)								
Base Capacity (vph)	470	807	478	890	698	1053	562	1009
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.14	0.13	0.06	0.08	0.55	0.01	0.27

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.




HCM 2010 Signalized Intersection Summary
 6: Valley Avenue (SR 162) & Meade-McCumber Road

Sumner Early Learning Center
 Future (2018) With-Project Morning Arrival Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	45	60	55	40	10	50	480	40	5	210	37
Future Volume (veh/h)	41	45	60	55	40	10	50	480	40	5	210	37
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1727	1727	1900	1845	1845	1900	1827	1827	1900	1792	1792	1900
Adj Flow Rate, veh/h	46	50	67	61	44	11	56	533	44	6	233	41
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	10	10	10	3	3	3	4	4	4	6	6	6
Cap, veh/h	385	83	112	345	196	49	521	684	56	277	526	93
Arrive On Green	0.06	0.13	0.13	0.07	0.14	0.14	0.07	0.41	0.41	0.01	0.35	0.35
Sat Flow, veh/h	1645	666	892	1757	1423	356	1740	1665	137	1707	1485	261
Grp Volume(v), veh/h	46	0	117	61	0	55	56	0	577	6	0	274
Grp Sat Flow(s),veh/h/ln	1645	0	1557	1757	0	1779	1740	0	1803	1707	0	1746
Q Serve(g_s), s	1.1	0.0	3.3	1.4	0.0	1.3	0.9	0.0	13.0	0.1	0.0	5.6
Cycle Q Clear(g_c), s	1.1	0.0	3.3	1.4	0.0	1.3	0.9	0.0	13.0	0.1	0.0	5.6
Prop In Lane	1.00		0.57	1.00		0.20	1.00		0.08	1.00		0.15
Lane Grp Cap(c), veh/h	385	0	195	345	0	245	521	0	740	277	0	618
V/C Ratio(X)	0.12	0.00	0.60	0.18	0.00	0.22	0.11	0.00	0.78	0.02	0.00	0.44
Avail Cap(c_a), veh/h	659	0	864	615	0	969	796	0	981	643	0	951
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	16.1	0.0	19.4	15.8	0.0	18.0	8.4	0.0	12.0	10.7	0.0	11.6
Incr Delay (d2), s/veh	0.1	0.0	2.9	0.2	0.0	0.5	0.1	0.0	3.0	0.0	0.0	0.5
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	0.5	0.0	1.6	0.7	0.0	0.7	0.4	0.0	7.0	0.0	0.0	2.7
LnGrp Delay(d),s/veh	16.2	0.0	22.3	16.1	0.0	18.4	8.5	0.0	14.9	10.7	0.0	12.1
LnGrp LOS	B		C	B		B	A		B	B		B
Approach Vol, veh/h		163			116			633			280	
Approach Delay, s/veh		20.6			17.2			14.3			12.1	
Approach LOS		C			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.0	23.7	7.8	10.4	7.6	21.1	7.2	11.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.5	25.5	10.5	26.0	10.5	25.5	10.5	25.5				
Max Q Clear Time (g_c+I1), s	2.1	15.0	3.4	5.3	2.9	7.6	3.1	3.3				
Green Ext Time (p_c), s	0.0	4.2	0.1	0.9	0.1	5.7	0.0	0.9				
Intersection Summary												
HCM 2010 Ctrl Delay			14.9									
HCM 2010 LOS			B									

Intersection

Int Delay, s/veh 1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	10	83	7	10	81
Future Vol, veh/h	12	10	83	7	10	81
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	100	100	100	100	100	100
Heavy Vehicles, %	8	8	12	12	3	3
Mvmt Flow	12	10	83	7	10	81

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	188	87	0	0	90	0
Stage 1	87	-	-	-	-	-
Stage 2	101	-	-	-	-	-
Critical Hdwy	6.48	6.28	-	-	4.13	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	-	-	2.227	-
Pot Cap-1 Maneuver	788	955	-	-	1499	-
Stage 1	921	-	-	-	-	-
Stage 2	908	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	782	955	-	-	1499	-
Mov Cap-2 Maneuver	782	-	-	-	-	-
Stage 1	921	-	-	-	-	-
Stage 2	902	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	9.3		0		0.8
HCM LOS	A				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	852	1499	-
HCM Lane V/C Ratio	-	-	0.026	0.007	-
HCM Control Delay (s)	-	-	9.3	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

HCM 2010 TWSC
8: Guptil Avenue & Rainier Street

Sumner Early Learning Center
Future (2018) With-Project Morning Arrival Peak Hour

Intersection												
Int Delay, s/veh	8.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	20	0	31	10	0	10	99	40	0	14	5
Future Vol, veh/h	0	20	0	31	10	0	10	99	40	0	14	5
Conflicting Peds, #/hr	17	0	17	0	0	0	17	0	0	0	0	17
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	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	20	0	31	10	0	10	99	40	0	14	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	27	0	0	37	0	0	136	126	37	179	126	44
Stage 1	-	-	-	-	-	-	37	37	-	89	89	-
Stage 2	-	-	-	-	-	-	99	89	-	90	37	-
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	1600	-	-	1587	-	-	840	768	1041	787	768	1032
Stage 1	-	-	-	-	-	-	984	868	-	923	825	-
Stage 2	-	-	-	-	-	-	912	825	-	922	868	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1574	-	-	1587	-	-	785	728	1024	656	728	999
Mov Cap-2 Maneuver	-	-	-	-	-	-	785	728	-	656	728	-
Stage 1	-	-	-	-	-	-	968	854	-	908	795	-
Stage 2	-	-	-	-	-	-	859	795	-	783	854	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			5.5			10.6			9.7		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	793	1574	-	-	1587	-	-	784				
HCM Lane V/C Ratio	0.188	-	-	-	0.02	-	-	0.024				
HCM Control Delay (s)	10.6	0	-	-	7.3	0	-	9.7				
HCM Lane LOS	B	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-	0.1				

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	1	
Traffic Vol, veh/h	35	15	10	240	122	31
Future Vol, veh/h	35	15	10	240	122	31
Conflicting Peds, #/hr	21	21	21	0	0	21
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	9	9	11	11
Mvmt Flow	35	15	10	240	122	31

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	440	180	174 0
Stage 1	159	-	- -
Stage 2	281	-	- -
Critical Hdwy	6.4	6.2	4.19 -
Critical Hdwy Stg 1	5.4	-	- -
Critical Hdwy Stg 2	5.4	-	- -
Follow-up Hdwy	3.5	3.3	2.281 -
Pot Cap-1 Maneuver	578	868	1361 -
Stage 1	875	-	- -
Stage 2	771	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	550	834	1334 -
Mov Cap-2 Maneuver	550	-	- -
Stage 1	858	-	- -
Stage 2	749	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	11.4	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1334	-	613	-	-
HCM Lane V/C Ratio	0.007	-	0.082	-	-
HCM Control Delay (s)	7.7	0	11.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	17	0	10	12	22	0	0	10	21	0	5
Future Vol, veh/h	0	17	0	10	12	22	0	0	10	21	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	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	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	11	11	11	7	7	7	0	0	0	14	14	14
Mvmt Flow	0	17	0	10	12	22	0	0	10	21	0	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	34	0	0	17	0	0	63	71	17	65	60	23
Stage 1	-	-	-	-	-	-	17	17	-	43	43	-
Stage 2	-	-	-	-	-	-	46	54	-	22	17	-
Critical Hdwy	4.21	-	-	4.17	-	-	7.1	6.5	6.2	7.24	6.64	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.24	5.64	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.24	5.64	-
Follow-up Hdwy	2.299	-	-	2.263	-	-	3.5	4	3.3	3.626	4.126	3.426
Pot Cap-1 Maneuver	1521	-	-	1568	-	-	936	823	1068	900	808	1020
Stage 1	-	-	-	-	-	-	1008	885	-	942	836	-
Stage 2	-	-	-	-	-	-	973	854	-	966	858	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1521	-	-	1568	-	-	926	817	1068	887	802	1020
Mov Cap-2 Maneuver	-	-	-	-	-	-	926	817	-	887	802	-
Stage 1	-	-	-	-	-	-	1008	885	-	942	830	-
Stage 2	-	-	-	-	-	-	961	848	-	957	858	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.7			8.4			9.1		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1068	1521	-	-	1568	-	-	910				
HCM Lane V/C Ratio	0.009	-	-	-	0.006	-	-	0.029				
HCM Control Delay (s)	8.4	0	-	-	7.3	0	-	9.1				
HCM Lane LOS	A	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↕				↕				↕	
Traffic Vol, veh/h	0	0	38	0	0	13	49	52	0	0	0	0
Future Vol, veh/h	0	0	38	0	0	13	49	52	0	0	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	10	10	10	10	0	0	0	0
Mvmt Flow	0	0	38	0	0	13	49	52	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.4	7.6	0
HCM LOS	A	A	-

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	11%	100%
Vol Thru, %	100%	100%	43%	0%
Vol Right, %	0%	0%	46%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	38	114	83
LT Vol	0	0	13	83
Through Vol	0	38	49	0
RT Vol	0	0	52	0
Lane Flow Rate	0	38	114	83
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0.044	0.126	0.101
Departure Headway (Hd)	4.228	4.133	3.994	4.362
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	856	889	814
Service Time	2.321	2.21	2.057	2.429
HCM Lane V/C Ratio	0	0.044	0.128	0.102
HCM Control Delay	7.3	7.4	7.6	7.9
HCM Lane LOS	N	A	A	A
HCM 95th-tile Q	0	0.1	0.4	0.3

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	83	0	0
Future Vol, veh/h	0	83	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0
Mvmt Flow	0	83	0	0
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.9
HCM LOS	A

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	14	133	0	0	113	55	30	40	10	15	0	50
Future Vol, veh/h	14	133	0	0	113	55	30	40	10	15	0	50
Conflicting Peds, #/hr	47	0	82	46	0	11	82	0	46	11	0	47
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	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	14	133	0	0	113	55	30	40	10	15	0	50




Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	215	0	0	409
Stage 1	-	-	-	161
Stage 2	-	-	-	248
Critical Hdwy	4.1	-	-	7.1
Critical Hdwy Stg 1	-	-	-	6.1
Critical Hdwy Stg 2	-	-	-	6.1
Follow-up Hdwy	2.2	-	-	3.5
Pot Cap-1 Maneuver	1367	0	0	556
Stage 1	-	0	0	846
Stage 2	-	0	0	760
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1260	-	-	471
Mov Cap-2 Maneuver	-	-	-	471
Stage 1	-	-	-	836
Stage 2	-	-	-	649

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0	13	11.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	528	1260	-	-	-	614
HCM Lane V/C Ratio	0.152	0.011	-	-	-	0.106
HCM Control Delay (s)	13	7.9	-	-	-	11.6
HCM Lane LOS	B	A	-	-	-	B
HCM 95th %tile Q(veh)	0.5	0	-	-	-	0.4

Intersection

Int Delay, s/veh 8.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	89	79	112	181	51	76
Future Vol, veh/h	89	79	112	181	51	76
Conflicting Peds, #/hr	84	118	118	0	0	84
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	100	100	100	100	100	100
Heavy Vehicles, %	10	10	3	3	12	12
Mvmt Flow	89	79	112	181	51	76

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	696	325	245	0	0
Stage 1	207	-	-	-	-
Stage 2	489	-	-	-	-
Critical Hdwy	6.5	6.3	4.13	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.227	-	-
Pot Cap-1 Maneuver	396	698	1315	-	-
Stage 1	809	-	-	-	-
Stage 2	600	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	279	550	1167	-	-
Mov Cap-2 Maneuver	279	-	-	-	-
Stage 1	718	-	-	-	-
Stage 2	476	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.2	3.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1167	-	363	-	-
HCM Lane V/C Ratio	0.096	-	0.463	-	-
HCM Control Delay (s)	8.4	0	23.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.3	-	2.4	-	-

HCM 2010 AWSC
 14: Wood Avenue & MLE Parking Lot/Gary Street

Sumner Early Learning Center
 Future (2018) With-Project Morning Arrival Peak Hour

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↕				↕				↕	
Traffic Vol, veh/h	0	0	5	0	0	10	30	152	0	0	101	55
Future Vol, veh/h	0	0	5	0	0	10	30	152	0	0	101	55
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	1	1	1	1	2	2	2	2
Mvmt Flow	0	0	5	0	0	10	30	152	0	0	101	55
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8	8.6	8.5
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	5%	62%
Vol Thru, %	65%	100%	16%	10%
Vol Right, %	35%	0%	79%	28%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	156	5	192	205
LT Vol	0	0	10	127
Through Vol	101	5	30	22
RT Vol	55	0	152	56
Lane Flow Rate	156	5	192	205
Geometry Grp	1	1	1	1
Degree of Util (X)	0.19	0.007	0.228	0.255
Departure Headway (Hd)	4.389	4.942	4.268	4.484
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	817	723	841	802
Service Time	2.42	2.983	2.295	2.513
HCM Lane V/C Ratio	0.191	0.007	0.228	0.256
HCM Control Delay	8.5	8	8.6	9.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0	0.9	1

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	5	124	21	55
Future Vol, veh/h	5	124	21	55
Peak Hour Factor	1.00	1.00	1.00	1.00
Heavy Vehicles, %	1	1	1	1
Mvmt Flow	5	124	21	55
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.1
HCM LOS	A

Intersection

Int Delay, s/veh 2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↗	↗		↗	↗	
Traffic Vol, veh/h	5	0	114	0	0	5	157	565	10	5	320	5
Future Vol, veh/h	5	0	114	0	0	5	157	565	10	5	320	5
Conflicting Peds, #/hr	1	0	1	3	0	3	1	0	3	3	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	175	-	-	175	-	175
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	33	33	33	4	4	4	7	7	7
Mvmt Flow	5	0	123	0	0	5	169	608	11	5	344	5

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1313	-	177	-	-	619	350	0	0	621	0	0
Stage 1	359	-	-	-	-	-	-	-	-	-	-	-
Stage 2	954	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.315	-	6.915	-	-	6.695	4.16	-	-	4.205	-	-
Critical Hdwy Stg 1	6.515	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.115	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5095	-	3.3095	-	-	3.6135	2.238	-	-	2.2665	-	-
Pot Cap-1 Maneuver	126	0	839	0	0	423	1194	-	-	929	-	-
Stage 1	635	0	-	0	0	-	-	-	-	-	-	-
Stage 2	312	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	110	-	837	-	-	421	1193	-	-	926	-	-
Mov Cap-2 Maneuver	110	-	-	-	-	-	-	-	-	-	-	-
Stage 1	545	-	-	-	-	-	-	-	-	-	-	-
Stage 2	264	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	13.7	1.8	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1193	-	-	837	421	926	-	-
HCM Lane V/C Ratio	0.142	-	-	0.146	0.013	0.006	-	-
HCM Control Delay (s)	8.5	-	-	10	13.7	8.9	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	0.5	0	0	-	-

Queues



Lane Group	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	87	168	402	622	278	183
v/c Ratio	0.47	0.53	0.83	0.44	0.33	0.23
Control Delay	48.1	12.3	32.7	3.1	21.3	4.5
Queue Delay	0.0	0.0	0.0	0.3	0.0	0.0
Total Delay	48.1	12.3	32.7	3.4	21.3	4.5
Queue Length 50th (ft)	54	0	208	99	107	0
Queue Length 95th (ft)	90	53	m211	m72	227	48
Internal Link Dist (ft)	476			545	310	
Turn Bay Length (ft)		320	275			
Base Capacity (vph)	381	471	570	1417	836	793
Starvation Cap Reductn	0	0	0	299	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.36	0.71	0.56	0.33	0.23



















Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 2010 Signalized Intersection Summary

Sumner Early Learning Center

16: Valley Avenue (SR 162) & SR 410 Westbound Ramp Future (2018) With-Project Morning Arrival Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	80	0	155	370	572	0	0	256	168
Future Volume (veh/h)	0	0	0	80	0	155	370	572	0	0	256	168
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln				1900	1792	1792	1776	1776	0	0	1792	1792
Adj Flow Rate, veh/h				87	0	168	402	622	0	0	278	183
Adj No. of Lanes				0	1	1	1	1	0	0	1	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				6	6	6	7	7	0	0	6	6
Cap, veh/h				225	0	201	906	1378	0	0	349	296
Arrive On Green				0.13	0.00	0.13	1.00	1.00	0.00	0.00	0.19	0.19
Sat Flow, veh/h				1707	0	1524	1691	1776	0	0	1792	1520
Grp Volume(v), veh/h				87	0	168	402	622	0	0	278	183
Grp Sat Flow(s),veh/h/ln				1707	0	1524	1691	1776	0	0	1792	1520
Q Serve(g_s), s				4.7	0.0	10.8	0.0	0.0	0.0	0.0	14.8	11.0
Cycle Q Clear(g_c), s				4.7	0.0	10.8	0.0	0.0	0.0	0.0	14.8	11.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				225	0	201	906	1378	0	0	349	296
V/C Ratio(X)				0.39	0.00	0.84	0.44	0.45	0.00	0.00	0.80	0.62
Avail Cap(c_a), veh/h				382	0	341	906	1378	0	0	545	462
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.36	0.36	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				39.7	0.0	42.4	0.0	0.0	0.0	0.0	38.4	36.9
Incr Delay (d2), s/veh				0.4	0.0	3.5	0.1	0.4	0.0	0.0	17.1	9.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.2	0.0	4.7	0.0	0.1	0.0	0.0	9.0	5.4
LnGrp Delay(d),s/veh				40.1	0.0	45.9	0.1	0.4	0.0	0.0	55.5	46.3
LnGrp LOS				D		D	A	A			E	D
Approach Vol, veh/h					255			1024			461	
Approach Delay, s/veh					43.9			0.3			51.8	
Approach LOS					D			A			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		82.2			58.2	24.1		17.8				
Change Period (Y+Rc), s		4.6			4.6	* 4.6		4.6				
Max Green Setting (Gmax), s		68.4			33.5	* 30		22.4				
Max Q Clear Time (g_c+I1), s		2.0			2.0	16.8		12.8				
Green Ext Time (p_c), s		9.2			8.3	2.4		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay				20.3								
HCM 2010 LOS				C								
Notes												

Queues



Lane Group	EBL	EBT	NBT	SBL	SBT
Lane Group Flow (vph)	201	202	975	94	289
v/c Ratio	0.71	0.26	0.91	0.76	0.23
Control Delay	51.6	0.8	32.6	92.5	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	51.6	0.8	32.6	92.5	7.2
Queue Length 50th (ft)	122	0	499	65	147
Queue Length 95th (ft)	180	0	#889	#150	61
Internal Link Dist (ft)		659	446		545
Turn Bay Length (ft)	315			240	
Base Capacity (vph)	393	821	1070	123	1262
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.51	0.25	0.91	0.76	0.23


















Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary

Sumner Early Learning Center

17: Valley Avenue (SR 162) & SR 410 Eastbound Ramp Future (2018) With-Project Morning Arrival Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	0	180	0	0	0	0	778	90	84	257	0
Future Volume (veh/h)	179	0	180	0	0	0	0	778	90	84	257	0
Number	7	4	14					5	2	12	1	6
Initial Q (Qb), veh	0	0	0					0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00					1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00					1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1696	1696	1900					0	1776	1900	1727	1727
Adj Flow Rate, veh/h	201	0	202					0	874	101	94	289
Adj No. of Lanes	1	1	0					0	1	0	1	1
Peak Hour Factor	0.89	0.89	0.89					0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	12	12	12					0	7	7	10	10
Cap, veh/h	272	0	243					0	850	98	246	1278
Arrive On Green	0.17	0.00	0.17					0.00	0.54	0.54	0.30	1.00
Sat Flow, veh/h	1616	0	1442					0	1563	181	1645	1727
Grp Volume(v), veh/h	201	0	202					0	0	975	94	289
Grp Sat Flow(s),veh/h/ln	1616	0	1442					0	0	1743	1645	1727
Q Serve(g_s), s	11.8	0.0	13.5					0.0	0.0	54.4	4.5	0.0
Cycle Q Clear(g_c), s	11.8	0.0	13.5					0.0	0.0	54.4	4.5	0.0
Prop In Lane	1.00		1.00					0.00		0.10	1.00	0.00
Lane Grp Cap(c), veh/h	272	0	243					0	0	948	246	1278
V/C Ratio(X)	0.74	0.00	0.83					0.00	0.00	1.03	0.38	0.23
Avail Cap(c_a), veh/h	394	0	352					0	0	948	246	1278
HCM Platoon Ratio	1.00	1.00	1.00					1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00					0.00	0.00	1.00	0.95	0.95
Uniform Delay (d), s/veh	39.5	0.0	40.2					0.0	0.0	22.8	31.4	0.0
Incr Delay (d2), s/veh	4.2	0.0	10.7					0.0	0.0	36.6	0.9	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	6.1					0.0	0.0	35.5	2.1	0.1
LnGrp Delay(d),s/veh	43.7	0.0	51.0					0.0	0.0	59.4	32.3	0.4
LnGrp LOS	D		D							F	C	A
Approach Vol, veh/h		403						975			383	
Approach Delay, s/veh		47.3						59.4			8.2	
Approach LOS		D						E			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	19.6	59.0		21.4		78.6						
Change Period (Y+Rc), s	4.6	* 4.6		4.6		4.6						
Max Green Setting (Gmax), s	7.5	* 54		24.4		66.4						
Max Q Clear Time (g_c+I1), s	6.5	56.4		15.5		2.0						
Green Ext Time (p_c), s	0.2	0.0		1.3		2.3						
Intersection Summary												
HCM 2010 Ctrl Delay			45.5									
HCM 2010 LOS			D									
Notes												

Intersection

Int Delay, s/veh 1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T		T	T
Traffic Vol, veh/h	10	94	754	5	24	403
Future Vol, veh/h	10	94	754	5	24	403
Conflicting Peds, #/hr	3	3	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	5	5	8	8	13	13
Mvmt Flow	11	106	847	6	27	453

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1363	856	0	0	856	0
Stage 1	853	-	-	-	-	-
Stage 2	510	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.23	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.317	-
Pot Cap-1 Maneuver	160	353	-	-	739	-
Stage 1	413	-	-	-	-	-
Stage 2	597	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	153	351	-	-	737	-
Mov Cap-2 Maneuver	344	-	-	-	-	-
Stage 1	412	-	-	-	-	-
Stage 2	573	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	20.4		0		0.6
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 350	737	-
HCM Lane V/C Ratio	-	- 0.334	0.037	-
HCM Control Delay (s)	-	- 20.4	10.1	-
HCM Lane LOS	-	- C	B	-
HCM 95th %tile Q(veh)	-	- 1.4	0.1	-

Intersection

Int Delay, s/veh 3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	115	26	68	80	36	47
Future Vol, veh/h	115	26	68	80	36	47
Conflicting Peds, #/hr	0	5	5	0	5	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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	27	27
Mvmt Flow	115	26	68	80	36	47

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	146	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	-	-	1448	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1441	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.5	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	692	-	-	1441	-
HCM Lane V/C Ratio	0.12	-	-	0.047	-
HCM Control Delay (s)	10.9	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection

Int Delay, s/veh 1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	147	55	35	148	5	10
Future Vol, veh/h	147	55	35	148	5	10
Conflicting Peds, #/hr	0	5	5	0	5	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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	147	55	35	148	5	10

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	207	403
Stage 1	-	-	180
Stage 2	-	-	223
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	-	1376	607
Stage 1	-	-	856
Stage 2	-	-	819
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1369	584
Mov Cap-2 Maneuver	-	-	584
Stage 1	-	-	852
Stage 2	-	-	792

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	740	-	-	1369	-
HCM Lane V/C Ratio	0.02	-	-	0.026	-
HCM Control Delay (s)	10	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection

Int Delay, s/veh 0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	173	10	0	173	0	0
Future Vol, veh/h	173	10	0	173	0	0
Conflicting Peds, #/hr	0	18	12	0	18	12
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	8	8	0	0
Mvmt Flow	173	10	0	173	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	201
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.18
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.272
Pot Cap-1 Maneuver	-	-	1336
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1321
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)	-	-	-	1321	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↓	
Traffic Vol, veh/h	178	0	0	158	15	15
Future Vol, veh/h	178	0	0	158	15	15
Conflicting Peds, #/hr	0	77	60	0	77	60
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	8	8	46	46
Mvmt Flow	178	0	0	158	15	15
Major/Minor	Major1	Major2	Minor1	Minor2	Minor3	Minor4
Conflicting Flow All	0	-	-	-	413	238
Stage 1	-	-	-	-	178	-
Stage 2	-	-	-	-	235	-
Critical Hdwy	-	-	-	-	7.56	6.66
Critical Hdwy Stg 1	-	-	-	-	6.56	-
Critical Hdwy Stg 2	-	-	-	-	6.56	-
Follow-up Hdwy	-	-	-	-	3.914	3.714
Pot Cap-1 Maneuver	-	0	0	-	480	704
Stage 1	-	0	0	-	731	-
Stage 2	-	0	0	-	679	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	445	664
Mov Cap-2 Maneuver	-	-	-	-	445	-
Stage 1	-	-	-	-	731	-
Stage 2	-	-	-	-	629	-
Approach	EB	WB	NB	WB	NB	EB
HCM Control Delay, s	0	0	12.2	0	12.2	0
HCM LOS			B		B	
Minor Lane/Major Mvmt	NBLn1	EBT	WBT	NBLn1	EBT	WBT
Capacity (veh/h)	533	-	-	533	-	-
HCM Lane V/C Ratio	0.056	-	-	0.056	-	-
HCM Control Delay (s)	12.2	-	-	12.2	-	-
HCM Lane LOS	B	-	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	-	-

Intersection

Int Delay, s/veh 1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	173	15	60	148	0	0
Future Vol, veh/h	173	15	60	148	0	0
Conflicting Peds, #/hr	0	129	227	0	129	227
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	100	100	100	100	100	100
Heavy Vehicles, %	8	8	10	10	0	0
Mvmt Flow	173	15	60	148	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	415
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.2
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.29
Pot Cap-1 Maneuver	-	-	1102
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	864
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	864	-
HCM Lane V/C Ratio	-	-	-	0.069	-
HCM Control Delay (s)	0	-	-	9.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0.2	-

Intersection

Int Delay, s/veh 6.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	24	5	0	21	5
Future Vol, veh/h	0	24	5	0	21	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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	24	5	0	21	5

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	52	5	0	0	5	0
Stage 1	5	-	-	-	-	-
Stage 2	47	-	-	-	-	-
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	962	1084	-	-	1630	-
Stage 1	1023	-	-	-	-	-
Stage 2	981	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	949	1084	-	-	1630	-
Mov Cap-2 Maneuver	949	-	-	-	-	-
Stage 1	1023	-	-	-	-	-
Stage 2	968	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	8.4		0		5.8
HCM LOS	A				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1084	1630	-
HCM Lane V/C Ratio	-	-	0.022	0.013	-
HCM Control Delay (s)	-	-	8.4	7.2	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection

Int Delay, s/veh 1.9

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations	W			W		W	
Traffic Vol, veh/h	50	30	0	243	5	165	0
Future Vol, veh/h	50	30	0	243	5	165	0
Conflicting Peds, #/hr	8	11	11	0	0	0	8
Sign Control	Stop	Stop	Free	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	100	100	100	100	100	100	100
Heavy Vehicles, %	10	10	1	1	1	1	1
Mvmt Flow	50	30	0	243	5	165	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	427	187	176 0
Stage 1	176	-	- -
Stage 2	251	-	- -
Critical Hdwy	6.5	6.3	4.11 -
Critical Hdwy Stg 1	5.5	-	- -
Critical Hdwy Stg 2	5.5	-	- -
Follow-up Hdwy	3.59	3.39	2.209 -
Pot Cap-1 Maneuver	570	835	1406 -
Stage 1	836	-	- -
Stage 2	772	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	558	818	1391 -
Mov Cap-2 Maneuver	558	-	- -
Stage 1	827	-	- -
Stage 2	764	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	11.5	0	
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1391	-	634	-	-
HCM Lane V/C Ratio	-	-	0.126	-	-
HCM Control Delay (s)	0	-	11.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection

Int Delay, s/veh 4.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	80	0	0	61	41	0
Future Vol, veh/h	80	0	0	61	41	0
Conflicting Peds, #/hr	44	41	41	0	0	44
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	100	100	100	100	100	100
Heavy Vehicles, %	5	5	0	0	0	0
Mvmt Flow	80	0	0	61	41	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	190	126	85	0	-	0
Stage 1	85	-	-	-	-	-
Stage 2	105	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.1	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.2	-	-	-
Pot Cap-1 Maneuver	792	916	1524	-	-	-
Stage 1	931	-	-	-	-	-
Stage 2	912	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	727	843	1464	-	-	-
Mov Cap-2 Maneuver	727	-	-	-	-	-
Stage 1	892	-	-	-	-	-
Stage 2	874	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1464	-	727	-	-
HCM Lane V/C Ratio	-	-	0.11	-	-
HCM Control Delay (s)	0	-	10.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection							
Int Delay, s/veh	4.6						
Movement	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations		↔	↔			↔	
Traffic Vol, veh/h	71	0	0	10	5	0	51
Future Vol, veh/h	71	0	0	10	5	0	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	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	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	33	33	5	5	5
Mvmt Flow	71	0	0	10	5	0	51
Major/Minor	Minor1		Major2		Major1		
Conflicting Flow All	5	46	-	0	-	10	0
Stage 1	0	36	-	-	-	-	-
Stage 2	5	10	-	-	-	-	-
Critical Hdwy	6.4	6.5	-	-	-	4.15	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-
Follow-up Hdwy	3.5	4	-	-	-	2.245	-
Pot Cap-1 Maneuver	1022	850	-	-	-	1590	-
Stage 1	-	-	-	-	-	-	-
Stage 2	1023	891	-	-	-	-	-
Platoon blocked, %			-	-			-
Mov Cap-1 Maneuver	1022	0	-	-	-	-	-
Mov Cap-2 Maneuver	1022	0	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-
Stage 2	1023	0	-	-	-	-	-
Approach	EB		WB		SB		
HCM Control Delay, s	8.8		0				
HCM LOS	A						
Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR		
Capacity (veh/h)	1022	-	-	-	-		
HCM Lane V/C Ratio	0.069	-	-	-	-		
HCM Control Delay (s)	8.8	-	-	-	-		
HCM Lane LOS	A	-	-	-	-		
HCM 95th %tile Q(veh)	0.2	-	-	-	-		

Intersection: 11: Sumner Avenue & Willow Street

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	33	74	58
Average Queue (ft)	20	36	32
95th Queue (ft)	42	61	48
Link Distance (ft)	370	377	336
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: School Pick-Up/Drop-Off Exit/Guptil Avenue & Willow Street

Movement	EB	WB	NB	SB
Directions Served	LT	TR	LTR	LTR
Maximum Queue (ft)	46	41	67	54
Average Queue (ft)	8	5	35	29
95th Queue (ft)	31	24	59	48
Link Distance (ft)	154	107	69	382
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13: Wood Avenue & Willow Street

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	80	116	77
Average Queue (ft)	52	45	16
95th Queue (ft)	73	99	56
Link Distance (ft)	49	114	144
Upstream Blk Time (%)	13	1	
Queuing Penalty (veh)	23	3	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Wood Avenue & MLE Parking Lot/Gary Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	ULTR
Maximum Queue (ft)	29	93	66	100
Average Queue (ft)	5	48	43	50
95th Queue (ft)	22	78	63	82
Link Distance (ft)	62	450	49	108
Upstream Blk Time (%)			4	0
Queuing Penalty (veh)			5	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 15: Valley Avenue (SR 162) & Gary Street

Movement	EB	WB	NB	NB	SB	SB	SB
Directions Served	R	R	L	TR	L	T	TR
Maximum Queue (ft)	59	47	76	74	31	28	26
Average Queue (ft)	33	4	32	5	3	1	1
95th Queue (ft)	50	25	65	34	17	12	14
Link Distance (ft)	450	314		332		1065	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			175		175		175
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 19: SMS Parking Driveway & Willow Street

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	14	42	92
Average Queue (ft)	1	11	45
95th Queue (ft)	7	36	80
Link Distance (ft)	377	463	221
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 20: School Pick-Up/Drop-Off Entry & Willow Street

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	18	53	32
Average Queue (ft)	1	8	10
95th Queue (ft)	8	34	32
Link Distance (ft)	463	154	57
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 21: MLE Bus Entry & Willow Street

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (ft)	37	23
Average Queue (ft)	3	1
95th Queue (ft)	18	12
Link Distance (ft)	107	135
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 22: MLE Bus Exit & Willow Street

Movement	EB	WB	NB
Directions Served	T	T	LR
Maximum Queue (ft)	85	60	85
Average Queue (ft)	12	10	32
95th Queue (ft)	51	41	75
Link Distance (ft)	135	63	62
Upstream Blk Time (%)	0	0	2
Queuing Penalty (veh)	0	0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 23: MLE Main Entry & Willow Street

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (ft)	87	82
Average Queue (ft)	41	43
95th Queue (ft)	88	77
Link Distance (ft)	63	49
Upstream Blk Time (%)	6	8
Queuing Penalty (veh)	11	14
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 24: Sumner Avenue & School Driveway

Movement	WB
Directions Served	LR
Maximum Queue (ft)	38
Average Queue (ft)	17
95th Queue (ft)	42
Link Distance (ft)	349
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 25: Wood Avenue & MLE Main Exit

Movement	EB	NB	SB
Directions Served	LR	LT	UTR
Maximum Queue (ft)	86	60	37
Average Queue (ft)	38	5	4
95th Queue (ft)	70	33	21
Link Distance (ft)	66	108	114
Upstream Blk Time (%)	1	0	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 26: Wood Avenue & MLE Parking Lot

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	78	27	30
Average Queue (ft)	37	2	3
95th Queue (ft)	66	15	17
Link Distance (ft)	61	163	49
Upstream Blk Time (%)	1		0
Queuing Penalty (veh)	0		0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 27: Gault Street & Wood Avenue

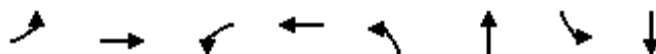
Movement	EB
Directions Served	LT
Maximum Queue (ft)	52
Average Queue (ft)	29
95th Queue (ft)	48
Link Distance (ft)	280
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 58

Queues
1: Valley Avenue (SR 162) & Main Street

Sumner Early Learning Center
 Future (2018) With Project Afternoon Dismissal Peak Hour























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	182	373	210	314	82	380	57	486
v/c Ratio	0.72	0.79	0.77	0.64	0.46	0.65	0.37	0.85
Control Delay	65.3	49.2	67.4	42.1	59.1	36.7	58.1	50.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.3	49.2	67.4	42.1	59.1	36.7	58.1	50.0
Queue Length 50th (ft)	127	244	149	200	56	215	39	309
Queue Length 95th (ft)	#290	378	#348	315	119	383	90	#579
Internal Link Dist (ft)		322		69		1854		145
Turn Bay Length (ft)								
Base Capacity (vph)	273	739	273	733	267	732	270	730
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.50	0.77	0.43	0.31	0.52	0.21	0.67

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.




HCM 2010 Signalized Intersection Summary
 1: Valley Avenue (SR 162) & Main Street

Sumner Early Learning Center
 Future (2018) With Project Afternoon Dismissal Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	276	85	204	265	40	80	283	85	55	401	71
Future Volume (veh/h)	177	276	85	204	265	40	80	283	85	55	401	71
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.83	1.00		0.90	1.00		0.93	1.00		0.93
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
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1845	1845	1900	1863	1863	1900
Adj Flow Rate, veh/h	182	285	88	210	273	41	82	292	88	57	413	73
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	3	3	3	2	2	2
Cap, veh/h	217	355	110	244	451	68	106	447	135	87	492	87
Arrive On Green	0.12	0.27	0.27	0.14	0.29	0.29	0.06	0.34	0.34	0.05	0.32	0.32
Sat Flow, veh/h	1792	1309	404	1792	1574	236	1757	1335	402	1774	1522	269
Grp Volume(v), veh/h	182	0	373	210	0	314	82	0	380	57	0	486
Grp Sat Flow(s),veh/h/ln	1792	0	1713	1792	0	1810	1757	0	1738	1774	0	1791
Q Serve(g_s), s	9.5	0.0	19.4	11.0	0.0	14.3	4.4	0.0	17.8	3.0	0.0	24.1
Cycle Q Clear(g_c), s	9.5	0.0	19.4	11.0	0.0	14.3	4.4	0.0	17.8	3.0	0.0	24.1
Prop In Lane	1.00		0.24	1.00		0.13	1.00		0.23	1.00		0.15
Lane Grp Cap(c), veh/h	217	0	464	244	0	518	106	0	582	87	0	580
V/C Ratio(X)	0.84	0.00	0.80	0.86	0.00	0.61	0.77	0.00	0.65	0.66	0.00	0.84
Avail Cap(c_a), veh/h	281	0	715	281	0	756	275	0	726	278	0	748
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	41.2	0.0	32.5	40.5	0.0	29.5	44.4	0.0	27.1	44.8	0.0	30.1
Incr Delay (d2), s/veh	16.0	0.0	3.8	20.7	0.0	1.1	11.4	0.0	1.5	8.2	0.0	6.7
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	5.7	0.0	9.7	6.8	0.0	7.3	2.5	0.0	8.8	1.7	0.0	13.0
LnGrp Delay(d),s/veh	57.2	0.0	36.3	61.2	0.0	30.7	55.7	0.0	28.6	52.9	0.0	36.8
LnGrp LOS	E		D	E		C	E		C	D		D
Approach Vol, veh/h		555			524			462			543	
Approach Delay, s/veh		43.2			42.9			33.4			38.4	
Approach LOS		D			D			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.1	31.0	9.7	37.1	16.6	32.4	10.8	36.0				
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	13.0	21.4	5.0	19.8	11.5	16.3	6.4	26.1				
Green Ext Time (p_c), s	0.1	4.3	0.1	5.8	0.2	4.7	0.1	4.9				
Intersection Summary												
HCM 2010 Ctrl Delay			39.7									
HCM 2010 LOS			D									

Intersection

Int Delay, s/veh 2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	40	140	9	30	41
Future Vol, veh/h	7	40	140	9	30	41
Conflicting Peds, #/hr	9	9	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	100	100	100	100	100	100
Heavy Vehicles, %	9	9	2	2	1	1
Mvmt Flow	7	40	140	9	30	41

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	264	163	0	0	158	0
Stage 1	154	-	-	-	-	-
Stage 2	110	-	-	-	-	-
Critical Hdwy	6.49	6.29	-	-	4.11	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.381	-	-	2.209	-
Pot Cap-1 Maneuver	710	864	-	-	1428	-
Stage 1	857	-	-	-	-	-
Stage 2	897	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	683	849	-	-	1416	-
Mov Cap-2 Maneuver	683	-	-	-	-	-
Stage 1	850	-	-	-	-	-
Stage 2	870	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	9.7		0		3.2
HCM LOS	A				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	819	1416
HCM Lane V/C Ratio	-	-	0.057	0.021
HCM Control Delay (s)	-	-	9.7	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	34	5	1	35	0	10	73	20	5	11	7
Future Vol, veh/h	0	34	5	1	35	0	10	73	20	5	11	7
Conflicting Peds, #/hr	27	0	31	5	0	1	31	0	5	1	0	27
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	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	12	12	12	0	0	0	3	3	3
Mvmt Flow	0	34	5	1	35	0	10	73	20	5	11	7
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	62	0	0	70	0	0	145	132	73	152	134	93
Stage 1	-	-	-	-	-	-	68	68	-	64	64	-
Stage 2	-	-	-	-	-	-	77	64	-	88	70	-
Critical Hdwy	4.12	-	-	4.22	-	-	7.1	6.5	6.2	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.13	5.53	-
Follow-up Hdwy	2.218	-	-	2.308	-	-	3.5	4	3.3	3.527	4.027	3.327
Pot Cap-1 Maneuver	1541	-	-	1469	-	-	828	762	995	813	755	961
Stage 1	-	-	-	-	-	-	947	842	-	944	840	-
Stage 2	-	-	-	-	-	-	937	846	-	917	835	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1496	-	-	1462	-	-	764	720	961	711	713	909
Mov Cap-2 Maneuver	-	-	-	-	-	-	764	720	-	711	713	-
Stage 1	-	-	-	-	-	-	919	817	-	920	818	-
Stage 2	-	-	-	-	-	-	889	823	-	814	810	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.2			10.5			9.9		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	761	1496	-	-	1462	-	-	763				
HCM Lane V/C Ratio	0.135	-	-	-	0.001	-	-	0.03				
HCM Control Delay (s)	10.5	0	-	-	7.5	0	-	9.9				
HCM Lane LOS	B	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.1				

Intersection

Int Delay, s/veh 2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	49	30	100	180	6
Future Vol, veh/h	10	49	30	100	180	6
Conflicting Peds, #/hr	2	2	2	0	0	2
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	6	6	2	2
Mvmt Flow	10	49	30	100	180	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	347	187	188	0	-	0
Stage 1	185	-	-	-	-	-
Stage 2	162	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.16	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.254	-	-	-
Pot Cap-1 Maneuver	650	855	1362	-	-	-
Stage 1	847	-	-	-	-	-
Stage 2	867	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	633	852	1359	-	-	-
Mov Cap-2 Maneuver	633	-	-	-	-	-
Stage 1	845	-	-	-	-	-
Stage 2	845	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	1.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1359	-	805	-	-
HCM Lane V/C Ratio	0.022	-	0.073	-	-
HCM Control Delay (s)	7.7	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection

Int Delay, s/veh 7.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	70	90	51	89	199	115
Future Vol, veh/h	70	90	51	89	199	115
Conflicting Peds, #/hr	38	26	0	38	26	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	89	89	89	89	89	89
Heavy Vehicles, %	6	6	8	8	2	2
Mvmt Flow	79	101	57	100	224	129

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	759	171	0	0	195	0
Stage 1	145	-	-	-	-	-
Stage 2	614	-	-	-	-	-
Critical Hdwy	6.46	6.26	-	-	4.12	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.218	-
Pot Cap-1 Maneuver	369	862	-	-	1378	-
Stage 1	873	-	-	-	-	-
Stage 2	532	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	281	810	-	-	1344	-
Mov Cap-2 Maneuver	281	-	-	-	-	-
Stage 1	841	-	-	-	-	-
Stage 2	420	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	18.5		0		5.2
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 444	1344	-
HCM Lane V/C Ratio	-	- 0.405	0.166	-
HCM Control Delay (s)	-	- 18.5	8.2	0
HCM Lane LOS	-	- C	A	A
HCM 95th %tile Q(veh)	-	- 1.9	0.6	-

Queues



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	45	252	82	64	89	474	10	589
v/c Ratio	0.12	0.68	0.27	0.16	0.26	0.51	0.02	0.79
Control Delay	16.4	28.2	18.2	20.2	12.4	17.2	11.2	33.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.4	28.2	18.2	20.2	12.4	17.2	11.2	33.9
Queue Length 50th (ft)	13	68	25	18	18	123	2	243
Queue Length 95th (ft)	34	149	54	50	51	#338	11	#555
Internal Link Dist (ft)		651		784		1047		1854
Turn Bay Length (ft)								
Base Capacity (vph)	463	687	371	688	397	937	563	747
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.37	0.22	0.09	0.22	0.51	0.02	0.79






















Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary




Sumner Early Learning Center

6: Valley Avenue/Valley Avenue (SR 162) & Meade-McDermott Road Project Afternoon Dismissal Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	95	149	80	48	15	86	385	75	10	545	26
Future Volume (veh/h)	44	95	149	80	48	15	86	385	75	10	545	26
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.94		0.89	0.95		0.94	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1810	1810	1900	1827	1827	1900	1845	1845	1900	1863	1863	1900
Adj Flow Rate, veh/h	45	98	154	82	49	15	89	397	77	10	562	27
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	5	5	4	4	4	3	3	3	2	2	2
Cap, veh/h	463	133	209	309	324	99	281	618	120	321	623	30
Arrive On Green	0.05	0.23	0.23	0.07	0.25	0.25	0.07	0.41	0.41	0.02	0.35	0.35
Sat Flow, veh/h	1723	590	927	1740	1321	405	1757	1501	291	1774	1763	85
Grp Volume(v), veh/h	45	0	252	82	0	64	89	0	474	10	0	589
Grp Sat Flow(s),veh/h/ln	1723	0	1516	1740	0	1726	1757	0	1792	1774	0	1848
Q Serve(g_s), s	1.3	0.0	10.1	2.3	0.0	1.9	1.9	0.0	13.8	0.2	0.0	19.7
Cycle Q Clear(g_c), s	1.3	0.0	10.1	2.3	0.0	1.9	1.9	0.0	13.8	0.2	0.0	19.7
Prop In Lane	1.00		0.61	1.00		0.23	1.00		0.16	1.00		0.05
Lane Grp Cap(c), veh/h	463	0	342	309	0	424	281	0	738	321	0	652
V/C Ratio(X)	0.10	0.00	0.74	0.27	0.00	0.15	0.32	0.00	0.64	0.03	0.00	0.90
Avail Cap(c_a), veh/h	652	0	605	466	0	676	435	0	738	580	0	723
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	17.5	0.0	23.4	17.7	0.0	19.3	14.3	0.0	15.3	13.8	0.0	20.0
Incr Delay (d2), s/veh	0.1	0.0	3.1	0.5	0.0	0.2	0.6	0.0	1.9	0.0	0.0	13.8
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	0.6	0.0	4.5	1.1	0.0	0.9	1.0	0.0	7.1	0.1	0.0	12.5
LnGrp Delay(d),s/veh	17.6	0.0	26.5	18.2	0.0	19.4	14.9	0.0	17.2	13.9	0.0	33.8
LnGrp LOS	B		C	B		B	B		B	B		C
Approach Vol, veh/h		297			146			563			599	
Approach Delay, s/veh		25.2			18.7			16.9			33.5	
Approach LOS		C			B			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.5	31.3	9.1	19.2	9.3	27.5	7.8	20.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.5	25.5	10.5	26.0	10.5	25.5	10.5	25.5				
Max Q Clear Time (g_c+I1), s	2.2	15.8	4.3	12.1	3.9	21.7	3.3	3.9				
Green Ext Time (p_c), s	0.0	4.8	0.1	1.7	0.1	1.3	0.0	2.0				
Intersection Summary												
HCM 2010 Ctrl Delay			24.8									
HCM 2010 LOS			C									

Intersection

Int Delay, s/veh 2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	30	109	4	10	33
Future Vol, veh/h	11	30	109	4	10	33
Conflicting Peds, #/hr	5	4	0	5	4	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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	2	2	4	4
Mvmt Flow	11	30	109	4	10	33

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	174	120	0	0	118	0
Stage 1	116	-	-	-	-	-
Stage 2	58	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.14	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.236	-
Pot Cap-1 Maneuver	821	937	-	-	1458	-
Stage 1	914	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	808	929	-	-	1452	-
Mov Cap-2 Maneuver	808	-	-	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	959	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	9.2		0		1.7
HCM LOS	A				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	893	1452	-
HCM Lane V/C Ratio	-	-	0.046	0.007	-
HCM Control Delay (s)	-	-	9.2	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

HCM 2010 TWSC
8: Guptil Avenue & Rainier Street

Sumner Early Learning Center
Future (2018) With Project Afternoon Dismissal Peak Hour

Intersection

Int Delay, s/veh 9.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	13	5	7	10	0	20	88	51	0	7	10
Future Vol, veh/h	5	13	5	7	10	0	20	88	51	0	7	10
Conflicting Peds, #/hr	36	0	38	11	0	9	38	0	11	9	0	36
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	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	8	8	8	6	6	6	0	0	0	0	0	0
Mvmt Flow	5	13	5	7	10	0	20	88	51	0	7	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	46	0	0	56	0	0	135	124	65	166	126	84
Stage 1	-	-	-	-	-	-	64	64	-	60	60	-
Stage 2	-	-	-	-	-	-	71	60	-	106	66	-
Critical Hdwy	4.18	-	-	4.16	-	-	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	2.272	-	-	2.254	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1524	-	-	1523	-	-	841	770	1005	803	768	981
Stage 1	-	-	-	-	-	-	952	846	-	957	849	-
Stage 2	-	-	-	-	-	-	944	849	-	905	844	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1469	-	-	1507	-	-	762	711	958	654	709	913
Mov Cap-2 Maneuver	-	-	-	-	-	-	762	711	-	654	709	-
Stage 1	-	-	-	-	-	-	915	813	-	921	816	-
Stage 2	-	-	-	-	-	-	888	816	-	754	811	-

Approach	EB		WB		NB		SB
HCM Control Delay, s	1.6		3		10.8		9.5
HCM LOS					B		A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	782	1469	-	-	1507	-	-	816
HCM Lane V/C Ratio	0.203	0.003	-	-	0.005	-	-	0.021
HCM Control Delay (s)	10.8	7.5	0	-	7.4	0	-	9.5
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	0.1

Intersection

Int Delay, s/veh 1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	1	
Traffic Vol, veh/h	54	5	0	161	118	17
Future Vol, veh/h	54	5	0	161	118	17
Conflicting Peds, #/hr	23	19	19	0	0	23
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	100	100	100	100	100	100
Heavy Vehicles, %	4	4	8	8	8	8
Mvmt Flow	54	5	0	161	118	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	334	169	158	0	-	0
Stage 1	150	-	-	-	-	-
Stage 2	184	-	-	-	-	-
Critical Hdwy	6.44	6.24	4.18	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	2.272	-	-	-
Pot Cap-1 Maneuver	657	870	1386	-	-	-
Stage 1	873	-	-	-	-	-
Stage 2	843	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	629	836	1361	-	-	-
Mov Cap-2 Maneuver	629	-	-	-	-	-
Stage 1	854	-	-	-	-	-
Stage 2	825	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1361	-	642	-	-
HCM Lane V/C Ratio	-	-	0.092	-	-
HCM Control Delay (s)	0	-	11.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

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	12	5	5	2	17	0	5	5	22	5	5
Future Vol, veh/h	0	12	5	5	2	17	0	5	5	22	5	5
Conflicting Peds, #/hr	0	0	3	3	0	0	3	0	3	0	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	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	6	6	6	14	14	14	0	0	0
Mvmt Flow	0	12	5	5	2	17	0	5	5	22	5	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	19	0	0	20	0	0	47	47	21	44	41	14
Stage 1	-	-	-	-	-	-	18	18	-	21	21	-
Stage 2	-	-	-	-	-	-	29	29	-	23	20	-
Critical Hdwy	4.1	-	-	4.16	-	-	7.24	6.64	6.34	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.24	5.64	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.24	5.64	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.254	-	-	3.626	4.126	3.426	3.5	4	3.3
Pot Cap-1 Maneuver	1611	-	-	1570	-	-	925	822	1023	963	855	1072
Stage 1	-	-	-	-	-	-	971	857	-	1003	882	-
Stage 2	-	-	-	-	-	-	958	848	-	1000	883	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1606	-	-	1566	-	-	909	817	1017	949	850	1069
Mov Cap-2 Maneuver	-	-	-	-	-	-	909	817	-	949	850	-
Stage 1	-	-	-	-	-	-	968	855	-	1003	879	-
Stage 2	-	-	-	-	-	-	943	845	-	986	880	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.5			9			8.9		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	906	1606	-	-	1566	-	-	948				
HCM Lane V/C Ratio	0.011	-	-	-	0.003	-	-	0.034				
HCM Control Delay (s)	9	0	-	-	7.3	0	-	8.9				
HCM Lane LOS	A	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↕				↕				↕	
Traffic Vol, veh/h	0	5	39	5	0	0	19	68	0	0	25	0
Future Vol, veh/h	0	5	39	5	0	0	19	68	0	0	25	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	2	2	2	2	0	0	0	0
Mvmt Flow	0	5	39	5	0	0	19	68	0	0	25	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.5	7.2	7.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	10%	0%	66%
Vol Thru, %	100%	80%	22%	24%
Vol Right, %	0%	10%	78%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	49	87	103
LT Vol	0	5	0	68
Through Vol	25	39	19	25
RT Vol	0	5	68	10
Lane Flow Rate	25	49	87	103
Geometry Grp	1	1	1	1
Degree of Util (X)	0.029	0.056	0.09	0.122
Departure Headway (Hd)	4.217	4.149	3.725	4.262
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	839	851	947	835
Service Time	2.293	2.234	1.808	2.317
HCM Lane V/C Ratio	0.03	0.058	0.092	0.123
HCM Control Delay	7.4	7.5	7.2	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.3	0.4

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	68	25	10
Future Vol, veh/h	0	68	25	10
Peak Hour Factor	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	68	25	10
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.9
HCM LOS	A

Intersection

Int Delay, s/veh 6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↕			↕	
Traffic Vol, veh/h	34	103	0	0	93	30	0	5	30	15	0	34
Future Vol, veh/h	34	103	0	0	93	30	0	5	30	15	0	34
Conflicting Peds, #/hr	229	0	396	226	0	59	396	0	226	59	0	229
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	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	1	1	1	0	0	0	0	0	0
Mvmt Flow	34	103	0	0	93	30	0	5	30	15	0	34

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	352	0	692	523
Stage 1	-	-	171	171
Stage 2	-	-	521	352
Critical Hdwy	4.1	-	7.1	6.5
Critical Hdwy Stg 1	-	-	6.1	5.5
Critical Hdwy Stg 2	-	-	6.1	5.5
Follow-up Hdwy	2.2	-	3.5	4
Pot Cap-1 Maneuver	1218	0	361	462
Stage 1	-	0	836	761
Stage 2	-	0	542	635
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	759	-	181	344
Mov Cap-2 Maneuver	-	-	181	344
Stage 1	-	-	796	724
Stage 2	-	-	282	497

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.5	0	12.5	29.1
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	516	759	-	-	-	198
HCM Lane V/C Ratio	0.068	0.045	-	-	-	0.247
HCM Control Delay (s)	12.5	10	-	-	-	29.1
HCM Lane LOS	B	A	-	-	-	D
HCM 95th %tile Q(veh)	0.2	0.1	-	-	-	0.9

Intersection

Int Delay, s/veh 5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	92	65	85	125	83
Future Vol, veh/h	31	92	65	85	125	83
Conflicting Peds, #/hr	82	103	103	0	0	82
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	100	100	100	100	100	100
Heavy Vehicles, %	6	6	4	4	7	7
Mvmt Flow	31	92	65	85	125	83

Major/Minor	Minor2	Major1		Major2
Conflicting Flow All	567	373	311	0
Stage 1	270	-	-	-
Stage 2	297	-	-	-
Critical Hdwy	6.46	6.26	4.14	-
Critical Hdwy Stg 1	5.46	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-
Follow-up Hdwy	3.554	3.354	2.236	-
Pot Cap-1 Maneuver	478	664	1238	-
Stage 1	766	-	-	-
Stage 2	745	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	365	540	1117	-
Mov Cap-2 Maneuver	365	-	-	-
Stage 1	691	-	-	-
Stage 2	631	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15	3.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1117	-	482	-	-
HCM Lane V/C Ratio	0.058	-	0.255	-	-
HCM Control Delay (s)	8.4	0	15	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1	-	-

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↕				↕				↕	
Traffic Vol, veh/h	0	0	0	0	0	25	10	85	0	0	65	40
Future Vol, veh/h	0	0	0	0	0	25	10	85	0	0	65	40
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	2	2	2	2	0	0	0	0
Mvmt Flow	0	0	0	0	0	25	10	85	0	0	65	40
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	0	8	7.8
HCM LOS	-	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	21%	72%
Vol Thru, %	62%	100%	8%	9%
Vol Right, %	38%	0%	71%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	105	0	120	217
LT Vol	0	0	25	156
Through Vol	65	0	10	20
RT Vol	40	0	85	41
Lane Flow Rate	105	0	120	217
Geometry Grp	1	1	1	1
Degree of Util (X)	0.122	0	0.142	0.257
Departure Headway (Hd)	4.167	4.753	4.26	4.257
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	863	0	846	831
Service Time	2.18	2.767	2.267	2.353
HCM Lane V/C Ratio	0.122	0	0.142	0.261
HCM Control Delay	7.8	7.8	8	8.9
HCM Lane LOS	A	N	A	A
HCM 95th-tile Q	0.4	0	0.5	1

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	5	152	20	40
Future Vol, veh/h	5	152	20	40
Peak Hour Factor	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	5	152	20	40
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	8.9
HCM LOS	A

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	5	0	167	5	5	5	95	541	5	0	779	5
Future Vol, veh/h	5	0	167	5	5	5	95	541	5	0	779	5
Conflicting Peds, #/hr	2	0	2	0	0	0	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	175	-	-	175	-	175
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	0	0	0	3	3	3	3	3	3
Mvmt Flow	5	0	172	5	5	5	98	558	5	0	803	5
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1569	-	408	1160	1566	562	810	0	0	563	0	0
Stage 1	808	-	-	756	756	-	-	-	-	-	-	-
Stage 2	761	-	-	404	810	-	-	-	-	-	-	-
Critical Hdwy	7.315	-	6.915	7.3	6.5	6.2	4.145	-	-	4.145	-	-
Critical Hdwy Stg 1	6.515	-	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.115	-	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5095	-	3.3095	3.5	4	3.3	2.2285	-	-	2.2285	-	-
Pot Cap-1 Maneuver	83	0	596	163	112	530	808	-	-	1001	-	-
Stage 1	343	0	-	403	419	-	-	-	-	-	-	-
Stage 2	399	0	-	600	396	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	71	-	594	105	98	529	806	-	-	999	-	-
Mov Cap-2 Maneuver	71	-	-	105	98	-	-	-	-	-	-	-
Stage 1	301	-	-	354	368	-	-	-	-	-	-	-
Stage 2	342	-	-	425	395	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	13.5			11.9			1.5			0		
HCM LOS	B			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	806	-	-	594	529	999	-	-				
HCM Lane V/C Ratio	0.122	-	-	0.29	0.01	-	-	-				
HCM Control Delay (s)	10.1	-	-	13.5	11.9	0	-	-				
HCM Lane LOS	B	-	-	B	B	A	-	-				
HCM 95th %tile Q(veh)	0.4	-	-	1.2	0	0	-	-				

Queues



Lane Group	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	125	172	212	552	836	193
v/c Ratio	0.50	0.47	0.74	0.40	0.83	0.21
Control Delay	41.5	9.6	51.1	9.0	28.6	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.5	0.0
Total Delay	41.5	9.6	51.1	9.0	29.1	3.6
Queue Length 50th (ft)	68	0	98	153	369	5
Queue Length 95th (ft)	108	49	m152	m256	#743	45
Internal Link Dist (ft)	476			545	310	
Turn Bay Length (ft)		320	275			
Base Capacity (vph)	438	509	315	1365	1002	911
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	26	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.34	0.67	0.40	0.86	0.21

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.



















Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM 2010 Signalized Intersection Summary

Sumner Early Learning Center

16: SR 162 / Valley Ave/Valley Avenue & SR 410 Westbound Ramp (2019) - Westbound Project Afternoon Dismissal Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	110	5	158	195	508	0	0	769	178
Future Volume (veh/h)	0	0	0	110	5	158	195	508	0	0	769	178
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	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
Adj Sat Flow, veh/h/ln				1900	1845	1845	1810	1810	0	0	1863	1863
Adj Flow Rate, veh/h				120	5	172	212	552	0	0	836	193
Adj No. of Lanes				0	1	1	1	1	0	0	1	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				3	3	3	5	5	0	0	2	2
Cap, veh/h				234	10	215	505	1374	0	0	774	656
Arrive On Green				0.14	0.14	0.14	0.20	0.51	0.00	0.00	0.42	0.42
Sat Flow, veh/h				1690	70	1557	1723	1810	0	0	1863	1578
Grp Volume(v), veh/h				125	0	172	212	552	0	0	836	193
Grp Sat Flow(s),veh/h/ln				1760	0	1557	1723	1810	0	0	1863	1578
Q Serve(g_s), s				5.9	0.0	9.6	9.7	16.9	0.0	0.0	37.4	7.3
Cycle Q Clear(g_c), s				5.9	0.0	9.6	9.7	16.9	0.0	0.0	37.4	7.3
Prop In Lane				0.96		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				243	0	215	505	1374	0	0	774	656
V/C Ratio(X)				0.51	0.00	0.80	0.42	0.40	0.00	0.00	1.08	0.29
Avail Cap(c_a), veh/h				438	0	387	505	1374	0	0	774	656
HCM Platoon Ratio				1.00	1.00	1.00	0.67	0.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.63	0.63	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				36.0	0.0	37.6	29.5	9.5	0.0	0.0	26.3	17.5
Incr Delay (d2), s/veh				0.6	0.0	2.6	0.4	0.6	0.0	0.0	56.1	1.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.9	0.0	4.3	4.7	8.7	0.0	0.0	31.2	3.4
LnGrp Delay(d),s/veh				36.6	0.0	40.2	29.9	10.0	0.0	0.0	82.4	18.7
LnGrp LOS				D		D	C	B			F	B
Approach Vol, veh/h					297			764			1029	
Approach Delay, s/veh					38.7			15.5			70.5	
Approach LOS					D			B			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		73.0			31.0	42.0		17.0				
Change Period (Y+Rc), s		4.6			4.6	* 4.6		4.6				
Max Green Setting (Gmax), s		58.4			16.5	* 37		22.4				
Max Q Clear Time (g_c+I1), s		18.9			11.7	39.4		11.6				
Green Ext Time (p_c), s		6.4			2.2	0.0		0.6				
Intersection Summary												
HCM 2010 Ctrl Delay				45.9								
HCM 2010 LOS				D								
Notes												

Queues

17: SR 162 / Valley Ave & SR 410 Eastbound Ramp



Lane Group	EBL	EBT	NBT	SBL	SBT
Lane Group Flow (vph)	194	453	664	150	771
v/c Ratio	0.46	0.87	0.79	0.71	0.64
Control Delay	31.1	36.2	30.2	58.2	18.1
Queue Delay	0.0	0.0	0.0	0.0	1.1
Total Delay	31.1	36.2	30.2	58.2	19.2
Queue Length 50th (ft)	92	145	314	83	424
Queue Length 95th (ft)	143	253	#579	m109	m539
Internal Link Dist (ft)		659	446		545
Turn Bay Length (ft)	315			240	
Base Capacity (vph)	542	615	842	223	1205
Starvation Cap Reductn	0	0	0	0	219
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.36	0.74	0.79	0.67	0.78

Intersection Summary



















95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM 2010 Signalized Intersection Summary
 17: SR 162 / Valley Ave & SR 410 Eastbound Ramp

Sumner Early Learning Center
 Future (2018) With Project Afternoon Dismissal Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	186	5	430	0	0	0	0	527	110	144	740	0
Future Volume (veh/h)	186	5	430	0	0	0	0	527	110	144	740	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	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
Adj Sat Flow, veh/h/ln	1810	1810	1900				0	1776	1900	1845	1845	0
Adj Flow Rate, veh/h	194	5	448				0	549	115	150	771	0
Adj No. of Lanes	1	1	0				0	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	5				0	7	7	3	3	0
Cap, veh/h	537	5	475				0	571	120	235	1081	0
Arrive On Green	0.31	0.31	0.31				0.00	0.40	0.40	0.09	0.39	0.00
Sat Flow, veh/h	1723	17	1524				0	1424	298	1757	1845	0
Grp Volume(v), veh/h	194	0	453				0	0	664	150	771	0
Grp Sat Flow(s),veh/h/ln	1723	0	1541				0	0	1722	1757	1845	0
Q Serve(g_s), s	7.9	0.0	25.8				0.0	0.0	33.8	7.4	31.7	0.0
Cycle Q Clear(g_c), s	7.9	0.0	25.8				0.0	0.0	33.8	7.4	31.7	0.0
Prop In Lane	1.00		0.99				0.00		0.17	1.00		0.00
Lane Grp Cap(c), veh/h	537	0	480				0	0	691	235	1081	0
V/C Ratio(X)	0.36	0.00	0.94				0.00	0.00	0.96	0.64	0.71	0.00
Avail Cap(c_a), veh/h	544	0	486				0	0	697	235	1081	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.67	0.67	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.00	1.00	0.44	0.44	0.00
Uniform Delay (d), s/veh	24.0	0.0	30.2				0.0	0.0	26.3	38.9	20.9	0.0
Incr Delay (d2), s/veh	0.4	0.0	27.0				0.0	0.0	25.9	2.5	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	14.6				0.0	0.0	21.0	3.8	16.7	0.0
LnGrp Delay(d),s/veh	24.4	0.0	57.2				0.0	0.0	52.2	41.4	22.7	0.0
LnGrp LOS	C		E						D	D	C	
Approach Vol, veh/h		647						664			921	
Approach Delay, s/veh		47.4						52.2			25.8	
Approach LOS		D						D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	16.6	40.7		32.7		57.3						
Change Period (Y+Rc), s	4.6	* 4.6		4.6		4.6						
Max Green Setting (Gmax), s	11.5	* 36		28.4		52.4						
Max Q Clear Time (g_c+I1), s	9.4	35.8		27.8		33.7						
Green Ext Time (p_c), s	1.2	0.3		0.3		6.2						
Intersection Summary												
HCM 2010 Ctrl Delay			39.9									
HCM 2010 LOS			D									
Notes												

Intersection

Int Delay, s/veh 1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P		T	T
Traffic Vol, veh/h	10	63	559	15	99	1055
Future Vol, veh/h	10	63	559	15	99	1055
Conflicting Peds, #/hr	2	2	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	7	7	6	6	4	4
Mvmt Flow	11	67	595	16	105	1122

Major/Minor	Minor1	Minor2	Major1	Major2	Major3	Major4
Conflicting Flow All	1940	607	0	0	613	0
Stage 1	605	-	-	-	-	-
Stage 2	1335	-	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	4.14	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.236	-
Pot Cap-1 Maneuver	70	487	-	-	957	-
Stage 1	536	-	-	-	-	-
Stage 2	240	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	62	485	-	-	955	-
Mov Cap-2 Maneuver	192	-	-	-	-	-
Stage 1	535	-	-	-	-	-
Stage 2	213	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.1	0	0.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	401	955
HCM Lane V/C Ratio	-	-	0.194	0.11
HCM Control Delay (s)	-	-	16.1	9.2
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.7	0.4

Intersection

Int Delay, s/veh 5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	75	28	57	60	47	72
Future Vol, veh/h	75	28	57	60	47	72
Conflicting Peds, #/hr	0	20	20	0	20	20
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	1	1	2	2
Mvmt Flow	75	28	57	60	47	72




Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	123	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.11	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.209	-
Pot Cap-1 Maneuver	-	-	1470	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1442	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.7	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	767	-	-	1442	-
HCM Lane V/C Ratio	0.155	-	-	0.04	-
HCM Control Delay (s)	10.6	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection

Int Delay, s/veh 1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	127	25	35	97	10	15
Future Vol, veh/h	127	25	35	97	10	15
Conflicting Peds, #/hr	0	41	41	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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	1	1	0	0
Mvmt Flow	127	25	35	97	10	15

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	193	389
Stage 1	-	-	181
Stage 2	-	-	208
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	-	1386	619
Stage 1	-	-	855
Stage 2	-	-	832
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1332	556
Mov Cap-2 Maneuver	-	-	556
Stage 1	-	-	822
Stage 2	-	-	777

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	663	-	-	1332	-
HCM Lane V/C Ratio	0.038	-	-	0.026	-
HCM Control Delay (s)	10.6	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection

Int Delay, s/veh 0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	113	0	25	113	0	0
Future Vol, veh/h	113	0	25	113	0	0
Conflicting Peds, #/hr	0	95	77	0	95	77
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	9	9	0	0
Mvmt Flow	113	0	25	113	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	208
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.19
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.281
Pot Cap-1 Maneuver	-	-	1322
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1225
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1225	-
HCM Lane V/C Ratio	-	-	-	0.02	-
HCM Control Delay (s)	0	-	-	8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0.1	-

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↓	
Traffic Vol, veh/h	113	0	0	138	5	0
Future Vol, veh/h	113	0	0	138	5	0
Conflicting Peds, #/hr	0	84	82	0	84	82
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	7	7	78	78
Mvmt Flow	113	0	0	138	5	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	-	335
Stage 1	-	-	113
Stage 2	-	-	222
Critical Hdwy	-	-	7.88
Critical Hdwy Stg 1	-	-	6.88
Critical Hdwy Stg 2	-	-	6.88
Follow-up Hdwy	-	-	4.202
Pot Cap-1 Maneuver	-	0	497
Stage 1	-	0	737
Stage 2	-	0	636
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	457
Mov Cap-2 Maneuver	-	-	457
Stage 1	-	-	737
Stage 2	-	-	585

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	457	-	-
HCM Lane V/C Ratio	0.011	-	-
HCM Control Delay (s)	13	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection

Int Delay, s/veh 0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	123	10	15	133	0	0
Future Vol, veh/h	123	10	15	133	0	0
Conflicting Peds, #/hr	0	96	147	0	96	147
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	100	100	100	100	100	100
Heavy Vehicles, %	6	6	9	9	0	0
Mvmt Flow	123	10	15	133	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	280	534
Stage 1	-	-	275
Stage 2	-	-	259
Critical Hdwy	-	4.19	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	2.281	3.5
Pot Cap-1 Maneuver	-	1243	510
Stage 1	-	-	776
Stage 2	-	-	789
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1069	393
Mov Cap-2 Maneuver	-	-	393
Stage 1	-	-	667
Stage 2	-	-	706

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1069	-
HCM Lane V/C Ratio	-	-	-	0.014	-
HCM Control Delay (s)	0	-	-	8.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection

Int Delay, s/veh 3.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	0	10	10	0	10	10
Future Vol, veh/h	0	10	10	0	10	10
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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	10	10	0	10	10

Major/Minor	Minor1	Minor2	Major1	Major2	Major3	Major4
Conflicting Flow All	40	10	0	0	10	0
Stage 1	10	-	-	-	-	-
Stage 2	30	-	-	-	-	-
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	977	1077	-	-	1623	-
Stage 1	1018	-	-	-	-	-
Stage 2	998	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	971	1077	-	-	1623	-
Mov Cap-2 Maneuver	971	-	-	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	992	-	-	-	-	-

Approach	WB	WB	NB	SB
HCM Control Delay, s	8.4		0	3.6
HCM LOS	A			

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1077	1623	-
HCM Lane V/C Ratio	-	-	0.009	0.006	-
HCM Control Delay (s)	-	-	8.4	7.2	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	10	0	140	207	0
Future Vol, veh/h	10	10	0	140	207	0
Conflicting Peds, #/hr	16	19	19	0	0	16
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	100	100	100	100	100	100
Heavy Vehicles, %	17	17	2	2	1	1
Mvmt Flow	10	10	0	140	207	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	382	245	226	0	-	0
Stage 1	226	-	-	-	-	-
Stage 2	156	-	-	-	-	-
Critical Hdwy	6.57	6.37	4.12	-	-	-
Critical Hdwy Stg 1	5.57	-	-	-	-	-
Critical Hdwy Stg 2	5.57	-	-	-	-	-
Follow-up Hdwy	3.653	3.453	2.218	-	-	-
Pot Cap-1 Maneuver	592	758	1342	-	-	-
Stage 1	777	-	-	-	-	-
Stage 2	837	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	571	731	1318	-	-	-
Mov Cap-2 Maneuver	571	-	-	-	-	-
Stage 1	763	-	-	-	-	-
Stage 2	822	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1318	-	641	-	-
HCM Lane V/C Ratio	-	-	0.031	-	-
HCM Control Delay (s)	0	-	10.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection

Int Delay, s/veh 3.2

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	40	10	0	60	5	40	5
Future Vol, veh/h	40	10	0	60	5	40	5
Conflicting Peds, #/hr	44	38	38	0	0	0	44
Sign Control	Stop	Stop	Free	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	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	3	3	3
Mvmt Flow	40	10	0	60	5	40	5

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	191	125	89
Stage 1	87	-	-
Stage 2	104	-	-
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	803	931	1519
Stage 1	941	-	-
Stage 2	925	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	737	860	1464
Mov Cap-2 Maneuver	737	-	-
Stage 1	902	-	-
Stage 2	886	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1464	-	759	-	-
HCM Lane V/C Ratio	-	-	0.066	-	-
HCM Control Delay (s)	0	-	10.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection							
Int Delay, s/veh	4						
Movement	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations		↔	↔			↔	
Traffic Vol, veh/h	35	0	0	0	15	5	20
Future Vol, veh/h	35	0	0	0	15	5	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	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	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0
Mvmt Flow	35	0	0	0	15	5	20
Major/Minor	Minor1		Major2		Major1		
Conflicting Flow All	1	51	-	0	-	1	0
Stage 1	0	50	-	-	-	-	-
Stage 2	1	1	-	-	-	-	-
Critical Hdwy	6.4	6.5	-	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-
Follow-up Hdwy	3.5	4	-	-	-	2.2	-
Pot Cap-1 Maneuver	1027	844	-	-	-	1635	-
Stage 1	-	-	-	-	-	-	-
Stage 2	1028	899	-	-	-	-	-
Platoon blocked, %			-	-			-
Mov Cap-1 Maneuver	1027	0	-	-	-	-	-
Mov Cap-2 Maneuver	1027	0	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-
Stage 2	1028	0	-	-	-	-	-
Approach	EB		WB		SB		
HCM Control Delay, s	8.6		0				
HCM LOS	A						
Minor Lane/Major Mvmt	EBLn1	WBT	WBR	SBL	SBR		
Capacity (veh/h)	1027	-	-	-	-		
HCM Lane V/C Ratio	0.034	-	-	-	-		
HCM Control Delay (s)	8.6	-	-	-	-		
HCM Lane LOS	A	-	-	-	-		
HCM 95th %tile Q(veh)	0.1	-	-	-	-		

Intersection: 11: Sumner Avenue & Willow Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	43	50	32	65
Average Queue (ft)	24	28	18	35
95th Queue (ft)	44	42	42	56
Link Distance (ft)	370	377	297	336
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 12: School Pick-Up/Drop-Off Exit/Guptil Avenue & Willow Street

Movement	EB	WB	NB	SB
Directions Served	LT	TR	LTR	LTR
Maximum Queue (ft)	74	76	51	67
Average Queue (ft)	28	16	24	29
95th Queue (ft)	63	48	49	57
Link Distance (ft)	154	107	69	382
Upstream Blk Time (%)		0	0	
Queuing Penalty (veh)		0	0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13: Wood Avenue & Willow Street

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	73	81	90
Average Queue (ft)	43	27	24
95th Queue (ft)	67	66	69
Link Distance (ft)	49	114	144
Upstream Blk Time (%)	5	0	0
Queuing Penalty (veh)	6	0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Wood Avenue & MLE Parking Lot/Gary Street

Movement	WB	NB	SB
Directions Served	LTR	LTR	ULTR
Maximum Queue (ft)	78	56	89
Average Queue (ft)	39	34	47
95th Queue (ft)	63	52	74
Link Distance (ft)	450	49	108
Upstream Blk Time (%)		1	0
Queuing Penalty (veh)		1	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: Valley Avenue & Gary Street

Movement	EB	WB	NB	NB	SB	SB
Directions Served	R	R	L	TR	T	TR
Maximum Queue (ft)	189	28	82	34	173	94
Average Queue (ft)	62	4	38	2	29	7
95th Queue (ft)	137	21	73	16	117	56
Link Distance (ft)	450	314		332	1065	
Upstream Blk Time (%)	0					
Queuing Penalty (veh)	0					
Storage Bay Dist (ft)			175			175
Storage Blk Time (%)					1	0
Queuing Penalty (veh)					2	0

Intersection: 19: SMS Parking Driveway & Willow Street

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	14	47	82
Average Queue (ft)	1	9	38
95th Queue (ft)	8	35	62
Link Distance (ft)	377	463	221
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 20: School Pick-Up/Drop-Off Entry & Willow Street

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	34	47	41
Average Queue (ft)	2	10	17
95th Queue (ft)	17	37	42
Link Distance (ft)	463	154	57
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 21: MLE Bus Entry & Willow Street

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (ft)	46	56
Average Queue (ft)	6	10
95th Queue (ft)	28	39
Link Distance (ft)	107	135
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 22: MLE Bus Exit & Willow Street

Movement	EB	WB	NB
Directions Served	T	T	LR
Maximum Queue (ft)	42	63	58
Average Queue (ft)	4	8	8
95th Queue (ft)	25	37	38
Link Distance (ft)	135	63	62
Upstream Blk Time (%)		0	0
Queuing Penalty (veh)		0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 23: MLE Main Entry & Willow Street

Movement	EB	WB
Directions Served	TR	LT
Maximum Queue (ft)	76	74
Average Queue (ft)	19	24
95th Queue (ft)	59	63
Link Distance (ft)	63	49
Upstream Blk Time (%)	1	2
Queuing Penalty (veh)	1	2
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 24: Sumner Avenue & School Driveway

Movement	WB
Directions Served	LR
Maximum Queue (ft)	33
Average Queue (ft)	9
95th Queue (ft)	32
Link Distance (ft)	349
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 25: Wood Avenue & MLE Main Exit

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	64	39	23
Average Queue (ft)	19	3	1
95th Queue (ft)	52	21	13
Link Distance (ft)	66	108	114
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 26: Wood Avenue & MLE Parking Lot

Movement	EB	NB	SB
Directions Served	LR	LT	UTR
Maximum Queue (ft)	59	18	37
Average Queue (ft)	28	1	3
95th Queue (ft)	50	9	18
Link Distance (ft)	61	174	49
Upstream Blk Time (%)	0		0
Queuing Penalty (veh)	0		0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 13

Appendix D: Collision Data

2013 - 2015 Study Area Collision Data

Intersection	Severity			Collision Type								
	Property Damage	Injury	Fatality	Rear-end	Approach Turn	Fixed Object	Angle	Sideswipe	Ped/ Bike	Other	Pedestrian	Bicyclist
1. Valley Avenue / Main Street	0	3	0	4	8	0	4	3	0	0	0	0
2. Sumner Avenue / Silver Street	0	1	0	0	0	0	0	0	0	1	0	0
3. Guptil Avenue / Silver Street	0	0	0	0	0	0	0	0	0	0	0	0
4. Wood Avenue / Silver Street	0	1	0	0	0	0	0	0	1	0	1	0
5. Wood Avenue / Meade-McCumber Road	0	0	0	0	0	0	0	0	0	0	0	0
6. Valley Avenue / Meade-McCumber Road	0	3	0	5	1	1	1	0	2	0	2	0
7. Sumner Avenue / Rainer Street	0	0	0	0	0	0	0	0	0	0	0	0
8. Guptil Avenue / Rainer Street	0	0	0	0	0	0	0	0	0	0	0	0
9. Wood Avenue / Rainer Street	0	0	0	0	0	0	0	0	0	0	0	0
10. Alder Avenue / Willow Street	0	0	0	0	0	0	0	0	0	0	0	0
11. Sumner Avenue / Willow Street	0	0	0	0	0	0	0	0	0	0	0	0
12. Guptil Avenue / Willow Street (Middle School Pick-up/Drop-off Exit)	0	0	0	0	0	0	0	0	0	0	0	0
13. Wood Avenue / Willow Street	0	0	0	0	1	0	0	0	0	0	0	0
14. Wood Avenue / Gary Street (Elementary School Parking Lot)	0	1	0	1	0	0	1	0	0	1	0	0
15. Valley Avenue (SR 162) / Gary Street	0	1	0	4	1	1	2	1	0	0	0	0
16. Valley Avenue (SR 162) / SR 410 WB On/Off Ramp	0	0	0	4	0	1	1	0	0	0	0	0
17. Valley Avenue (SR 162) / SR 410 EB On/Off Ramp	0	7	0	12	0	1	3	1	1	0	0	1
18. Valley Avenue (SR 162) / 74th Street	0	0	0	3	0	0	0	0	0	1	0	0
19. Middle School Parking Driveway / Willow Street	0	0	0	0	0	0	0	0	0	0	0	0
20. Middle School Pick-up / Drop-off Entrance/Willow Street	0	0	0	0	0	0	0	0	0	0	0	0
21. Elementary Bus Entrance / Willow Street	0	0	0	0	0	0	0	0	0	0	0	0
22. Elementary Bus Exit / Willow Street	0	0	0	0	0	0	0	0	0	0	0	0
23. Elementary Main Entrance / Willow Street	0	0	0	0	0	0	0	0	0	0	0	0
24. Sumner Avenue / School Driveway	0	0	0	0	0	0	0	0	0	0	0	0
25. Wood Avenue / Elementary Main Exit	0	0	0	0	0	0	0	0	0	0	0	0
26. Wood Avenue / Elementary School Parking	0	0	0	0	0	0	0	0	0	0	0	0
27. Wood Avenue / Gault Street	0	0	0	0	0	1	0	0	0	0	0	0

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Notes: Data was provided by WSDOT in September 2016.

2013 - 2015 Study Area Collision Data (Cont'd)

HSM Calculations

Intersection	Number of Reported Collisions				Observed Crash Rate per MEV ¹	Critical Crash Rate (95% Confidence) ²	Identified for Further Review	Intersection Traffic Volumes	
	2013	2014	2015	Total				Dismissal Peak Hour	ADT ³
<u>Signalized</u>									
1. Valley Avenue / Main Street	10	7	2	19	0.89	0.98		1,941	19,410
6. Valley Avenue / Meade-McCumber Road	1	4	5	10	0.62	1.03		1,482	14,820
16. Valley Avenue (SR 162) / SR 410 WB On/Off Ramp	2	3	1	6	0.30	0.99		1,827	18,270
17. Valley Avenue (SR 162) / SR 410 EB On/Off Ramp	5	6	7	18	0.80	0.97		2,053	20,530
<i>Weighted Average (Crash Rate)⁴</i>					0.66				
<u>All-way Stop Controlled</u>									
11. Sumner Avenue / Willow Street				0	0.00	0.00		220	2,200
14. Wood Avenue / Gary Street (Elementary School Parking Lot)	1	2		3	0.84	1.25		328	3,280
<i>Weighted Average (Crash Rate)</i>					0.50				
<u>Two-Way Stop Controlled</u>									
2. Sumner Avenue / Silver Street			1	1	0.04	0.19		2,085	20,850
3. Guptil Avenue / Silver Street				0	0.00	0.00		2,305	23,050
4. Wood Avenue / Silver Street	1			1	0.04	0.19		2,190	21,900
5. Wood Avenue / Meade-McCumber Road				0	0.00	0.00		542	5,420
7. Sumner Avenue / Rainer Street				0	0.00	0.00		2,180	21,800
8. Guptil Avenue / Rainer Street				0	0.00	0.00		1,823	18,230
9. Wood Avenue / Rainer Street				0	0.00	0.00		1,822	18,220
10. Alder Avenue / Willow Street				0	0.00	0.00		1,799	17,990
12. Guptil Avenue / Willow Street (Middle School Pick-up/Drop-off Exit)				0	0.00	0.00		284	2,840
13. Wood Avenue / Willow Street			1	1	0.24	0.42		376	3,760
15. Valley Avenue (SR 162) / Gary Street	1	4	4	9	0.54	0.22	X	1,517	15,170
18. Valley Avenue (SR 162) / 74th Street	1	2	1	4	0.21	0.21	X	1,758	17,580
19. Middle School Parking Driveway / Willow Street				0	0.00	0.00		212	2,120
20. Middle School Pick-up / Drop-off Entrance/Willow Street				0	0.00	0.00		236	2,360
21. Elementary Bus Entrance / Willow Street				0	0.00	0.00		196	1,960
22. Elementary Bus Exit / Willow Street				0	0.00	0.00		200	2,000
23. Elementary Main Entrance / Willow Street				0	0.00	0.00		224	2,240
24. Sumner Avenue / School Driveway				0	0.00	0.00		36	360
25. Wood Avenue / Elementary Main Exit				0	0.00	0.00		260	2,600
26. Wood Avenue / Elementary School Parking				0	0.00	0.00		104	1,040
27. Wood Avenue / Gault Street	1			1	1.63	1.47	X	56	560
<i>Weighted Average (Crash Rate)</i>					0.08				

1. Observed crash rate per MEV is the average number of crashes in the 3-year period divided by total number of million entering vehicles for the intersection.

2. Critical crash rate is calculated based on Equation 4-11 in the *Highway Safety Manual*, 2010 and represents a threshold for comparison among sites with similar characteristics.

3. ADT = Total intersection average daily traffic calculated by factoring the weekday school dismissal peak hour volume by 10 since daily traffic volumes along SR 162 show that the weekday school dismissal peak hour traffic volume is 10 percent of the daily traffic.

4. Weighted average crash rate is calculated according to Equation 4-10 in the *Highway Safety Manual*, 2010 and represents an average crash rate weighted by the traffic volumes. This value is used to calculate the critical crash rate.

Appendix E: SMS Standard Operating Procedure

**EXHIBIT B TO
SUMNER SCHOOL DISTRICT – NEIGHBORHOOD GROUP
EARLY LEARNING CENTER AND ATHLETIC FIELD UPGRADE PROJECT
CONDITIONAL USE PERMIT SETTLEMENT**

**SUMNER MIDDLE SCHOOL FACILITIES USE (Interior and Exterior)
OPERATING PROCEDURES**

The following conditions shall apply to use of the Sumner Middle School interior and exterior facilities collectively:

1. There shall be not more than 3 Small User Groups (groups of 150 participants or less) scheduled in a day; provided, however, such 3 Small User Groups shall total not more than 150 participants (collectively) in a day.
2. When a Church is a User, there shall be no other User Group scheduled during the time period for a Church User.
3. For Large User Groups (groups of 150 or more participants), there shall be only 1 User Group scheduled in a day except for a Sumner Middle School school-related use of not more than 150 participants shall be allowed in the same day a Large User Group is scheduled.
4. When scheduling User Groups consecutively, there shall be not less than 30 minutes between User Group reservations to avoid overlap; provided, however, 2 or 3 Small User Groups may be scheduled concurrently. However, any such concurrent scheduling of a Small User Group shall total not more than 150 participants (collectively) in a day.
5. The term “User Group” shall mean a User Group scheduled during one reservation period.