

**Four-and-a-Half-Hour Count Summaries**

Interval Start	WASHINGTON ST Eastbound				WASHINGTON 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		
3:30 PM	0	7	3	11	0	2	1	5	0	10	86	5	0	6	141	3	280	0
3:45 PM	0	1	3	14	0	6	1	8	0	11	60	8	0	9	132	8	261	0
4:00 PM	0	0	2	14	0	4	1	5	0	10	60	7	0	3	141	4	251	0
4:15 PM	0	2	1	17	0	1	0	7	0	19	63	7	0	5	132	4	258	1,050
<b>Peak Hour</b>	<b>0</b>	<b>10</b>	<b>9</b>	<b>56</b>	<b>0</b>	<b>13</b>	<b>3</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>269</b>	<b>27</b>	<b>0</b>	<b>23</b>	<b>546</b>	<b>19</b>	<b>1,050</b>	<b>0</b>

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	1	2	0	3	0	0	2	0	2	10	2	0	2	14
3:45 PM	0	0	1	5	6	0	0	1	2	3	1	1	0	0	2
4:00 PM	0	0	1	0	1	0	0	0	3	3	3	4	3	2	12
4:15 PM	0	0	1	0	1	2	0	0	1	3	8	1	0	2	11
<b>Peak Hour</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>5</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>11</b>	<b>22</b>	<b>8</b>	<b>3</b>	<b>6</b>	<b>39</b>

Four-and-a-Half-Hour Count Summaries																		
Interval Start	WASHINGTON ST				WASHINGTON ST				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		
1:30 PM	0	1	0	10	0	2	2	5	0	13	62	4	0	2	96	2	199	0
1:45 PM	0	0	1	8	0	7	2	10	0	9	59	4	0	6	75	0	181	0
2:00 PM	0	0	3	7	0	5	0	5	0	14	51	2	0	8	106	1	202	0
2:15 PM	0	6	1	32	0	2	2	7	0	14	67	3	0	7	102	3	246	828
2:30 PM	0	5	11	32	0	2	2	10	0	22	78	5	0	7	110	4	288	917
2:45 PM	0	2	4	19	0	3	2	7	0	12	50	6	0	7	121	0	233	969
3:00 PM	0	4	2	22	0	0	3	7	0	10	54	4	0	3	122	1	232	999
3:15 PM	0	3	4	18	0	1	0	14	0	15	73	9	0	3	115	2	257	1,010
<b>3:30 PM</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>141</b>	<b>3</b>	<b>280</b>	1,002
<b>3:45 PM</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>14</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>11</b>	<b>60</b>	<b>8</b>	<b>0</b>	<b>9</b>	<b>132</b>	<b>8</b>	<b>261</b>	1,030
<b>4:00 PM</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>60</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>141</b>	<b>4</b>	<b>251</b>	1,049
<b>4:15 PM</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>17</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>19</b>	<b>63</b>	<b>7</b>	<b>0</b>	<b>5</b>	<b>132</b>	<b>4</b>	<b>258</b>	<b>1,050</b>
4:30 PM	0	0	2	9	0	2	1	4	0	13	58	5	0	6	112	1	213	983
4:45 PM	0	1	4	15	0	3	3	11	0	18	67	11	0	4	100	4	241	963
5:00 PM	0	0	4	18	0	0	3	8	0	13	64	4	0	8	114	1	237	949
5:15 PM	0	1	2	16	0	1	4	8	0	13	62	7	0	10	117	0	241	932
5:30 PM	0	0	4	8	0	2	3	7	0	15	69	13	0	8	120	1	250	969
5:45 PM	0	4	4	9	0	2	3	8	0	15	66	12	0	4	107	1	235	963
Count Total	0	37	55	279	0	45	33	136	0	246	1,149	116	0	106	2,063	40	4,305	0
Peak Hour	0	10	9	56	0	13	3	25	0	50	269	27	0	23	546	19	1,050	0

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

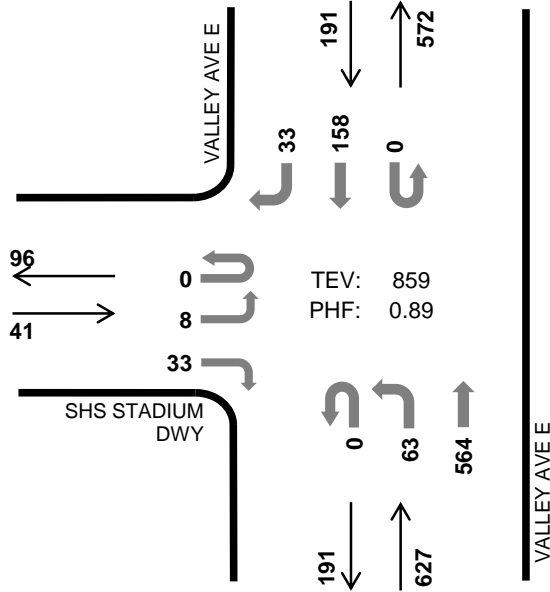
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	0	1	1	0	1	0	1	2	1	1	2	1	5
1:45 PM	0	0	0	0	0	0	2	0	1	3	2	1	0	0	3
2:00 PM	0	0	0	0	0	0	0	1	0	1	3	0	0	0	3
2:15 PM	0	0	0	0	0	0	0	2	1	3	1	5	2	5	13
2:30 PM	0	0	1	0	1	0	1	1	0	2	2	5	1	1	9
2:45 PM	1	0	0	0	1	0	0	0	0	0	2	4	0	0	6
3:00 PM	0	0	0	0	0	0	0	0	1	1	4	2	2	0	8
3:15 PM	0	0	1	0	1	1	0	0	0	1	1	0	2	3	6
<b>3:30 PM</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>14</b>
<b>3:45 PM</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>4:00 PM</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>12</b>
<b>4:15 PM</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>11</b>
4:30 PM	0	0	0	1	1	0	0	1	0	1	6	4	7	1	18
4:45 PM	0	0	0	0	0	0	1	0	0	1	2	0	0	5	7
5:00 PM	0	0	2	0	2	0	0	1	0	1	3	7	0	4	14
5:15 PM	0	0	0	1	1	1	0	0	1	2	0	2	0	7	9
5:30 PM	0	0	0	1	1	0	0	0	0	0	1	1	1	1	4
5:45 PM	0	0	0	0	0	1	1	1	0	3	2	2	0	2	6
Count Total	1	1	9	9	20	5	6	10	11	32	52	42	20	36	150
Peak Hour	0	1	5	5	11	2	0	3	6	11	22	8	3	6	39

# VALLEY AVE E SHS STADIUM DWY

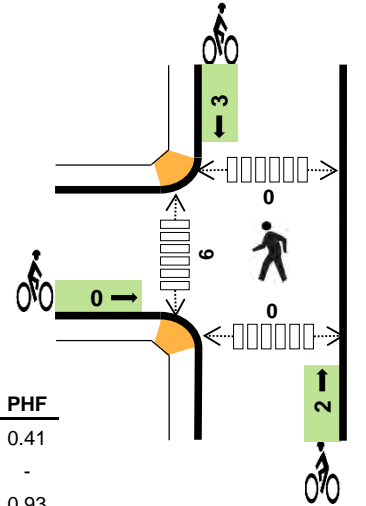


Peak Hour

Date: Tue, Jun 06, 2017  
 Count Period: 6:30 AM to 8:30 AM  
 Peak Hour: 6:30 AM to 7:30 AM



TEV: 859  
 PHF: 0.89



	HV %:	PHF
EB	0.0%	0.41
WB	-	-
NB	0.0%	0.93
SB	2.1%	0.71
TOTAL	0.5%	0.89

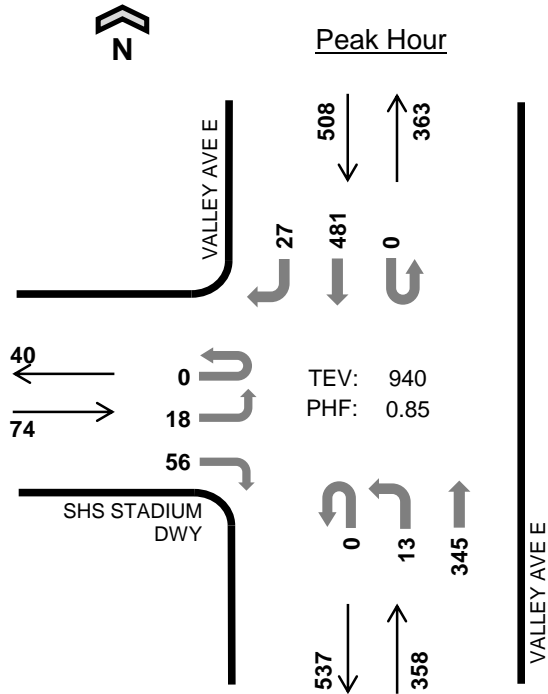
## Two-Hour Count Summaries

Interval Start	SHS STADIUM DWY				0				VALLEY AVE E				VALLEY AVE E				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	3	166	0	0	0	34	0	203	0
6:45 AM	0	0	0	3	0	0	0	0	0	4	152	0	0	0	37	0	196	0
7:00 AM	0	2	0	11	0	0	0	0	0	25	115	0	0	0	51	16	220	0
7:15 AM	0	6	0	19	0	0	0	0	0	31	131	0	0	0	36	17	240	859
7:30 AM	0	0	0	1	0	0	0	0	0	1	129	0	0	0	41	2	174	830
7:45 AM	0	0	0	1	0	0	0	0	0	0	141	0	0	0	31	1	174	808
8:00 AM	0	0	0	0	0	0	0	0	0	2	109	0	0	0	37	0	148	736
8:15 AM	0	0	0	0	0	0	0	0	0	2	133	0	0	0	30	1	166	662
Count Total	0	8	0	35	0	0	0	0	0	68	1,076	0	0	0	297	37	1,521	0
Peak Hour	0	8	0	33	0	0	0	0	0	63	564	0	0	0	158	33	859	0

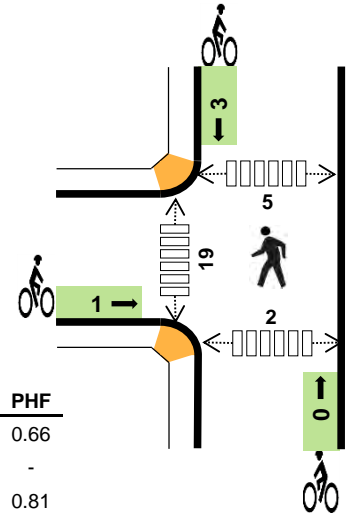
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

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

## VALLEY AVE E SHS STADIUM DWY



Date: Tue, Jun 06, 2017  
 Count Period: 1:30 PM to 6:00 PM  
 Peak Hour: 2:15 PM to 3:15 PM



	HV %:	PHF
EB	0.0%	0.66
WB	-	-
NB	0.3%	0.81
SB	0.4%	0.93
TOTAL	0.3%	0.85

### Four-and-a-Half-Hour Count Summaries

Interval Start	SHS STADIUM DWY				0				VALLEY AVE E				VALLEY AVE E				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	4	0	24	0	0	0	0	0	3	87	0	0	0	112	7	237	0
2:30 PM	0	10	0	18	0	0	0	0	0	4	107	0	0	0	127	9	275	0
2:45 PM	0	3	0	10	0	0	0	0	0	3	66	0	0	0	115	9	206	0
3:00 PM	0	1	0	4	0	0	0	0	0	3	85	0	0	0	127	2	222	940
Peak Hour	0	18	0	56	0	0	0	0	0	13	345	0	0	0	481	27	940	0

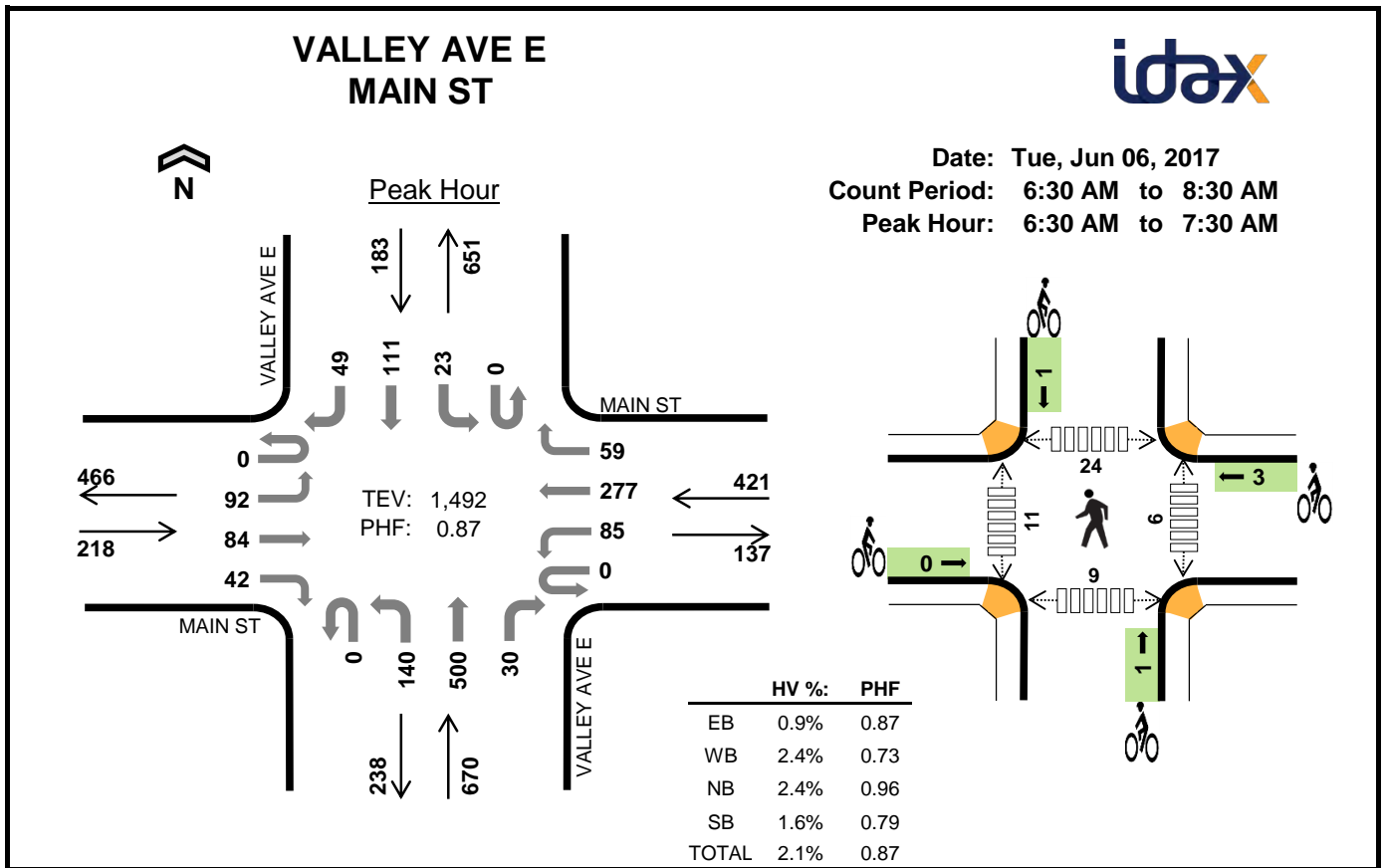
Note: For all three-hour count summary, see next page.

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	0	0	0	1	0	0	1	2	0	6	0	2	8
2:30 PM	0	0	1	2	3	0	0	0	1	1	0	5	5	0	10
2:45 PM	0	0	0	0	0	0	0	0	1	1	0	4	0	0	4
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
Peak Hour	0	0	1	2	3	1	0	0	3	4	0	19	5	2	26

Four-and-a-Half-Hour Count Summaries																			
Interval Start	SHS STADIUM DWY				0				VALLEY AVE E				VALLEY AVE E				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			
1:30 PM	0	0	0	2	0	0	0	0	0	1	86	0	0	0	93	1	183	0	
1:45 PM	0	1	0	1	0	0	0	0	0	0	90	0	0	0	85	0	177	0	
2:00 PM	0	1	0	2	0	0	0	0	0	0	78	0	0	0	110	2	196	0	
<b>2:15 PM</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>112</b>	<b>7</b>	<b>237</b>	<b>793</b>
<b>2:30 PM</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>107</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>127</b>	<b>9</b>	<b>275</b>	<b>885</b>
<b>2:45 PM</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>66</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>115</b>	<b>9</b>	<b>206</b>	<b>914</b>
<b>3:00 PM</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>127</b>	<b>2</b>	<b>222</b>	<b>940</b>
3:15 PM	0	1	0	4	0	0	0	0	0	0	5	102	0	0	0	108	4	224	927
3:30 PM	0	2	0	3	0	0	0	0	0	0	2	105	0	0	0	124	2	238	890
3:45 PM	0	1	0	4	0	0	0	0	0	0	2	90	0	0	0	123	0	220	904
4:00 PM	0	0	0	2	0	0	0	0	0	0	3	94	0	0	0	125	2	226	908
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	83	0	0	0	112	1	198	882
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	88	0	0	0	97	2	187	831
4:45 PM	0	5	0	0	0	0	0	0	0	0	0	94	0	0	0	106	1	206	817
5:00 PM	0	0	0	1	0	0	0	0	0	0	2	92	0	0	0	111	2	208	799
5:15 PM	0	0	0	2	0	0	0	0	0	0	3	94	0	0	0	89	3	191	792
5:30 PM	0	2	0	2	0	0	0	0	0	0	2	101	0	0	0	124	5	236	841
5:45 PM	0	9	0	16	0	0	0	0	0	0	5	86	0	0	0	96	7	219	854
Count Total	0	40	0	95	0	0	0	0	0	0	43	1,628	0	0	0	1,984	59	3,849	0
Peak Hour	0	18	0	56	0	0	0	0	0	0	13	345	0	0	0	481	27	940	0

Note: Four-and-a-half-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
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
<b>2:15 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>8</b>
<b>2:30 PM</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>10</b>
<b>2:45 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>3:00 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>
3:15 PM	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1
3:30 PM	0	0	2	0	2	0	0	1	0	1	0	2	0	0	2
3:45 PM	0	0	1	2	3	0	0	0	0	0	0	2	0	0	2
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	1	0	0	1
4:30 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2
4:45 PM	0	0	0	2	2	0	0	0	1	1	0	1	0	0	1
5:00 PM	0	0	0	0	0	1	0	1	0	2	0	2	0	0	2
5:15 PM	0	0	0	2	2	0	0	1	0	1	0	0	0	0	0
5:30 PM	0	0	0	2	2	0	0	0	0	0	0	2	0	0	2
5:45 PM	0	0	0	0	0	2	0	2	1	5	0	3	0	0	3
Count Total	0	0	4	11	15	4	0	6	5	15	0	42	5	2	49
Peak Hr	0	0	1	2	3	1	0	0	3	4	0	19	5	2	26

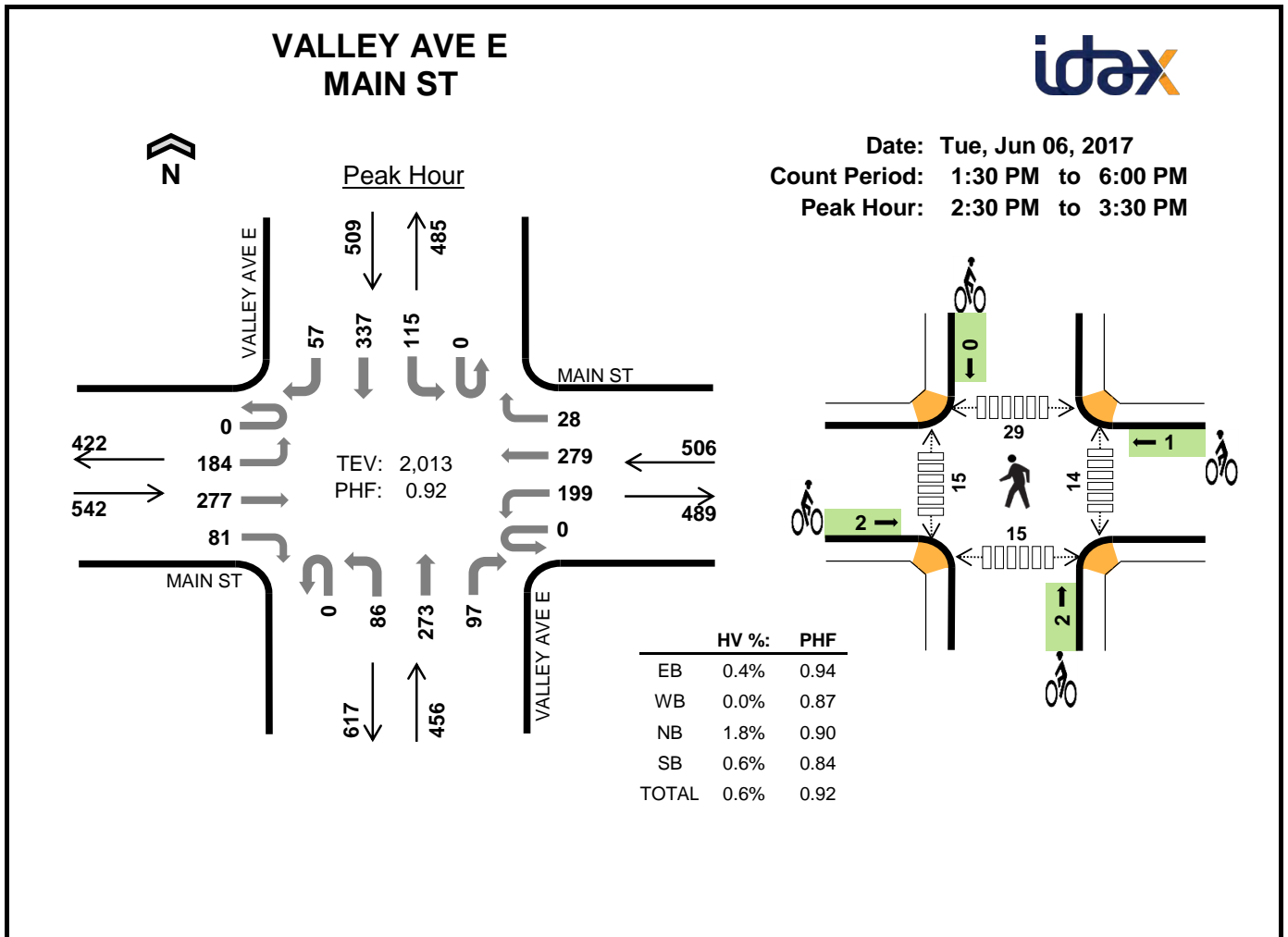


### Two-Hour Count Summaries

Interval Start	MAIN ST Eastbound				MAIN ST Westbound				VALLEY AVE E Northbound				VALLEY AVE E 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	24	14	8	0	21	44	9	0	24	141	5	0	1	25		
6:45 AM	0	18	22	8	0	15	70	19	0	36	130	9	0	4	21	11	363	0
7:00 AM	0	26	24	11	0	26	101	17	0	46	109	10	0	8	36	14	428	0
7:15 AM	0	24	24	15	0	23	62	14	0	34	120	6	0	10	29	16	377	1,492
7:30 AM	0	19	28	7	0	17	31	6	0	22	120	6	0	7	24	11	298	1,466
7:45 AM	0	23	19	4	0	20	24	13	0	18	121	11	0	3	20	7	283	1,386
8:00 AM	0	21	18	10	0	23	30	11	0	16	93	7	0	2	21	17	269	1,227
8:15 AM	0	39	12	14	0	18	42	10	0	20	101	15	0	5	18	6	300	1,150
Count Total	0	194	161	77	0	163	404	99	0	216	935	69	0	40	194	90	2,642	0
Peak Hour	0	92	84	42	0	85	277	59	0	140	500	30	0	23	111	49	1,492	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
6:30 AM	1	0	4	0	5	0	2	1	1	4	0	2	4	0	6
6:45 AM	0	6	2	1	9	0	1	0	0	1	4	3	11	4	22
7:00 AM	1	3	6	2	12	0	0	0	0	0	2	6	9	4	21
7:15 AM	0	1	4	0	5	0	0	0	0	0	0	0	0	1	1
7:30 AM	1	1	1	1	4	0	1	1	0	2	0	1	0	2	3
7:45 AM	0	1	2	1	4	0	0	0	0	0	0	1	2	2	5
8:00 AM	3	0	0	0	3	0	0	0	0	0	1	0	0	3	4
8:15 AM	1	2	2	0	5	0	0	1	0	1	0	2	3	0	5
Count Total	7	14	21	5	47	0	4	3	1	8	7	15	29	16	67
Peak Hour	2	10	16	3	31	0	3	1	1	5	6	11	24	9	50



**Four-and-a-Half-Hour Count Summaries**

Interval Start	MAIN ST Eastbound				MAIN ST Westbound				VALLEY AVE E Northbound				VALLEY AVE E Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:30 PM	0	46	72	26	0	61	66	9	0	22	76	19	0	49	82	20	548	0
2:45 PM	0	45	72	19	0	52	86	8	0	19	48	20	0	24	81	10	484	0
3:00 PM	0	45	65	17	0	43	68	3	0	30	67	28	0	26	91	14	497	0
3:15 PM	0	48	68	19	0	43	59	8	0	15	82	30	0	16	83	13	484	2,013
<b>Peak Hour</b>	<b>0</b>	<b>184</b>	<b>277</b>	<b>81</b>	<b>0</b>	<b>199</b>	<b>279</b>	<b>28</b>	<b>0</b>	<b>86</b>	<b>273</b>	<b>97</b>	<b>0</b>	<b>115</b>	<b>337</b>	<b>57</b>	<b>2,013</b>	<b>0</b>

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

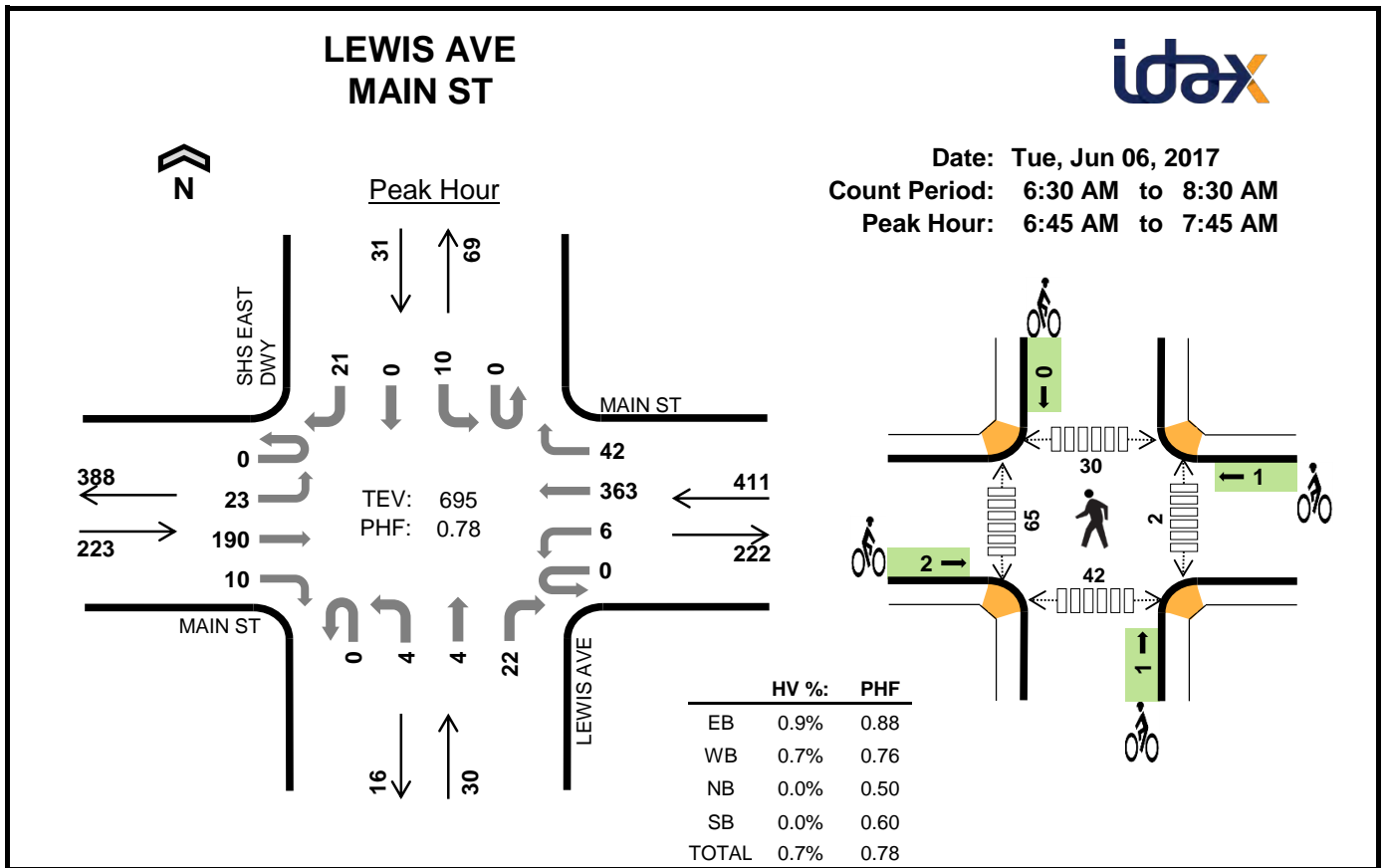
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:30 PM	0	0	6	3	9	1	0	2	0	3	4	3	18	7	32
2:45 PM	1	0	0	0	1	0	0	0	0	0	3	2	3	3	11
3:00 PM	0	0	0	0	0	1	1	0	0	2	3	9	5	3	20
3:15 PM	1	0	2	0	3	0	0	0	0	0	4	1	3	2	10
<b>Peak Hour</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>14</b>	<b>15</b>	<b>29</b>	<b>15</b>	<b>73</b>

Four-and-a-Half-Hour Count Summaries																		
Interval Start	MAIN ST				MAIN ST				VALLEY AVE E				VALLEY AVE E				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		
1:30 PM	0	36	48	15	0	45	61	7	0	13	55	17	0	11	71	15	394	0
1:45 PM	0	44	57	15	0	45	67	5	0	17	75	30	0	12	56	14	437	0
2:00 PM	0	25	47	22	0	42	43	10	0	34	49	25	0	19	71	18	405	0
2:15 PM	0	19	63	15	0	52	46	15	0	28	68	24	0	32	80	22	464	1,700
<b>2:30 PM</b>	<b>0</b>	<b>46</b>	<b>72</b>	<b>26</b>	<b>0</b>	<b>61</b>	<b>66</b>	<b>9</b>	<b>0</b>	<b>22</b>	<b>76</b>	<b>19</b>	<b>0</b>	<b>49</b>	<b>82</b>	<b>20</b>	<b>548</b>	<b>1,854</b>
2:45 PM	0	45	72	19	0	52	86	8	0	19	48	20	0	24	81	10	484	1,901
3:00 PM	0	45	65	17	0	43	68	3	0	30	67	28	0	26	91	14	497	1,993
3:15 PM	0	48	68	19	0	43	59	8	0	15	82	30	0	16	83	13	484	2,013
3:30 PM	0	52	70	30	0	45	62	14	0	30	71	14	0	19	92	14	513	1,978
3:45 PM	0	41	71	17	0	47	73	11	0	22	60	25	0	20	86	23	496	1,990
4:00 PM	0	39	81	12	0	43	61	10	0	16	70	16	0	25	92	13	478	1,971
4:15 PM	0	44	78	19	0	43	71	12	0	27	55	19	0	17	81	14	480	1,967
4:30 PM	0	43	113	24	0	38	72	5	0	15	62	23	0	20	65	13	493	1,947
4:45 PM	0	53	100	10	0	39	83	4	0	14	50	14	0	14	76	15	472	1,923
5:00 PM	0	35	75	22	0	40	69	10	0	18	67	14	0	22	67	14	453	1,898
5:15 PM	0	42	83	14	0	30	69	15	0	24	69	17	0	16	46	30	455	1,873
5:30 PM	0	39	81	14	0	39	78	20	0	23	69	13	0	27	69	22	494	1,874
5:45 PM	0	48	87	10	0	47	64	12	0	36	52	18	0	22	65	15	476	1,878
Count Total	0	744	1,331	320	0	794	1,198	178	0	403	1,145	366	0	391	1,354	299	8,523	0
Peak Hour	0	184	277	81	0	199	279	28	0	86	273	97	0	115	337	57	2,013	0

Note: Four-and-a-half-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
1:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	1	1	4
1:45 PM	1	1	1	0	3	0	0	1	0	1	0	1	0	0	1
2:00 PM	1	0	11	0	12	1	0	0	0	1	0	0	1	0	1
2:15 PM	0	0	2	1	3	0	0	2	0	2	4	4	20	2	30
<b>2:30 PM</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>18</b>	<b>7</b>	<b>32</b>
2:45 PM	1	0	0	0	1	0	0	0	0	0	3	2	3	3	11
3:00 PM	0	0	0	0	0	1	1	0	0	2	3	9	5	3	20
3:15 PM	1	0	2	0	3	0	0	0	0	0	4	1	3	2	10
3:30 PM	0	0	3	1	4	0	1	1	0	2	3	4	9	4	20
3:45 PM	0	0	0	2	2	0	0	0	0	0	1	1	2	1	5
4:00 PM	0	1	0	0	1	0	0	0	0	0	2	2	7	0	11
4:15 PM	0	1	0	0	1	0	0	0	0	0	1	1	6	0	8
4:30 PM	0	0	0	1	1	1	0	2	0	3	1	3	5	1	10
4:45 PM	0	1	0	1	2	0	1	2	0	3	5	0	2	4	11
5:00 PM	0	0	2	0	2	2	1	0	0	3	2	0	4	7	13
5:15 PM	0	1	0	1	2	1	1	2	0	4	3	1	4	4	12
5:30 PM	1	1	0	1	3	0	0	0	0	0	0	1	3	0	4
5:45 PM	1	0	1	0	2	2	1	0	1	4	1	2	2	2	7
Count Total	6	7	28	11	52	9	6	12	1	28	37	37	95	41	210
Peak Hour	2	0	8	3	13	2	1	2	0	5	14	15	29	15	73



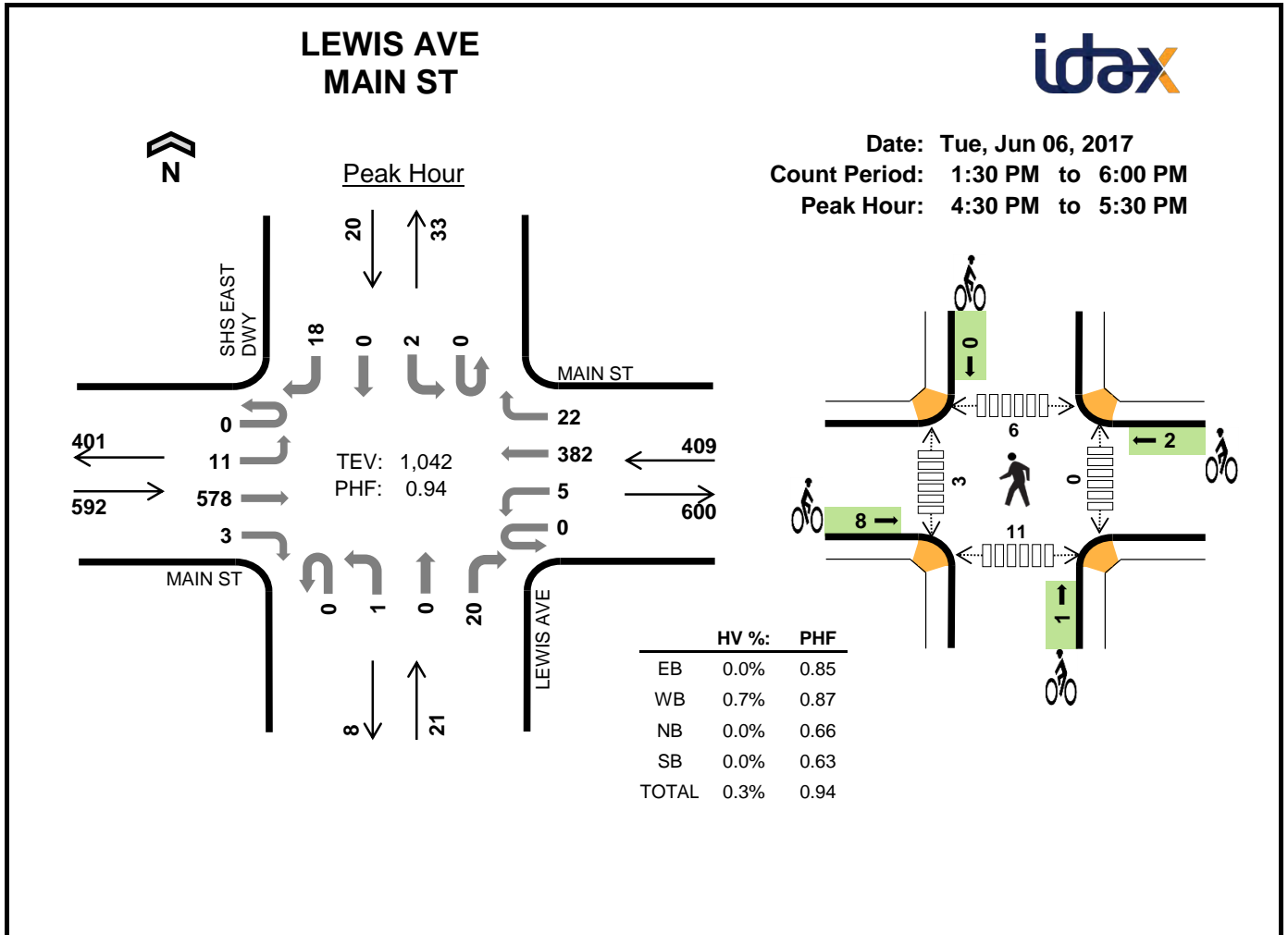


#### Two-Hour Count Summaries

Interval Start	MAIN ST Eastbound				MAIN ST Westbound				LEWIS AVE Northbound				SHS EAST DWY 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	39	0	0	1	62	2	0	1	0	0	0	0	0	1	107	0
6:45 AM	0	3	44	2	0	1	95	6	0	0	1	3	0	0	0	5	160	0
7:00 AM	0	8	52	3	0	3	112	20	0	2	1	8	0	4	0	9	222	0
7:15 AM	0	10	42	5	0	1	98	14	0	2	2	11	0	4	0	7	196	685
7:30 AM	0	2	52	0	0	1	58	2	0	0	0	0	0	2	0	0	117	695
7:45 AM	1	0	43	0	0	0	49	0	0	0	0	1	0	0	0	0	94	629
8:00 AM	0	2	41	0	0	1	45	2	0	0	0	1	0	0	0	1	93	500
8:15 AM	0	1	54	1	0	0	56	5	0	1	1	3	0	1	0	1	124	428
Count Total	1	27	367	11	0	8	575	51	0	6	5	27	0	11	0	24	1,113	0
Peak Hour	0	23	190	10	0	6	363	42	0	4	4	22	0	10	0	21	695	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
6:30 AM	1	0	0	0	1	0	2	0	0	2	0	0	1	0	1
6:45 AM	0	2	0	0	2	1	0	0	0	1	0	12	6	11	29
7:00 AM	1	0	0	0	1	0	1	1	0	2	2	27	18	17	64
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	25	6	11	42
7:30 AM	1	0	0	0	1	1	0	0	0	1	0	1	0	3	4
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	1	2
8:00 AM	3	0	0	0	3	0	1	0	0	1	0	1	1	3	5
8:15 AM	1	0	0	0	1	1	0	0	1	2	0	9	6	2	17
Count Total	7	4	0	0	11	3	4	1	1	9	2	76	38	48	164
Peak Hour	2	3	0	0	5	2	1	1	0	4	2	65	30	42	139



**Four-and-a-Half-Hour Count Summaries**

Interval Start	MAIN ST Eastbound				MAIN ST Westbound				LEWIS AVE Northbound				SHS EAST DWY 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	3	170	2	0	2	89	3	0	0	0	5	0	1	0	2	277	0
4:45 PM	0	2	146	1	0	1	102	3	0	1	0	7	0	0	0	6	269	0
5:00 PM	0	3	127	0	0	1	86	5	0	0	0	2	0	0	0	3	227	0
5:15 PM	0	3	135	0	0	1	105	11	0	0	0	6	0	1	0	7	269	1,042
Peak Hour	0	11	578	3	0	5	382	22	0	1	0	20	0	2	0	18	1,042	0

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

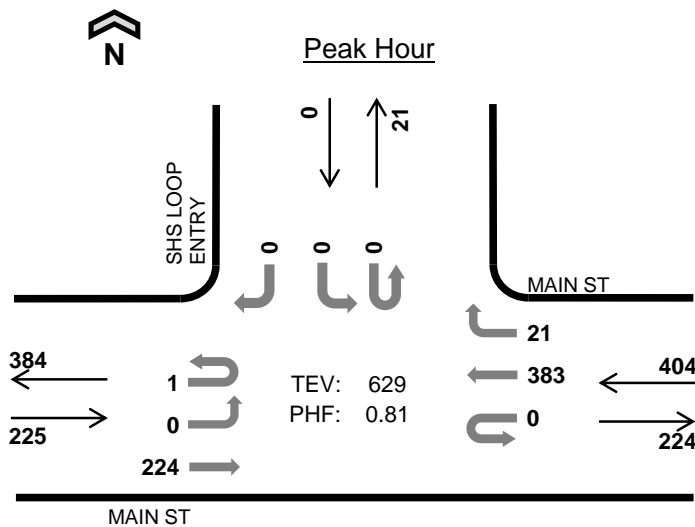
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	0	0	0	0	0	3	0	0	0	3	0	0	1	0	1
4:45 PM	0	1	0	0	1	0	1	0	0	1	0	2	0	3	5
5:00 PM	0	0	0	0	0	2	0	1	0	3	0	1	2	6	9
5:15 PM	0	2	0	0	2	3	1	0	0	4	0	0	3	2	5
Peak Hour	0	3	0	0	3	8	2	1	0	11	0	3	6	11	20

Four-and-a-Half-Hour Count Summaries																		
Interval Start	MAIN ST				MAIN ST				LEWIS AVE				SHS EAST DWY				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		
1:30 PM	0	1	88	0	0	0	84	0	0	0	0	2	0	1	0	0	176	0
1:45 PM	0	0	106	1	0	0	90	1	0	1	0	1	0	0	0	1	201	0
2:00 PM	0	1	95	0	0	0	84	2	0	0	0	2	0	1	0	0	185	0
2:15 PM	1	8	97	4	0	2	84	5	0	0	0	5	0	4	0	16	226	788
2:30 PM	0	6	131	2	0	0	87	4	0	1	1	3	0	2	0	15	252	864
2:45 PM	0	2	129	2	0	1	99	5	0	0	0	0	0	5	0	6	249	912
3:00 PM	1	2	112	0	0	0	99	2	0	0	0	1	0	3	0	3	223	950
3:15 PM	0	1	133	2	0	1	78	2	0	0	0	2	0	2	0	9	230	954
3:30 PM	0	4	156	3	0	4	85	2	0	0	0	3	0	2	0	2	261	963
3:45 PM	0	2	113	0	1	2	95	1	0	0	0	2	0	1	0	2	219	933
4:00 PM	0	1	135	0	0	0	81	3	0	1	0	3	0	0	0	5	229	939
4:15 PM	0	1	134	0	0	1	82	3	0	0	1	3	0	1	0	4	230	939
<b>4:30 PM</b>	<b>0</b>	<b>3</b>	<b>170</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>277</b>	955
4:45 PM	0	2	146	1	0	1	102	3	0	1	0	7	0	0	0	6	269	1,005
5:00 PM	0	3	127	0	0	1	86	5	0	0	0	2	0	0	0	3	227	1,003
5:15 PM	0	3	135	0	0	1	105	11	0	0	0	6	0	1	0	7	269	1,042
5:30 PM	1	5	129	2	0	3	93	20	0	1	0	1	0	2	1	3	261	1,026
5:45 PM	0	7	119	1	0	0	77	18	0	0	0	1	0	17	1	18	259	1,016
Count Total	3	52	2,255	20	1	19	1,600	90	0	5	2	49	0	43	2	102	4,243	0
Peak Hour	0	11	578	3	0	5	382	22	0	1	0	20	0	2	0	18	1,042	0

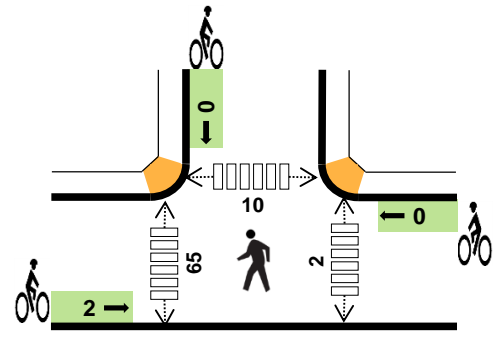
Note: Four-and-a-half-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	0	0	0	1	0	0	0	1	0	1	3	1	5
1:45 PM	0	2	0	0	2	0	1	0	0	1	0	0	1	1	2
2:00 PM	0	0	0	0	0	1	0	0	0	1	0	1	1	0	2
2:15 PM	0	0	0	0	0	1	2	0	0	3	0	31	24	14	69
2:30 PM	0	0	0	0	0	0	2	0	0	2	0	24	11	13	48
2:45 PM	1	0	0	0	1	1	1	0	0	2	0	5	4	1	10
3:00 PM	0	0	0	0	0	1	2	0	0	3	0	8	6	5	19
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	7	7	5	19
3:30 PM	0	0	0	0	0	0	1	0	0	1	0	4	4	4	12
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	5	4	0	9
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	5	2	9
4:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	4	1	5
<b>4:30 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>
4:45 PM	0	1	0	0	1	0	1	0	0	1	0	2	0	3	5
5:00 PM	0	0	0	0	0	2	0	1	0	3	0	1	2	6	9
5:15 PM	0	2	0	0	2	3	1	0	0	4	0	0	3	2	5
5:30 PM	0	0	0	0	0	1	2	0	0	3	0	1	2	1	4
5:45 PM	0	0	0	0	0	4	0	0	0	4	0	3	3	3	9
Count Total	1	6	0	0	7	18	16	1	0	35	0	95	85	62	242
Peak Hour	0	3	0	0	3	8	2	1	0	11	0	3	6	11	20

### SHS LOOP ENTRY MAIN ST



Date: Tue, Jun 06, 2017  
 Count Period: 6:30 AM to 8:30 AM  
 Peak Hour: 6:45 AM to 7:45 AM



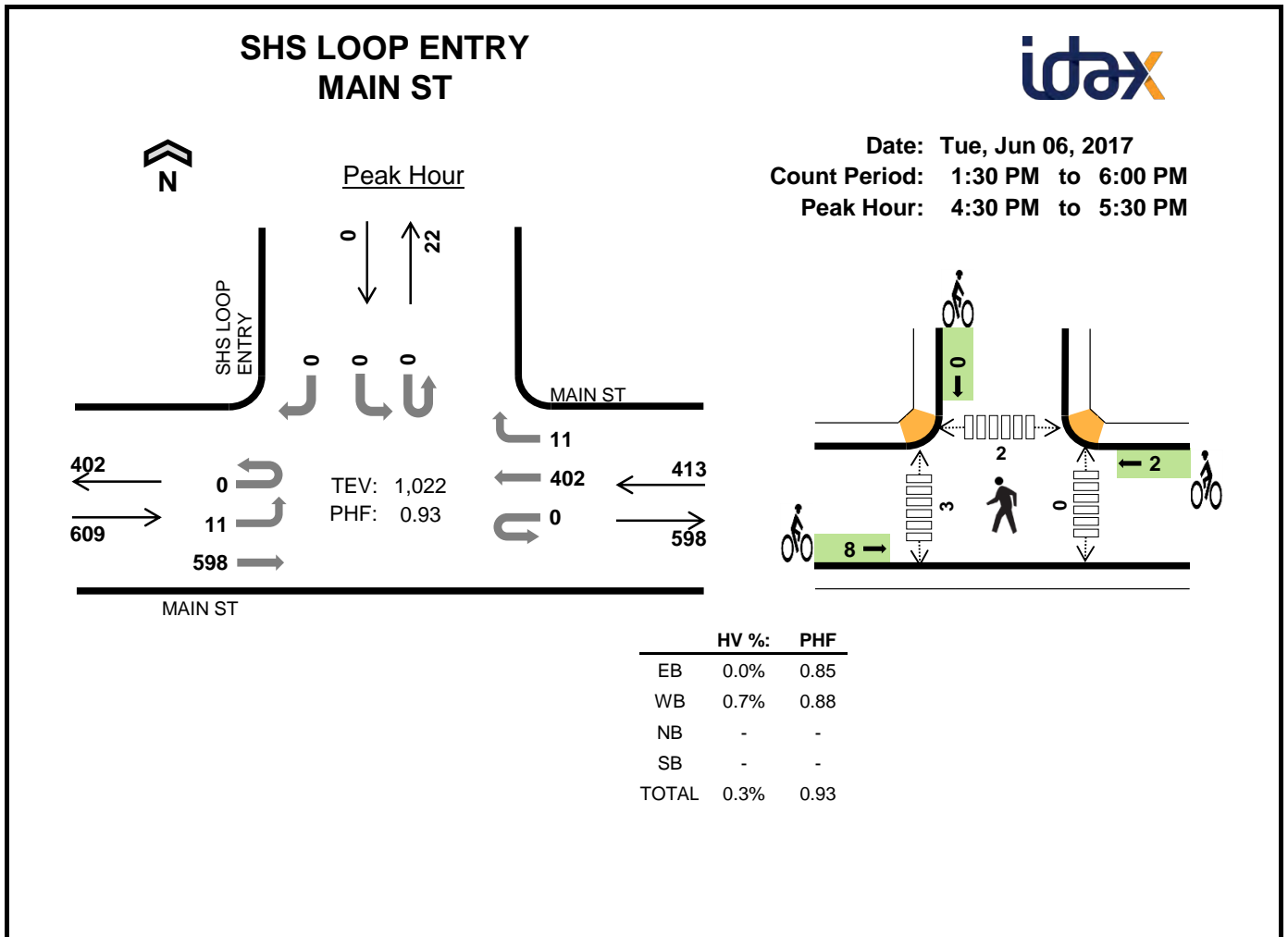
	HV %:	PHF
EB	1.3%	0.91
WB	5.2%	0.76
NB	-	-
SB	-	-
TOTAL	3.8%	0.81

#### Two-Hour Count Summaries

Interval Start	MAIN ST Eastbound				MAIN ST Westbound				0 Northbound				SHS LOOP ENTRY 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	41	0	0	0	64	4	0	0	0	0	0	0	0	0	110	0
6:45 AM	0	0	48	0	0	0	99	7	0	0	0	0	0	0	0	0	154	0
7:00 AM	0	0	62	0	0	0	121	12	0	0	0	0	0	0	0	0	195	0
7:15 AM	0	0	60	0	0	0	106	1	0	0	0	0	0	0	0	0	167	626
7:30 AM	1	0	54	0	0	0	57	1	0	0	0	0	0	0	0	0	113	629
7:45 AM	1	0	43	0	0	0	49	0	0	0	0	0	0	0	0	0	93	568
8:00 AM	0	0	44	0	0	0	45	5	0	0	0	0	0	0	0	0	94	467
8:15 AM	0	0	55	0	0	0	56	6	0	0	0	0	0	0	0	0	117	417
Count Total	2	1	407	0	0	0	597	36	0	0	0	0	0	0	0	0	1,043	0
Peak Hour	1	0	224	0	0	0	383	21	0	0	0	0	0	0	0	0	629	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
6:30 AM	1	1	0	0	2	0	2	0	0	2	0	0	0	0	0
6:45 AM	0	7	0	0	7	1	0	0	0	1	0	12	0	0	12
7:00 AM	1	12	0	0	13	0	0	0	0	0	2	27	7	0	36
7:15 AM	1	2	0	0	3	0	0	0	0	0	0	25	1	0	26
7:30 AM	1	0	0	0	1	1	0	0	0	1	0	1	2	0	3
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1
8:00 AM	3	0	0	0	3	0	1	0	0	1	0	1	0	0	1
8:15 AM	1	1	0	0	2	1	0	0	0	1	0	8	0	0	8
Count Total	8	24	0	0	32	3	3	0	0	6	2	75	10	0	87
Peak Hr	3	21	0	0	24	2	0	0	0	2	2	65	10	0	77



**Four-and-a-Half-Hour Count Summaries**

Interval Start	MAIN ST Eastbound				MAIN ST Westbound				0 Northbound				SHS LOOP ENTRY 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	3	176	0	0	0	91	4	0	0	0	0	0	0	0	0	274	0
4:45 PM	0	3	151	0	0	0	109	2	0	0	0	0	0	0	0	0	265	0
5:00 PM	0	3	130	0	0	0	88	1	0	0	0	0	0	0	0	0	222	0
5:15 PM	0	2	141	0	0	0	114	4	0	0	0	0	0	0	0	0	261	1,022
<b>Peak Hour</b>	<b>0</b>	<b>11</b>	<b>598</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>402</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,022</b>	<b>0</b>

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	3	0	0	0	3	0	0	1	0	1
4:45 PM	0	1	0	0	1	0	1	0	0	1	0	2	1	0	3
5:00 PM	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1
5:15 PM	0	2	0	0	2	3	1	0	0	4	0	0	0	0	0
<b>Peak Hour</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>5</b>

Four-and-a-Half-Hour Count Summaries																		
Interval Start	MAIN ST				MAIN ST				0				SHS LOOP ENTRY				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		
1:30 PM	0	0	89	0	0	0	85	1	0	0	0	0	0	0	0	0	175	0
1:45 PM	0	0	107	0	0	0	93	1	0	0	0	0	0	0	0	0	201	0
2:00 PM	0	0	97	0	0	0	84	12	0	0	0	0	0	0	0	0	193	0
2:15 PM	1	0	113	0	0	0	99	3	0	0	0	0	0	0	0	0	216	785
2:30 PM	0	5	139	0	0	0	101	9	0	0	0	0	0	0	0	0	254	864
2:45 PM	0	4	134	0	0	0	106	4	0	0	0	0	0	0	0	0	248	911
3:00 PM	1	4	115	0	0	0	101	9	0	0	0	0	0	0	0	0	230	948
3:15 PM	0	3	138	0	0	0	86	5	0	0	0	0	0	0	0	0	232	964
3:30 PM	0	1	178	0	0	0	84	12	0	0	0	0	0	0	0	0	275	985
3:45 PM	0	6	113	0	0	0	99	9	0	0	0	0	0	0	0	0	227	964
4:00 PM	0	5	135	0	0	0	87	5	0	0	0	0	0	0	0	0	232	966
4:15 PM	0	1	139	0	0	0	86	21	0	0	0	0	0	0	0	0	247	981
<b>4:30 PM</b>	<b>0</b>	<b>3</b>	<b>176</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>274</b>	<b>980</b>
4:45 PM	0	3	151	0	0	0	109	2	0	0	0	0	0	0	0	0	265	1,018
5:00 PM	0	3	130	0	0	0	88	1	0	0	0	0	0	0	0	0	222	1,008
5:15 PM	0	2	141	0	0	0	114	4	0	0	0	0	0	0	0	0	261	1,022
5:30 PM	1	1	137	0	0	0	98	5	0	0	0	0	0	0	0	0	242	990
5:45 PM	0	2	134	0	0	0	92	20	0	0	0	0	0	0	0	0	248	973
Count Total	3	43	2,366	0	0	0	1,703	127	0	0	0	0	0	0	0	0	4,242	0
Peak Hour	0	11	598	0	0	0	402	11	0	0	0	0	0	0	0	0	1,022	0

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

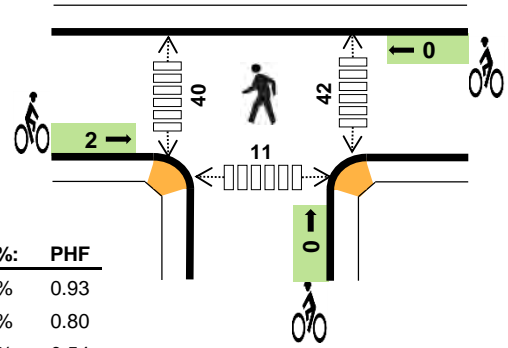
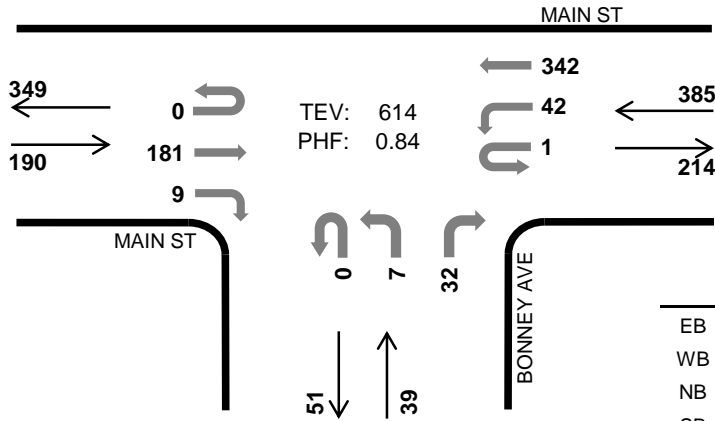
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	0	0	0	1	0	0	0	1	0	1	2	0	3
1:45 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0
2:00 PM	0	11	0	0	11	2	0	0	0	2	0	1	1	0	2
2:15 PM	0	3	0	0	3	1	2	0	0	3	0	33	8	0	41
2:30 PM	0	4	0	0	4	0	1	0	0	1	0	23	8	0	31
2:45 PM	1	0	0	0	1	1	1	0	0	2	0	5	4	0	9
3:00 PM	0	0	0	0	0	1	1	0	0	2	0	6	4	0	10
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	7	2	0	9
3:30 PM	0	0	0	0	0	0	1	0	0	1	0	4	1	0	5
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	5	1	0	6
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	3	0	5
4:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2
<b>4:30 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>
4:45 PM	0	1	0	0	1	0	1	0	0	1	0	2	1	0	3
5:00 PM	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1
5:15 PM	0	2	0	0	2	3	1	0	0	4	0	0	0	0	0
5:30 PM	0	0	0	0	0	1	0	0	0	1	0	1	1	0	2
5:45 PM	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3
Count Total	1	24	0	0	25	16	11	0	0	27	0	94	39	0	133
Peak Hr	0	3	0	0	3	8	2	0	0	10	0	3	2	0	5

# BONNEY AVE MAIN ST



Peak Hour

Date: Tue, Jun 06, 2017  
 Count Period: 6:30 AM to 8:30 AM  
 Peak Hour: 6:45 AM to 7:45 AM



	HV %:	PHF
EB	1.6%	0.93
WB	0.8%	0.80
NB	0.0%	0.54
SB	-	-
TOTAL	1.0%	0.84

## Two-Hour Count Summaries

Interval Start	MAIN ST Eastbound				MAIN ST Westbound				BONNEY AVE 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	35	1	0	1	59	0	0	0	0	3	0	0	0	0	99	0
6:45 AM	0	0	43	1	0	3	90	0	0	0	0	2	0	0	0	0	139	0
7:00 AM	0	0	45	3	0	15	105	0	0	4	0	11	0	0	0	0	183	0
7:15 AM	0	0	42	5	1	21	91	0	0	2	0	16	0	0	0	0	178	599
7:30 AM	0	0	51	0	0	3	56	0	0	1	0	3	0	0	0	0	114	614
7:45 AM	0	0	43	0	0	1	48	0	0	0	0	1	0	0	0	0	93	568
8:00 AM	0	0	40	0	0	0	46	0	0	0	0	1	0	0	0	0	87	472
8:15 AM	0	0	49	1	0	0	58	0	0	0	0	1	0	0	0	0	109	403
Count Total	0	0	348	11	1	44	553	0	0	7	0	38	0	0	0	0	1,002	0
Peak Hour	0	0	181	9	1	42	342	0	0	7	0	32	0	0	0	0	614	0

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

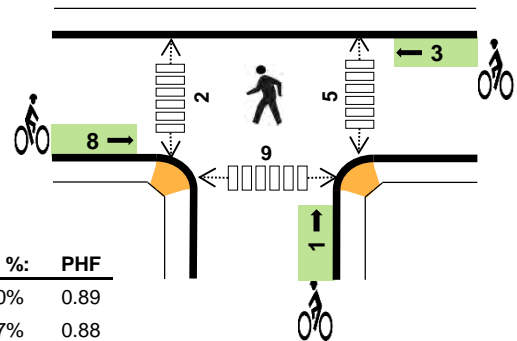
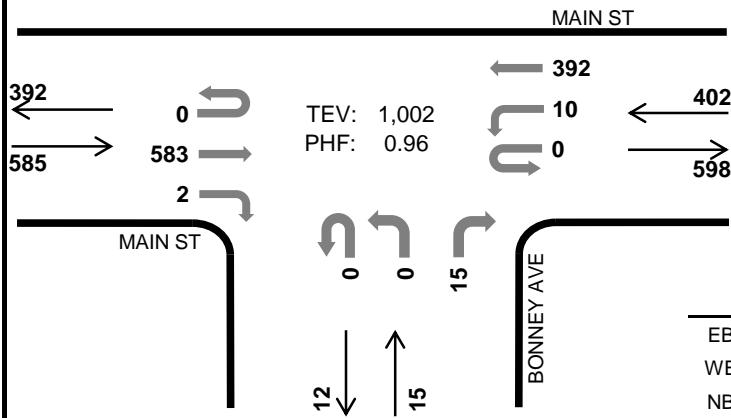
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	1	0	0	0	1	0	2	0	0	2	0	1	0	0	1
6:45 AM	0	2	0	0	2	1	0	0	0	1	2	1	0	2	5
7:00 AM	1	0	0	0	1	0	0	0	0	0	17	18	0	4	39
7:15 AM	1	1	0	0	2	0	0	0	0	0	22	21	0	1	44
7:30 AM	1	0	0	0	1	1	0	0	0	1	1	0	0	4	5
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1
8:00 AM	2	0	0	0	2	0	1	0	0	1	0	1	0	2	3
8:15 AM	1	0	0	0	1	1	0	0	0	1	3	0	0	5	8
Count Total	7	4	0	0	11	3	3	0	0	6	45	42	0	19	106
Peak Hr	3	3	0	0	6	2	0	0	0	2	42	40	0	11	93

# BONNEY AVE MAIN ST



Peak Hour

Date: Tue, Jun 06, 2017  
 Count Period: 1:30 PM to 6:00 PM  
 Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	0.0%	0.89
WB	0.7%	0.88
NB	0.0%	0.75
SB	-	-
TOTAL	0.3%	0.96

### Four-and-a-Half-Hour Count Summaries

Interval Start	MAIN ST Eastbound				MAIN ST Westbound				BONNEY AVE 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		
4:30 PM	0	0	164	1	0	4	88	0	0	0	0	5	0	0	0	0	262	0
4:45 PM	0	0	148	0	0	1	104	0	0	0	0	4	0	0	0	0	257	0
5:00 PM	0	0	128	1	0	1	90	0	0	0	0	5	0	0	0	0	225	0
5:15 PM	0	0	143	0	0	4	110	0	0	0	0	1	0	0	0	0	258	1,002
Peak Hour	0	0	583	2	0	10	392	0	0	0	0	15	0	0	0	0	1,002	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	4	0	0	0	4	3	0	0	0	3
4:45 PM	0	1	0	0	1	0	1	0	0	1	0	2	0	2	4
5:00 PM	0	0	0	0	0	1	1	1	0	3	2	0	0	6	8
5:15 PM	0	2	0	0	2	3	1	0	0	4	0	0	0	1	1
Peak Hour	0	3	0	0	3	8	3	1	0	12	5	2	0	9	16

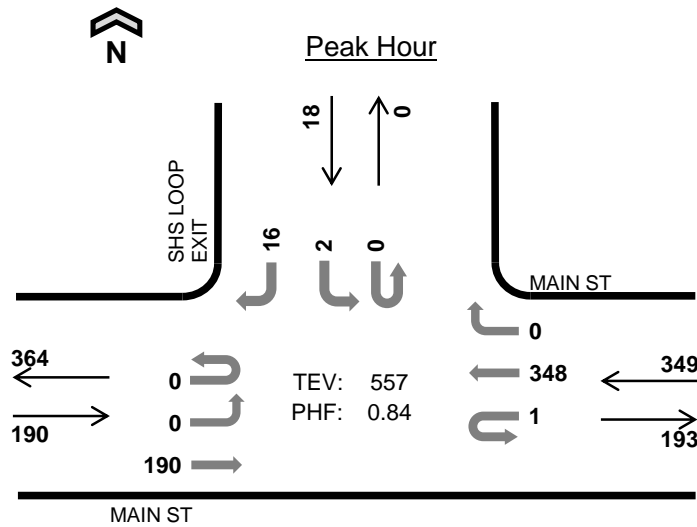


Four-and-a-Half-Hour Count Summaries																		
Interval Start	MAIN ST				MAIN ST				BONNEY AVE				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	0	86	1	0	1	83	0	0	0	0	2	0	0	0	0	173	0
1:45 PM	0	0	105	0	0	2	85	0	0	0	0	0	0	0	0	0	192	0
2:00 PM	0	0	96	1	0	1	83	0	0	0	0	2	0	0	0	0	183	0
2:15 PM	0	0	98	4	0	12	83	0	0	0	0	12	0	0	0	0	209	757
2:30 PM	0	0	129	2	0	10	98	0	0	0	0	6	0	0	0	0	245	829
2:45 PM	0	0	129	0	0	2	102	0	0	0	0	6	0	0	0	0	239	876
3:00 PM	1	0	112	2	0	3	98	0	0	1	0	2	0	0	0	0	219	912
3:15 PM	0	0	135	2	0	3	87	0	0	0	0	4	0	0	0	0	231	934
3:30 PM	0	0	157	1	0	3	87	0	0	0	0	10	0	0	0	0	258	947
3:45 PM	0	0	101	1	0	0	99	0	0	0	0	7	0	0	0	0	208	916
4:00 PM	0	0	136	1	0	1	82	0	0	0	0	1	0	0	0	0	221	918
4:15 PM	0	0	125	0	0	2	86	0	0	0	0	5	0	0	0	0	218	905
<b>4:30 PM</b>	<b>0</b>	<b>0</b>	<b>164</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>262</b>	909
4:45 PM	0	0	148	0	0	1	104	0	0	0	0	4	0	0	0	0	257	958
5:00 PM	0	0	128	1	0	1	90	0	0	0	0	5	0	0	0	0	225	962
5:15 PM	0	0	143	0	0	4	110	0	0	0	0	1	0	0	0	0	258	1,002
5:30 PM	0	0	132	0	0	1	94	0	0	0	0	2	0	0	0	0	229	969
5:45 PM	0	0	123	1	0	2	85	0	0	0	0	5	0	0	0	0	216	928
Count Total	1	0	2,247	18	0	53	1,644	0	0	1	0	79	0	0	0	0	4,043	0
Peak Hour	0	0	583	2	0	10	392	0	0	0	0	15	0	0	0	0	1,002	0

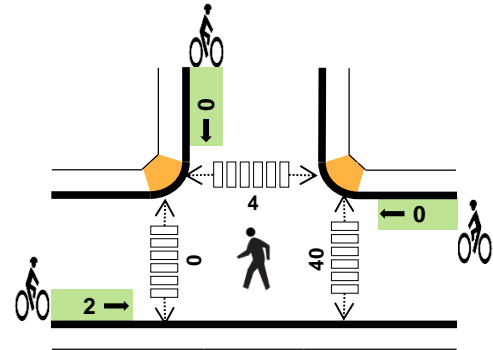
Note: Four-and-a-half-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1
1:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	2	1	1	0	4	0	0	0	2	2
2:15 PM	0	0	0	0	0	0	2	0	0	2	31	9	0	11	51
2:30 PM	0	0	0	0	0	0	1	0	0	1	3	7	0	11	21
2:45 PM	1	0	0	0	1	0	1	0	0	1	1	2	0	0	3
3:00 PM	0	0	0	0	0	1	1	0	0	2	0	2	0	2	4
3:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	2	4
3:30 PM	0	1	0	0	1	0	1	0	0	1	4	4	0	6	14
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
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	3	0	0	3	0	0	0	1	1
<b>4:30 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
4:45 PM	0	1	0	0	1	0	1	0	0	1	0	2	0	2	4
5:00 PM	0	0	0	0	0	1	1	1	0	3	2	0	0	6	8
5:15 PM	0	2	0	0	2	3	1	0	0	4	0	0	0	1	1
5:30 PM	1	1	0	0	2	1	2	0	0	3	0	0	0	3	3
5:45 PM	0	0	0	0	0	3	0	0	0	3	4	1	0	4	9
Count Total	2	8	0	0	10	16	15	2	0	33	49	28	0	57	134
Peak Hr	0	3	0	0	3	8	3	1	0	12	5	2	0	9	16

### SHS LOOP EXIT MAIN ST



Date: Tue, Jun 06, 2017  
 Count Period: 6:30 AM to 8:30 AM  
 Peak Hour: 6:45 AM to 7:45 AM



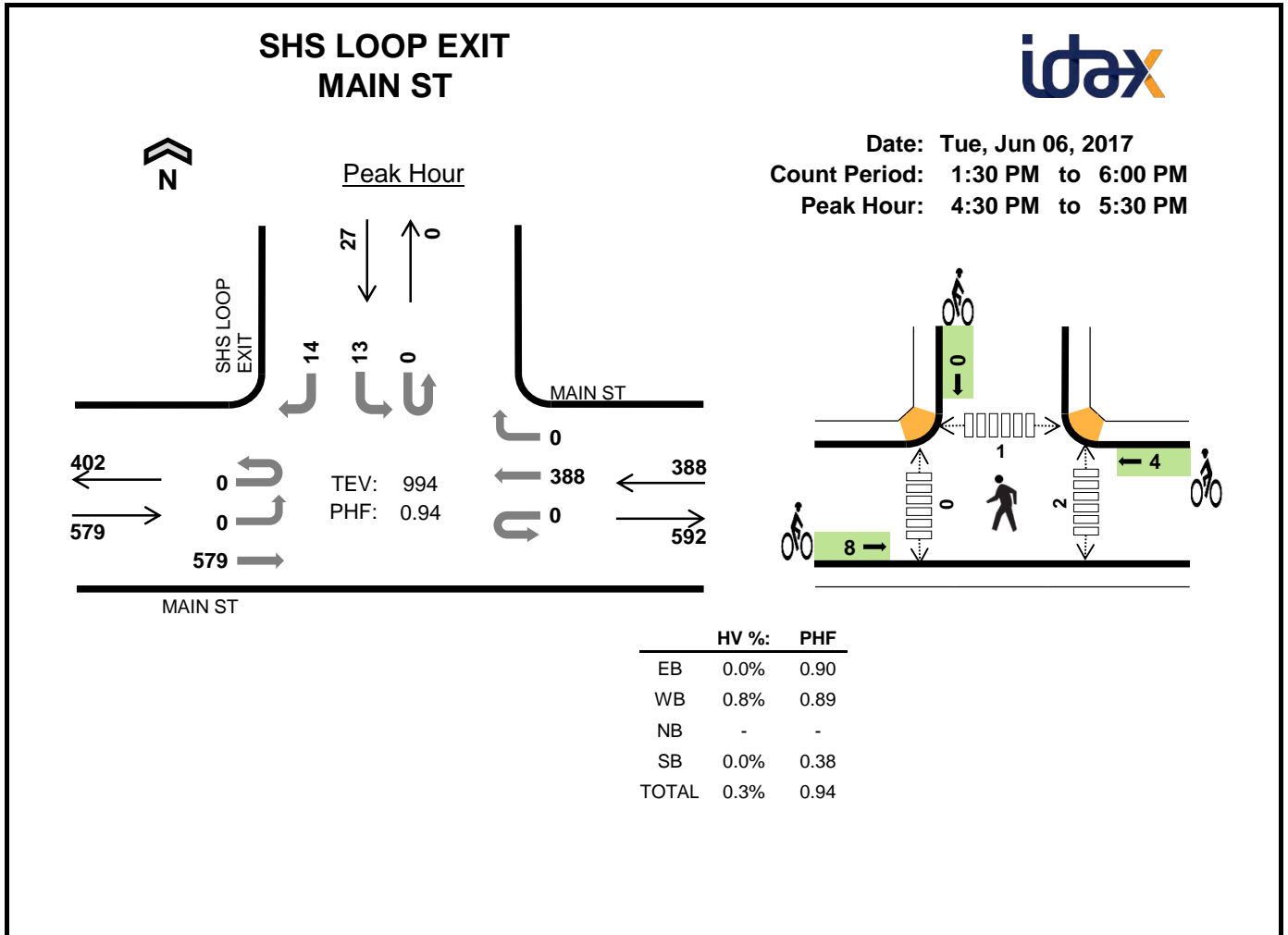
	HV %:	PHF
EB	1.6%	0.95
WB	0.9%	0.79
NB	-	-
SB	83.3%	0.64
TOTAL	3.8%	0.84

#### Two-Hour Count Summaries

Interval Start	MAIN ST Eastbound				MAIN ST Westbound				0 Northbound				SHS LOOP EXIT 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	36	0	0	0	59	0	0	0	0	0	0	4	0	2	101	0
6:45 AM	0	0	43	0	0	0	88	0	0	0	0	0	0	2	0	3	136	0
7:00 AM	0	0	49	0	0	0	110	0	0	0	0	0	0	0	0	7	166	0
7:15 AM	0	0	48	0	1	0	93	0	0	0	0	0	0	0	0	4	146	549
7:30 AM	0	0	50	0	0	0	57	0	0	0	0	0	0	0	0	2	109	557
7:45 AM	0	0	43	0	0	0	48	0	0	0	0	0	0	0	0	1	92	513
8:00 AM	0	0	40	0	0	0	46	0	0	0	0	0	0	2	0	1	89	436
8:15 AM	0	0	53	0	0	0	56	0	0	0	0	0	0	5	0	5	119	409
Count Total	0	0	362	0	1	0	557	0	0	0	0	0	0	13	0	25	958	0
Peak Hour	0	0	190	0	1	0	348	0	0	0	0	0	0	2	0	16	557	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
6:30 AM	1	0	0	1	2	0	2	0	0	2	1	1	0	0	2
6:45 AM	0	2	0	3	5	1	0	0	0	1	1	0	1	0	2
7:00 AM	1	0	0	7	8	0	0	0	0	0	18	0	1	0	19
7:15 AM	1	1	0	4	6	0	0	0	0	0	21	0	2	0	23
7:30 AM	1	0	0	1	2	1	0	0	0	1	0	0	0	0	0
7:45 AM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0
8:00 AM	2	0	0	2	4	0	1	0	0	1	1	0	0	0	1
8:15 AM	1	0	0	1	2	1	0	0	0	1	0	0	1	0	1
Count Total	7	4	0	20	31	3	3	0	0	6	42	1	5	0	48
Peak Hr	3	3	0	15	21	2	0	0	0	2	40	0	4	0	44



#### Four-and-a-Half-Hour Count Summaries

Interval Start	MAIN ST Eastbound				MAIN ST Westbound				0 Northbound				SHS LOOP EXIT 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	0	160	0	0	0	85	0	0	0	0	0	0	13	0	5	263	0
4:45 PM	0	0	145	0	0	0	104	0	0	0	0	0	0	0	0	4	253	0
5:00 PM	0	0	130	0	0	0	90	0	0	0	0	0	0	0	0	4	224	0
5:15 PM	0	0	144	0	0	0	109	0	0	0	0	0	0	0	0	1	254	994
<b>Peak Hour</b>	<b>0</b>	<b>0</b>	<b>579</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>388</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>14</b>	<b>994</b>	<b>0</b>

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

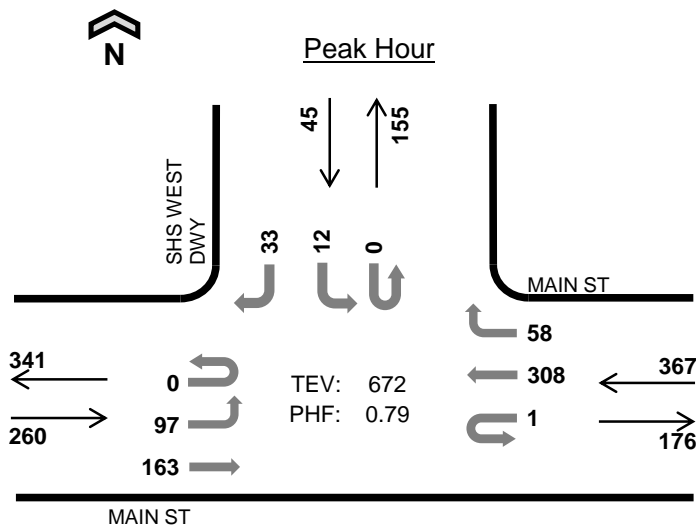
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0
4:45 PM	0	1	0	0	1	0	2	0	0	2	2	0	0	0	2
5:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1
5:15 PM	0	2	0	0	2	3	2	0	0	5	0	0	0	0	0
<b>Peak Hour</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>

Four-and-a-Half-Hour Count Summaries																		
Interval Start	MAIN ST				MAIN ST				0				SHS LOOP EXIT				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		
1:30 PM	0	0	87	0	0	0	83	0	0	0	0	0	0	0	0	1	171	0
1:45 PM	0	0	105	0	0	0	85	0	0	0	0	0	0	0	1	0	191	0
2:00 PM	0	0	96	0	0	0	83	0	0	0	0	0	0	0	0	1	180	0
2:15 PM	0	0	98	0	0	0	83	0	0	0	0	0	0	0	0	11	192	734
2:30 PM	0	0	132	0	0	0	98	0	0	0	0	0	0	0	2	13	245	808
2:45 PM	0	0	128	0	0	0	99	0	0	0	0	0	0	0	2	4	233	850
3:00 PM	0	0	115	0	0	0	105	0	0	0	0	0	0	0	5	7	232	902
3:15 PM	0	0	137	0	0	0	87	0	0	0	0	0	0	0	2	5	231	941
3:30 PM	0	0	160	0	0	0	85	0	0	0	0	0	0	0	6	5	256	952
3:45 PM	0	0	101	0	0	0	97	0	0	0	0	0	0	0	9	7	214	933
4:00 PM	0	0	137	0	0	0	81	0	0	0	0	0	0	0	4	7	229	930
4:15 PM	0	0	128	0	0	0	85	0	0	0	0	0	0	0	4	9	226	925
<b>4:30 PM</b>	<b>0</b>	<b>0</b>	<b>160</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>5</b>	<b>263</b>	<b>932</b>
4:45 PM	0	0	145	0	0	0	104	0	0	0	0	0	0	0	0	4	253	971
5:00 PM	0	0	130	0	0	0	90	0	0	0	0	0	0	0	0	4	224	966
5:15 PM	0	0	144	0	0	0	109	0	0	0	0	0	0	0	0	1	254	994
5:30 PM	0	0	133	0	0	0	93	0	0	0	0	0	0	0	2	2	230	961
5:45 PM	0	0	126	0	0	0	85	0	0	0	0	0	0	0	8	4	223	931
Count Total	0	0	2,262	0	0	0	1,637	0	0	0	0	0	0	58	0	90	4,047	0
Peak Hour	0	0	579	0	0	0	388	0	0	0	0	0	0	13	0	14	994	0

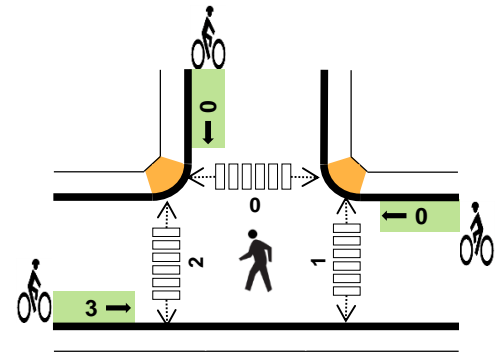
Note: Four-and-a-half-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2
1:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	1	1	2	1	0	0	3	0	0	1	0	1
2:15 PM	0	0	0	10	10	0	2	0	0	2	8	1	0	0	9
2:30 PM	0	0	0	6	6	0	1	0	0	1	7	0	0	0	7
2:45 PM	1	0	0	0	1	0	1	0	0	1	2	0	0	0	2
3:00 PM	0	0	0	0	0	1	1	0	0	2	2	0	2	0	4
3:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2
3:30 PM	0	0	0	0	0	0	1	0	0	1	4	0	0	0	4
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	3	0	3
4:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1
<b>4:30 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
4:45 PM	0	1	0	0	1	0	2	0	0	2	2	0	0	0	2
5:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1
5:15 PM	0	2	0	0	2	3	2	0	0	5	0	0	0	0	0
5:30 PM	0	0	0	0	0	1	2	0	0	3	0	0	1	0	1
5:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1
Count Total	1	6	0	17	24	14	15	0	0	29	26	1	15	0	42
Peak Hr	0	3	0	0	3	8	4	0	0	12	2	0	1	0	3

### SHS WEST DWY MAIN ST



Date: Tue, Jun 06, 2017  
 Count Period: 6:30 AM to 8:30 AM  
 Peak Hour: 6:45 AM to 7:45 AM



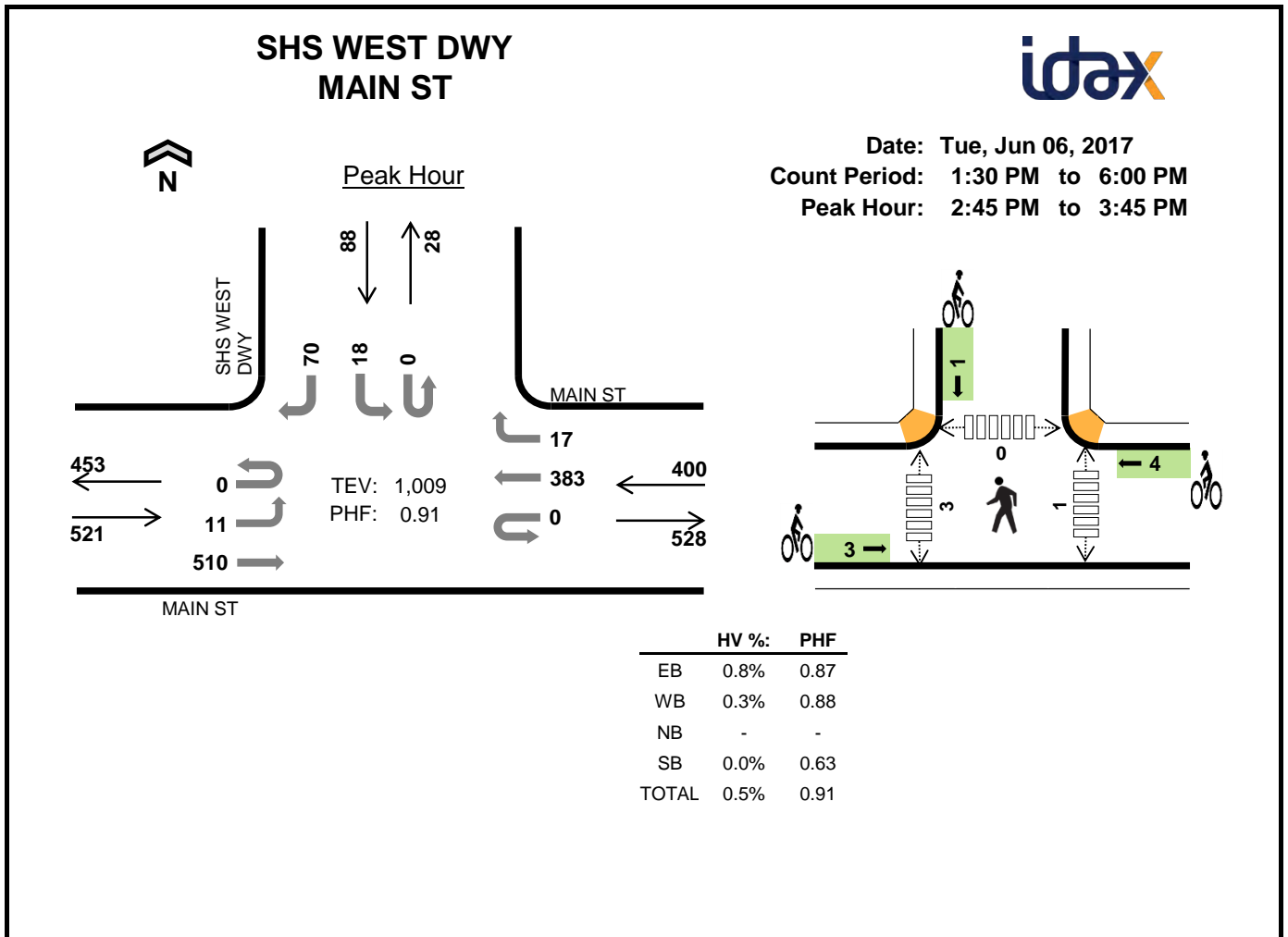
	HV %:	PHF
EB	0.8%	0.76
WB	5.2%	0.78
NB	-	-
SB	0.0%	0.56
TOTAL	3.1%	0.79

#### Two-Hour Count Summaries

Interval Start	MAIN ST Eastbound				MAIN ST Westbound				0 Northbound				SHS WEST DWY 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	11	33	0	0	0	47	11	0	0	0	0	0	4	0	2	108	0
6:45 AM	0	22	39	0	1	0	77	19	0	0	0	0	0	3	0	3	164	0
7:00 AM	0	40	45	0	0	0	95	23	0	0	0	0	0	1	0	10	214	0
7:15 AM	0	33	36	0	0	0	81	11	0	0	0	0	0	1	0	19	181	667
7:30 AM	0	2	43	0	0	0	55	5	0	0	0	0	0	7	0	1	113	672
7:45 AM	0	2	44	0	0	0	43	7	0	0	0	0	0	1	0	3	100	608
8:00 AM	0	4	35	0	0	0	42	5	0	0	0	0	0	2	0	2	90	484
8:15 AM	0	1	46	0	0	0	56	4	0	0	0	0	0	3	0	2	112	415
Count Total	0	115	321	0	1	0	496	85	0	0	0	0	0	22	0	42	1,082	0
Peak Hour	0	97	163	0	1	0	308	58	0	0	0	0	0	12	0	33	672	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
6:30 AM	1	1	0	0	2	1	1	0	0	2	0	0	0	0	0
6:45 AM	0	5	0	0	5	2	0	0	0	2	0	1	0	0	1
7:00 AM	1	8	0	0	9	0	0	0	0	0	0	1	0	0	1
7:15 AM	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1
7:30 AM	1	3	0	0	4	1	0	0	0	1	0	0	0	0	0
7:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
8:00 AM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0
8:15 AM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0
Count Total	7	24	0	0	31	4	1	0	0	5	1	2	0	0	3
Peak Hr	2	19	0	0	21	3	0	0	0	3	1	2	0	0	3



#### Four-and-a-Half-Hour Count Summaries

Interval Start	MAIN ST Eastbound				MAIN ST Westbound				0 Northbound				SHS WEST DWY Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:45 PM	0	2	125	0	0	0	99	5	0	0	0	0	0	3	0	12	246	0
3:00 PM	0	2	108	0	0	0	110	4	0	0	0	0	0	4	0	22	250	0
3:15 PM	0	3	131	0	0	0	88	3	0	0	0	0	0	3	0	9	237	0
3:30 PM	0	4	146	0	0	0	86	5	0	0	0	0	0	8	0	27	276	1,009
<b>Peak Hour</b>	<b>0</b>	<b>11</b>	<b>510</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>383</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>70</b>	<b>1,009</b>	<b>0</b>

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	3	0	0	0	3	0	3	0	1	4	0	0	0	0	0
3:00 PM	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0
3:15 PM	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3
3:30 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1
<b>Peak Hour</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>

Four-and-a-Half-Hour Count Summaries																		
Interval Start	MAIN ST				MAIN ST				0				SHS WEST DWY				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		
1:30 PM	0	1	85	0	0	0	84	0	0	0	0	0	1	0	1	172	0	
1:45 PM	0	1	106	0	0	0	85	1	0	0	0	0	0	1	0	197	0	
2:00 PM	0	3	92	0	0	0	76	9	0	0	0	0	0	3	0	186	0	
2:15 PM	0	2	83	0	0	0	82	7	0	0	0	0	0	4	0	201	756	
2:30 PM	0	5	118	0	0	0	105	11	0	0	0	0	0	3	0	260	844	
<b>2:45 PM</b>	<b>0</b>	<b>2</b>	<b>125</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>246</b>	<b>893</b>	
<b>3:00 PM</b>	<b>0</b>	<b>2</b>	<b>108</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>110</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>250</b>	<b>957</b>	
<b>3:15 PM</b>	<b>0</b>	<b>3</b>	<b>131</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>237</b>	<b>993</b>	
<b>3:30 PM</b>	<b>0</b>	<b>4</b>	<b>146</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>276</b>	<b>1,009</b>	
3:45 PM	0	1	103	0	0	0	99	8	0	0	0	0	0	3	0	218	981	
4:00 PM	0	2	133	0	0	0	84	5	0	0	0	0	0	0	0	227	958	
4:15 PM	0	5	119	0	0	0	90	4	0	0	0	0	0	8	0	236	957	
4:30 PM	0	2	153	0	1	0	89	3	0	0	0	0	0	1	0	260	941	
4:45 PM	0	8	147	0	0	0	98	5	0	0	0	0	0	3	0	264	987	
5:00 PM	0	5	123	0	0	0	92	4	0	0	0	0	0	2	0	230	990	
5:15 PM	0	3	139	0	0	0	105	2	0	0	0	0	0	0	0	252	1,006	
5:30 PM	0	0	134	0	0	0	95	2	0	0	0	0	0	0	0	232	978	
5:45 PM	0	2	118	0	1	0	79	9	0	0	0	0	0	2	0	214	928	
Count Total	0	51	2,163	0	2	0	1,646	87	0	0	0	0	0	49	0	4,158	0	
Peak Hour	0	11	510	0	0	0	383	17	0	0	0	0	0	18	0	1,009	0	

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

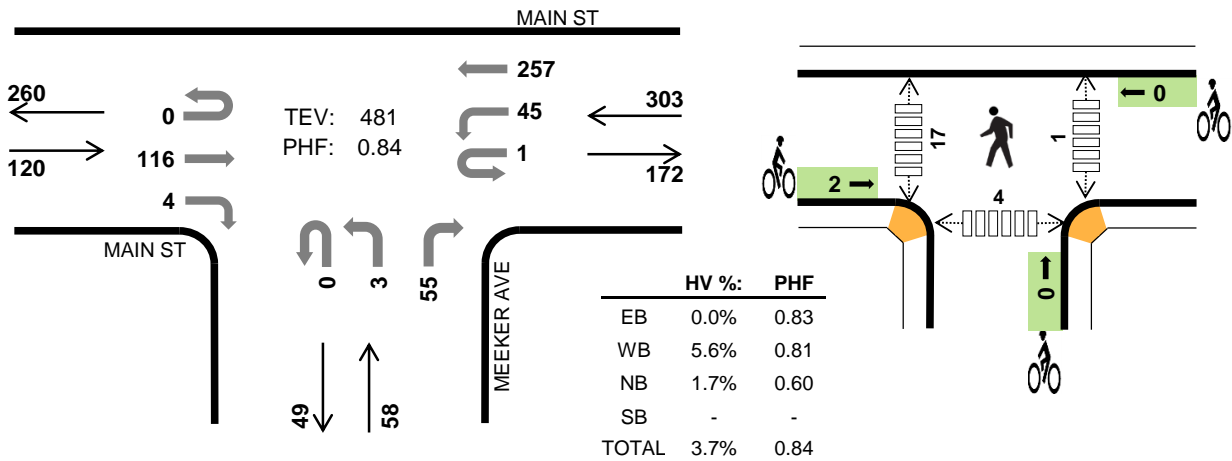
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1
1:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	1	0	1	2	2	1	0	0	3	0	0	0	0	0
2:15 PM	0	12	0	2	14	0	1	0	0	1	0	4	0	0	4
2:30 PM	0	6	0	0	6	0	1	0	0	1	0	2	1	0	3
<b>2:45 PM</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>3:00 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>3:15 PM</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>
<b>3:30 PM</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	0	1	0	2	0	0	2	0	0	1	0	1
4:30 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0
4:45 PM	0	1	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	0	1	0	1
5:15 PM	0	2	0	0	2	1	1	0	0	2	0	0	0	0	0
5:30 PM	1	1	0	0	2	2	0	0	0	2	0	0	0	0	0
5:45 PM	0	0	0	0	0	2	2	0	0	4	0	1	0	0	1
Count Total	6	27	0	3	36	15	12	0	1	28	1	12	6	0	19
Peak Hr	4	1	0	0	5	3	4	0	1	8	1	3	0	0	4

# MEEKER AVE MAIN ST



Peak Hour

Date: Tue, Jun 06, 2017  
 Count Period: 6:30 AM to 8:30 AM  
 Peak Hour: 6:45 AM to 7:45 AM



## Two-Hour Count Summaries

Interval Start	MAIN ST Eastbound				MAIN ST Westbound				MEEKER AVE 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	25	1	0	3	44	0	0	1	0	7	0	0	0	0	81	0
6:45 AM	0	0	31	1	1	10	63	0	0	1	0	14	0	0	0	0	121	0
7:00 AM	0	0	25	1	0	23	71	0	0	2	0	22	0	0	0	0	144	0
7:15 AM	0	0	26	0	0	9	71	0	0	0	0	10	0	0	0	0	116	462
7:30 AM	0	0	34	2	0	3	52	0	0	0	0	9	0	0	0	0	100	481
7:45 AM	0	0	38	2	0	4	39	0	0	0	0	4	0	0	0	0	87	447
8:00 AM	0	0	25	2	0	1	41	0	0	0	0	12	0	0	0	0	81	384
8:15 AM	0	0	32	1	0	4	52	0	0	0	0	15	0	0	0	0	104	372
Count Total	0	0	236	10	1	57	433	0	0	4	0	93	0	0	0	0	834	0
Peak Hour	0	0	116	4	1	45	257	0	0	3	0	55	0	0	0	0	481	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
6:30 AM	1	1	0	0	2	0	2	0	0	2	0	1	0	1	2
6:45 AM	0	5	0	0	5	1	0	0	0	1	0	3	0	1	4
7:00 AM	0	7	0	0	7	0	0	0	0	0	0	5	0	2	7
7:15 AM	0	2	0	0	2	0	0	0	0	0	1	9	0	0	10
7:30 AM	0	3	1	0	4	1	0	0	0	1	0	0	0	1	1
7:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	5	5
8:00 AM	3	1	0	0	4	0	0	0	0	0	0	0	0	2	2
8:15 AM	1	1	0	0	2	1	0	0	0	1	0	0	0	2	2
Count Total	5	22	1	0	28	3	2	0	0	5	1	18	0	14	33
Peak Hr	0	17	1	0	18	2	0	0	0	2	1	17	0	4	22

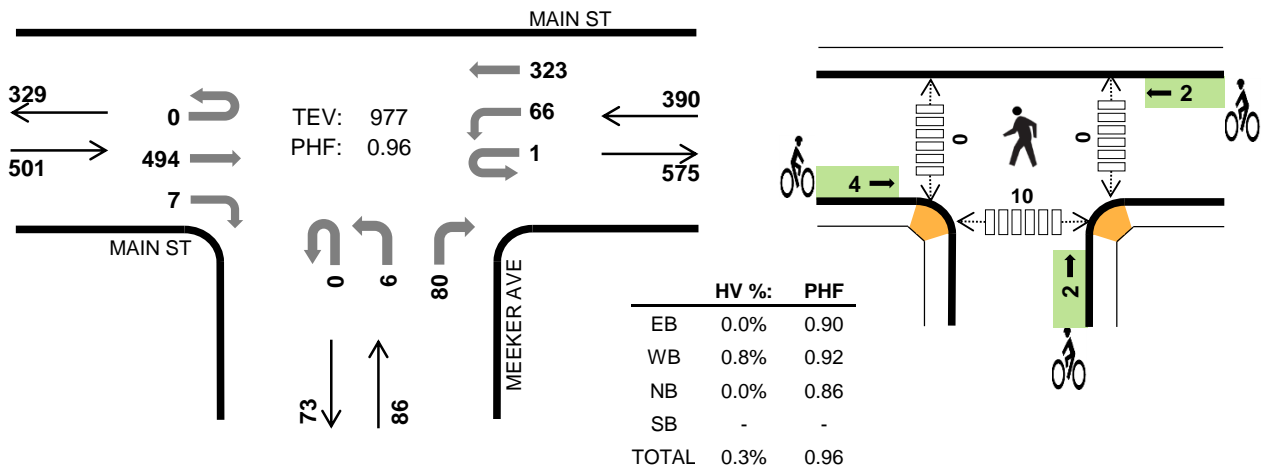


# MEEKER AVE MAIN ST



Peak Hour

Date: Tue, Jun 06, 2017  
 Count Period: 1:30 PM to 6:00 PM  
 Peak Hour: 4:30 PM to 5:30 PM



### Four-and-a-Half-Hour Count Summaries

Interval Start	MAIN ST Eastbound				MAIN ST Westbound				MEEKER AVE 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		
4:30 PM	0	0	137	2	1	16	76	0	0	0	0	23	0	0	0	0	255	0
4:45 PM	0	0	127	3	0	17	82	0	0	2	0	21	0	0	0	0	252	0
5:00 PM	0	0	102	1	0	13	79	0	0	2	0	23	0	0	0	0	220	0
5:15 PM	0	0	128	1	0	20	86	0	0	2	0	13	0	0	0	0	250	977
Peak Hour	0	0	494	7	1	66	323	0	0	6	0	80	0	0	0	0	977	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	3	0	0	0	3	0	0	0	1	1
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	2	2
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	6	6
5:15 PM	0	2	0	0	2	1	1	2	0	4	0	0	0	1	1
Peak Hour	0	3	0	0	3	4	2	2	0	8	0	0	0	10	10

Four-and-a-Half-Hour Count Summaries																		
Interval Start	MAIN ST				MAIN ST				MEEKER AVE				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		
1:30 PM	0	0	79	3	0	2	82	0	0	0	7	0	0	0	0	173	0	
1:45 PM	0	0	92	2	0	7	76	0	0	1	0	12	0	0	0	190	0	
2:00 PM	0	0	83	0	0	4	72	0	0	1	0	10	0	0	0	170	0	
2:15 PM	0	0	74	3	0	23	59	0	0	3	0	22	0	0	0	184	717	
2:30 PM	0	0	102	5	1	22	89	0	0	3	0	19	0	0	0	241	785	
2:45 PM	0	0	110	1	0	11	92	0	0	4	0	15	0	0	0	233	828	
3:00 PM	0	0	89	1	0	12	95	0	0	2	0	20	0	0	0	219	877	
3:15 PM	0	0	102	3	0	13	77	0	0	1	0	31	0	0	0	227	920	
3:30 PM	0	0	129	5	0	13	73	0	0	1	0	20	0	0	0	241	920	
3:45 PM	0	0	82	4	0	16	84	0	0	0	0	17	0	0	0	203	890	
4:00 PM	0	0	112	1	0	20	64	0	0	3	0	24	0	0	0	224	895	
4:15 PM	0	0	109	2	0	9	79	0	0	0	0	13	0	0	0	212	880	
<b>4:30 PM</b>	<b>0</b>	<b>0</b>	<b>137</b>	<b>2</b>	<b>1</b>	<b>16</b>	<b>76</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>255</b>	<b>894</b>	
4:45 PM	0	0	127	3	0	17	82	0	0	2	0	21	0	0	0	252	943	
5:00 PM	0	0	102	1	0	13	79	0	0	2	0	23	0	0	0	220	939	
5:15 PM	0	0	128	1	0	20	86	0	0	2	0	13	0	0	0	250	977	
5:30 PM	0	0	114	5	0	12	83	0	0	0	0	18	0	0	0	232	954	
5:45 PM	0	0	110	0	1	12	66	0	0	1	0	13	0	0	0	203	905	
Count Total	0	0	1,881	42	3	242	1,414	0	0	26	0	321	0	0	0	3,929	0	
Peak Hour	0	0	494	7	1	66	323	0	0	6	0	80	0	0	0	977	0	

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

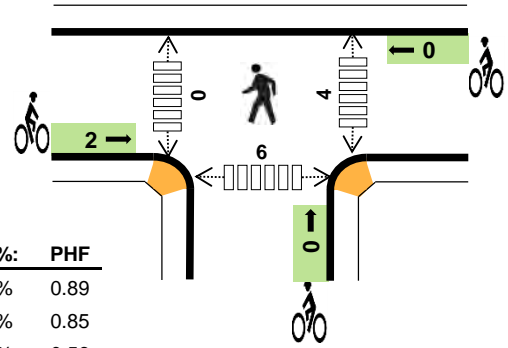
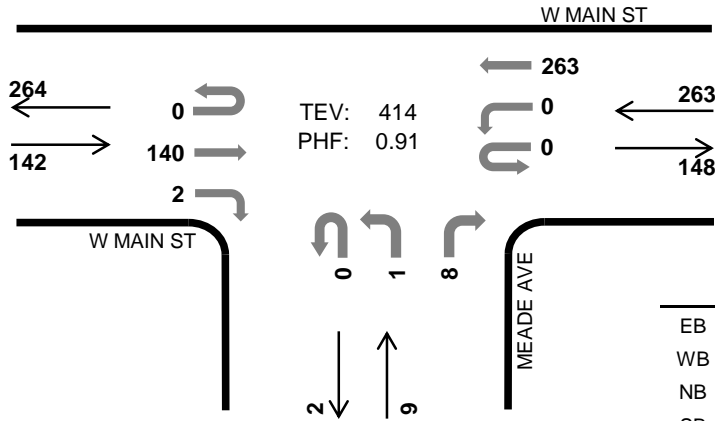
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
1:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	1	0	0	1	2	1	0	0	3	0	0	0	0	0
2:15 PM	0	11	0	0	11	0	1	0	0	1	0	17	0	3	20
2:30 PM	0	6	0	0	6	0	0	0	0	0	1	6	0	0	7
2:45 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	2	2
3:00 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	3	3
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	2	5
3:30 PM	1	0	0	0	1	0	0	0	0	0	1	3	0	6	10
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	1	6
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	4	4
4:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0
<b>4:30 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	2	2
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	6	6
5:15 PM	0	2	0	0	2	1	1	2	0	4	0	0	0	1	1
5:30 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	3	3
5:45 PM	0	0	0	0	0	4	3	0	0	7	0	2	0	3	5
Count Total	2	24	0	0	26	12	13	2	0	27	2	36	0	38	76
Peak Hr	0	3	0	0	3	4	2	2	0	8	0	0	0	10	10

# MEADE AVE W MAIN ST



Peak Hour

Date: Tue, Jun 06, 2017  
 Count Period: 6:30 AM to 8:30 AM  
 Peak Hour: 6:45 AM to 7:45 AM



	HV %:	PHF
EB	0.7%	0.89
WB	2.7%	0.85
NB	0.0%	0.56
SB	-	-
TOTAL	1.9%	0.91

## Two-Hour Count Summaries

Interval Start	W MAIN ST Eastbound				W MAIN ST Westbound				MEADE AVE 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	28	0	0	1	44	0	0	1	0	1	0	0	0	0	75	0
6:45 AM	0	0	40	0	0	0	59	0	0	0	0	0	0	0	0	0	99	0
7:00 AM	0	0	39	0	0	0	73	0	0	0	0	2	0	0	0	0	114	0
7:15 AM	0	0	27	2	0	0	77	0	0	1	0	3	0	0	0	0	110	398
7:30 AM	0	0	34	0	0	0	54	0	0	0	0	3	0	0	0	0	91	414
7:45 AM	0	0	43	0	0	0	40	0	0	1	0	1	0	0	0	0	85	400
8:00 AM	0	0	27	1	0	0	40	0	0	0	0	0	0	0	0	0	68	354
8:15 AM	0	0	34	3	0	3	52	0	0	0	0	1	0	0	0	0	93	337
Count Total	0	0	272	6	0	4	439	0	0	3	0	11	0	0	0	0	735	0
Peak Hour	0	0	140	2	0	0	263	0	0	1	0	8	0	0	0	0	414	0

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

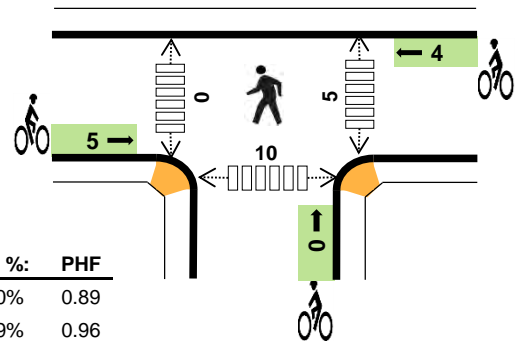
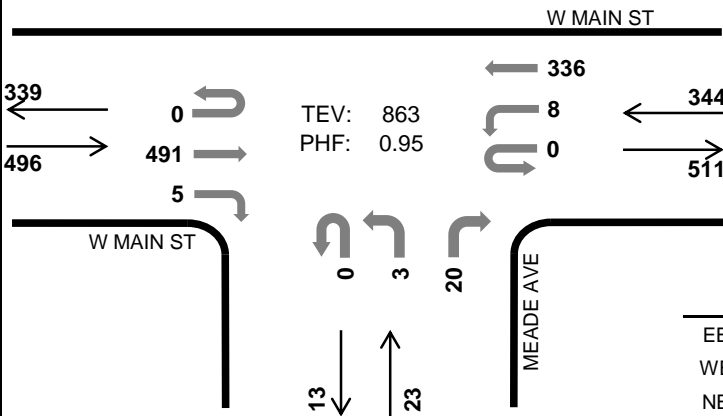
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	1	1	0	0	2	0	3	0	0	3	1	0	0	1	2
6:45 AM	0	2	0	0	2	1	0	0	0	1	0	0	0	1	1
7:00 AM	1	2	0	0	3	0	0	0	0	0	1	0	0	3	4
7:15 AM	0	1	0	0	1	1	0	0	0	1	3	0	0	1	4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

# MEADE AVE W MAIN ST



Peak Hour

Date: Tue, Jun 06, 2017  
 Count Period: 1:30 PM to 6:00 PM  
 Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	0.0%	0.89
WB	0.9%	0.96
NB	0.0%	0.64
SB	-	-
TOTAL	0.3%	0.95

### Four-and-a-Half-Hour Count Summaries

Interval Start	W MAIN ST Eastbound				W MAIN ST Westbound				MEADE AVE 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		
4:30 PM	0	0	139	1	0	0	84	0	0	0	0	3	0	0	0	0	227	0
4:45 PM	0	0	130	1	0	3	86	0	0	1	0	4	0	0	0	0	225	0
5:00 PM	0	0	97	2	0	3	78	0	0	2	0	7	0	0	0	0	189	0
5:15 PM	0	0	125	1	0	2	88	0	0	0	0	6	0	0	0	0	222	863
Peak Hour	0	0	491	5	0	8	336	0	0	3	0	20	0	0	0	0	863	0

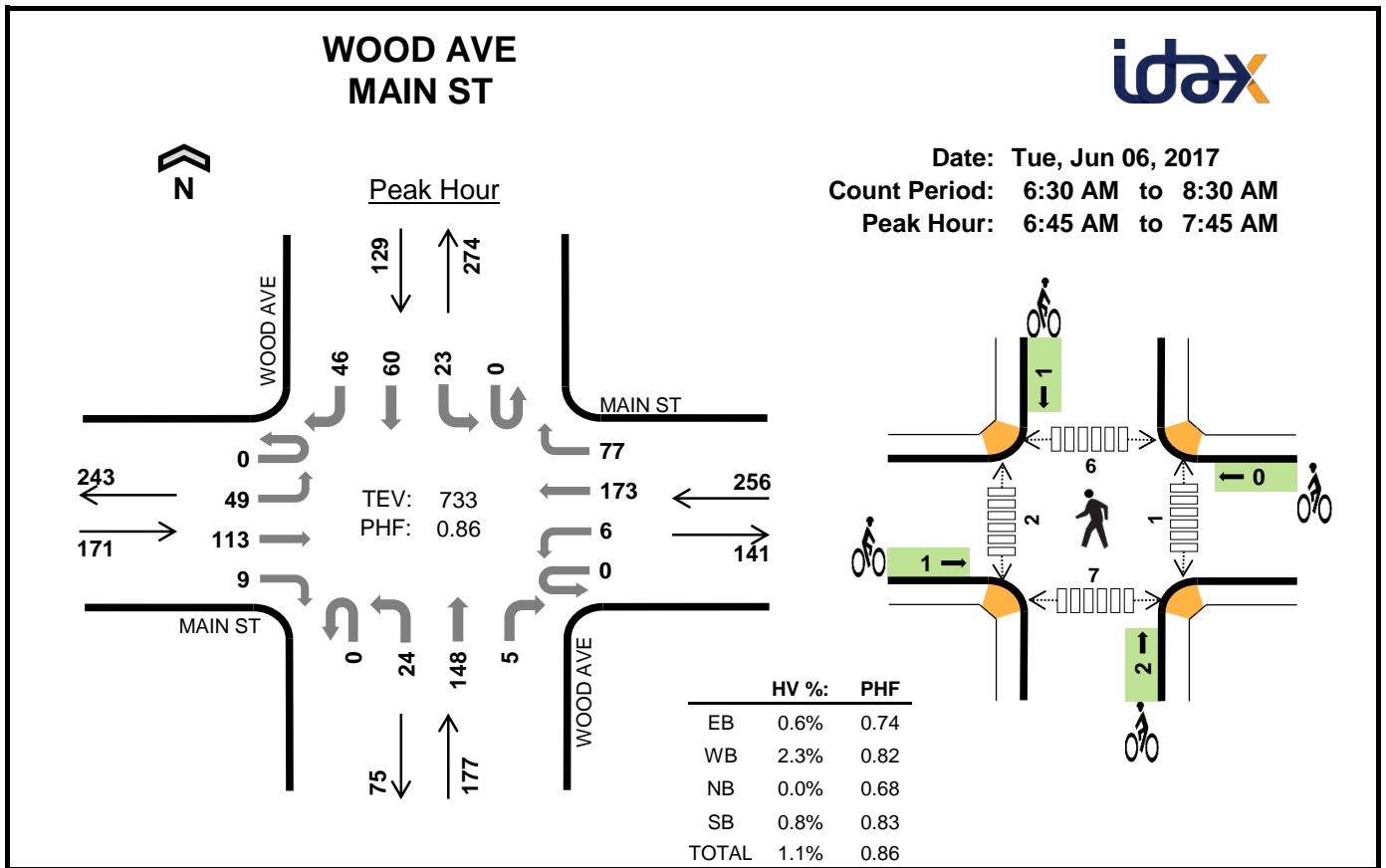
Note: For all three-hour count summary, see next page.

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	2	0	0	0	2	0	0	0	1	1
4:45 PM	0	1	0	0	1	1	1	0	0	2	1	0	0	2	3
5:00 PM	0	0	0	0	0	1	1	0	0	2	4	0	0	4	8
5:15 PM	0	2	0	0	2	1	2	0	0	3	0	0	0	3	3
Peak Hour	0	3	0	0	3	5	4	0	0	9	5	0	0	10	15

Four-and-a-Half-Hour Count Summaries																		
Interval Start	W MAIN ST				W MAIN ST				MEADE AVE				O				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		
1:30 PM	0	0	80	1	0	4	77	0	0	3	0	2	0	0	0	0	167	0
1:45 PM	0	0	93	1	0	1	78	0	0	1	0	2	0	0	0	0	176	0
2:00 PM	0	0	82	6	0	0	73	0	0	0	0	3	0	0	0	0	164	0
2:15 PM	0	0	79	1	0	2	73	0	0	2	0	3	0	0	0	0	160	667
2:30 PM	0	0	108	2	0	2	97	0	0	0	0	2	0	0	0	0	211	711
2:45 PM	0	0	108	5	0	2	100	0	0	1	0	4	0	0	0	0	220	755
3:00 PM	0	0	92	2	0	1	105	0	0	1	0	2	0	0	0	0	203	794
3:15 PM	0	0	98	1	0	5	74	0	0	1	0	5	0	0	0	0	184	818
3:30 PM	0	0	133	2	0	1	79	0	0	4	0	2	0	0	0	0	221	828
3:45 PM	0	0	88	1	0	1	84	0	0	0	0	2	0	0	0	0	176	784
4:00 PM	0	0	104	1	0	1	67	0	0	0	0	5	0	0	0	0	178	759
4:15 PM	0	0	107	7	0	2	78	0	0	0	0	4	0	0	0	0	198	773
<b>4:30 PM</b>	<b>0</b>	<b>0</b>	<b>139</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>227</b>	<b>779</b>
4:45 PM	0	0	130	1	0	3	86	0	0	1	0	4	0	0	0	0	225	828
5:00 PM	0	0	97	2	0	3	78	0	0	2	0	7	0	0	0	0	189	839
5:15 PM	0	0	125	1	0	2	88	0	0	0	0	6	0	0	0	0	222	863
5:30 PM	0	0	111	0	0	1	83	0	0	0	0	7	0	0	0	0	202	838
5:45 PM	0	0	105	2	0	0	69	0	0	1	0	2	0	0	0	0	179	792
Count Total	0	0	1,879	37	0	31	1,473	0	0	17	0	65	0	0	0	0	3,502	0
Peak Hour	0	0	491	5	0	8	336	0	0	3	0	20	0	0	0	0	863	0

Note: Four-and-a-half-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
1:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1
1:45 PM	0	2	0	0	2	0	0	0	0	0	1	0	0	1	2
2:00 PM	0	2	0	0	2	2	1	0	0	3	0	0	0	1	1
2:15 PM	0	3	0	0	3	1	2	0	0	3	2	0	0	3	5
2:30 PM	0	3	0	0	3	0	1	0	0	1	2	0	0	5	7
2:45 PM	1	0	0	0	1	0	1	0	0	1	3	0	0	5	8
3:00 PM	0	1	0	0	1	1	1	0	0	2	0	0	0	3	3
3:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	3	3
3:30 PM	0	0	1	0	1	0	1	0	0	1	5	0	0	5	10
3:45 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	12	19
4:00 PM	0	1	0	0	1	1	0	0	0	1	3	0	0	4	7
4:15 PM	0	0	0	0	0	1	3	0	0	4	0	0	0	2	2
<b>4:30 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
4:45 PM	0	1	0	0	1	1	1	0	0	2	1	0	0	2	3
5:00 PM	0	0	0	0	0	1	1	0	0	2	4	0	0	4	8
5:15 PM	0	2	0	0	2	1	2	0	0	3	0	0	0	3	3
5:30 PM	0	1	0	0	1	1	0	0	0	1	1	0	0	2	3
5:45 PM	0	0	0	0	0	5	3	0	0	8	0	0	0	2	2
Count Total	2	16	1	0	19	18	17	0	0	35	29	0	0	59	88
Peak Hr	0	3	0	0	3	5	4	0	0	9	5	0	0	10	15

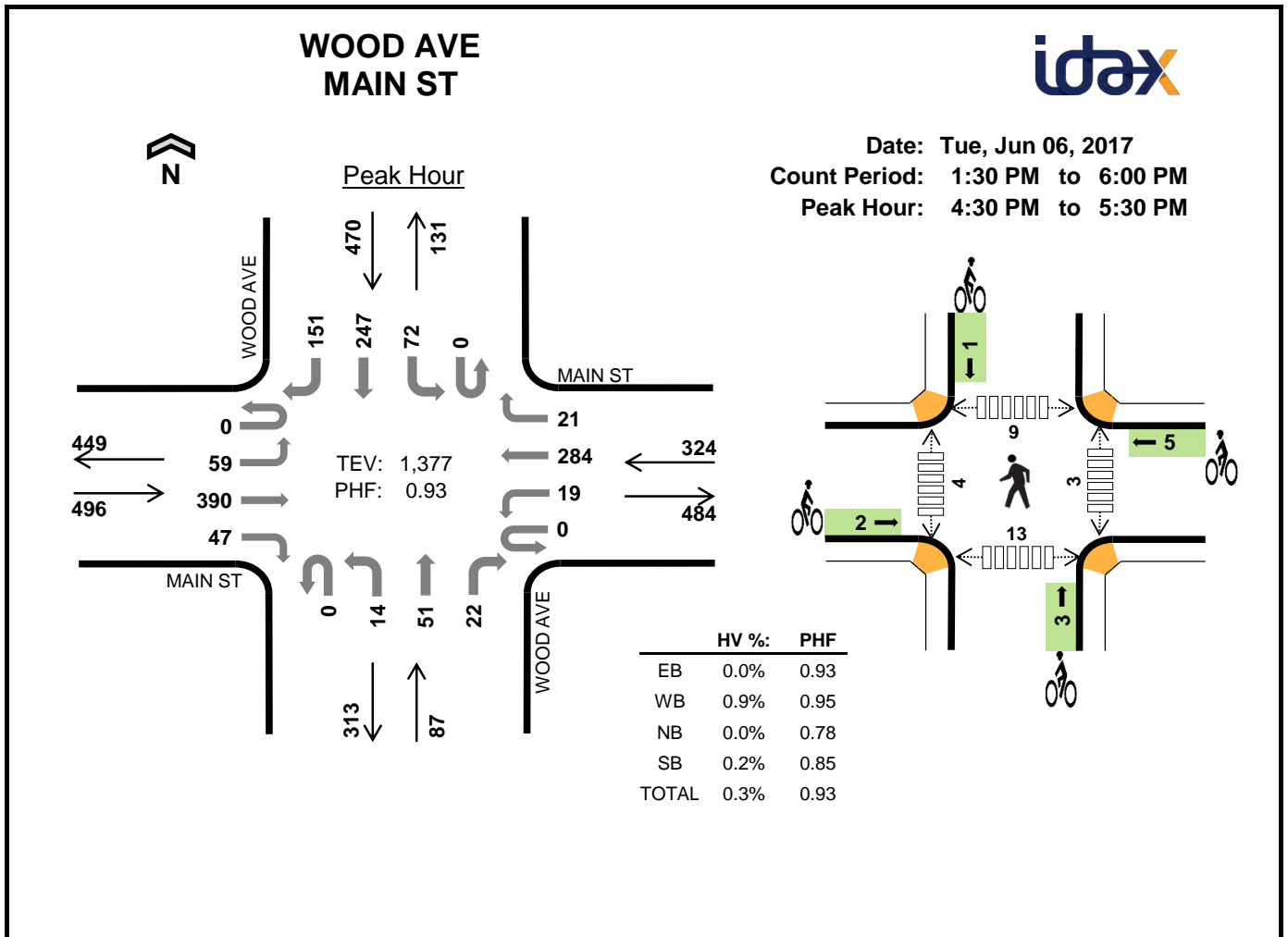


#### Two-Hour Count Summaries

Interval Start	MAIN ST Eastbound				MAIN 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		
6:30 AM	0	13	27	0	0	1	40	4	0	5	15	0	0	2	3	8	118	0
6:45 AM	0	22	33	3	0	2	41	14	0	7	28	1	0	5	13	10	179	0
7:00 AM	0	9	33	4	0	1	42	29	0	3	61	1	0	5	17	9	214	0
7:15 AM	0	15	22	1	0	1	51	26	0	8	44	2	0	5	20	14	209	720
7:30 AM	0	3	25	1	0	2	39	8	0	6	15	1	0	8	10	13	131	733
7:45 AM	0	12	36	2	0	2	36	6	0	10	17	2	0	5	8	6	142	696
8:00 AM	0	6	23	2	0	1	32	7	0	6	14	1	0	4	10	9	115	597
8:15 AM	0	8	27	5	0	2	45	4	0	10	9	4	0	6	8	10	138	526
Count Total	0	88	226	18	0	12	326	98	0	55	203	12	0	40	89	79	1,246	0
Peak Hour	0	49	113	9	0	6	173	77	0	24	148	5	0	23	60	46	733	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
6:30 AM	1	1	0	0	2	0	1	0	0	1	0	0	0	1	1
6:45 AM	0	2	0	0	2	1	0	1	0	2	0	1	1	1	3
7:00 AM	1	2	0	1	4	0	0	0	0	0	0	1	3	3	7
7:15 AM	0	1	0	0	1	0	0	1	0	1	1	0	2	2	5
7:30 AM	0	1	0	0	1	0	0	0	1	1	0	0	0	1	1
7:45 AM	0	1	1	0	2	0	0	0	0	0	0	0	1	2	3
8:00 AM	1	1	1	1	4	0	0	0	0	0	0	0	3	1	4
8:15 AM	1	0	1	0	2	1	0	0	0	1	0	0	0	2	2
Count Total	4	9	3	2	18	2	1	2	1	6	1	2	10	13	26
Peak Hour	1	6	0	1	8	1	0	2	1	4	1	2	6	7	16



**Four-and-a-Half-Hour Count Summaries**

Interval Start	MAIN ST Eastbound				MAIN 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		
4:30 PM	0	13	111	9	0	4	62	11	0	4	9	2	0	23	60	44	352	0
4:45 PM	0	16	96	15	0	4	71	7	0	1	15	7	0	23	69	47	371	0
5:00 PM	0	12	84	12	0	4	75	1	0	4	15	2	0	11	63	28	311	0
5:15 PM	0	18	99	11	0	7	76	2	0	5	12	11	0	15	55	32	343	1,377
Peak Hour	0	59	390	47	0	19	284	21	0	14	51	22	0	72	247	151	1,377	0

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

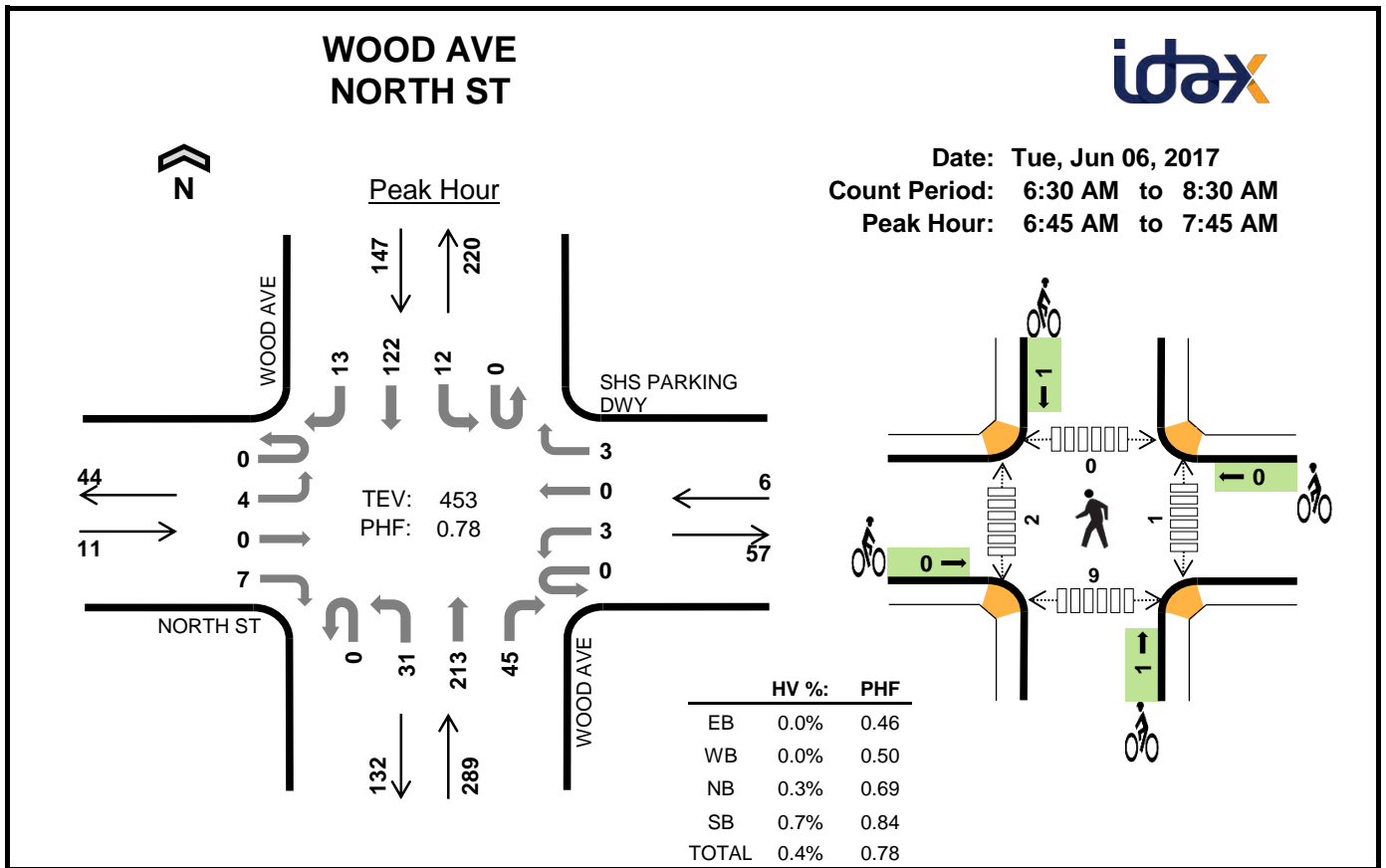
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	0	0	0	1	1	1	2	1	0	4	1	3	4	1	9
4:45 PM	0	1	0	0	1	0	0	0	0	0	2	1	0	5	8
5:00 PM	0	0	0	0	0	0	2	2	1	5	0	0	5	3	8
5:15 PM	0	2	0	0	2	1	1	0	0	2	0	0	0	4	4
Peak Hour	0	3	0	1	4	2	5	3	1	11	3	4	9	13	29

Four-and-a-Half-Hour Count Summaries																		
Interval Start	MAIN ST				MAIN 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		
1:30 PM	0	8	59	2	0	3	64	8	0	7	9	2	0	20	9	21	212	0
1:45 PM	0	6	80	5	0	0	80	4	0	3	8	3	0	13	10	11	223	0
2:00 PM	0	5	72	5	0	2	63	4	0	2	9	1	0	8	13	11	195	0
2:15 PM	0	8	62	7	0	3	49	13	0	7	9	3	0	18	32	26	237	867
2:30 PM	0	7	73	10	0	6	71	20	0	6	19	5	0	30	44	39	330	985
2:45 PM	0	7	80	6	0	4	88	12	0	4	12	2	0	31	31	19	296	1,058
3:00 PM	0	8	68	7	0	4	86	13	0	5	14	4	0	21	36	29	295	1,158
3:15 PM	0	10	77	12	0	1	61	12	0	9	15	9	0	16	24	27	273	1,194
3:30 PM	0	9	91	9	0	3	67	6	0	9	12	8	0	33	54	41	342	1,206
3:45 PM	0	13	71	8	0	3	72	10	0	11	11	4	0	15	57	45	320	1,230
4:00 PM	0	11	70	4	0	4	60	5	0	8	14	7	0	25	62	40	310	1,245
4:15 PM	0	20	90	7	0	4	65	13	0	3	11	6	0	12	48	37	316	1,288
4:30 PM	0	13	111	9	0	4	62	11	0	4	9	2	0	23	60	44	352	1,298
4:45 PM	0	16	96	15	0	4	71	7	0	1	15	7	0	23	69	47	371	1,349
5:00 PM	0	12	84	12	0	4	75	1	0	4	15	2	0	11	63	28	311	1,350
5:15 PM	0	18	99	11	0	7	76	2	0	5	12	11	0	15	55	32	343	1,377
5:30 PM	0	8	91	7	0	6	76	6	0	3	12	7	0	13	38	24	291	1,316
5:45 PM	0	16	82	8	0	5	46	13	0	2	12	6	0	15	35	19	259	1,204
Count Total	0	195	1,456	144	0	67	1,232	160	0	93	218	89	0	342	740	540	5,276	0
Peak Hour	0	59	390	47	0	19	284	21	0	14	51	22	0	72	247	151	1,377	0

Note: Four-and-a-half-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
1:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	4	0	4
1:45 PM	0	2	0	1	3	0	0	0	0	0	1	0	1	1	3
2:00 PM	0	1	0	0	1	2	1	0	0	3	1	0	1	0	2
2:15 PM	1	3	0	1	5	0	0	0	0	0	1	0	10	0	11
2:30 PM	0	3	0	0	3	0	4	0	2	6	2	0	3	2	7
2:45 PM	0	0	0	1	1	0	1	1	0	2	0	0	3	1	4
3:00 PM	0	0	0	1	1	1	1	0	0	2	6	2	18	0	26
3:15 PM	0	0	1	0	1	0	1	0	0	1	3	4	4	4	15
3:30 PM	0	0	0	0	0	0	1	0	1	2	0	1	0	3	4
3:45 PM	0	0	0	1	1	0	0	0	0	0	0	2	9	6	17
4:00 PM	0	1	0	1	2	1	0	1	0	2	0	0	3	0	3
4:15 PM	0	0	0	0	0	1	2	1	2	6	5	0	6	5	16
4:30 PM	0	0	0	1	1	1	2	1	0	4	1	3	4	1	9
4:45 PM	0	1	0	0	1	0	0	0	0	0	2	1	0	5	8
5:00 PM	0	0	0	0	0	0	2	2	1	5	0	0	5	3	8
5:15 PM	0	2	0	0	2	1	1	0	0	2	0	0	0	4	4
5:30 PM	0	1	0	1	2	3	1	0	0	4	2	1	1	2	6
5:45 PM	0	0	0	0	0	2	0	0	1	3	0	2	6	4	12
Count Total	2	14	1	8	25	12	17	6	7	42	24	16	78	41	159
Peak Hour	0	3	0	1	4	2	5	3	1	11	3	4	9	13	29



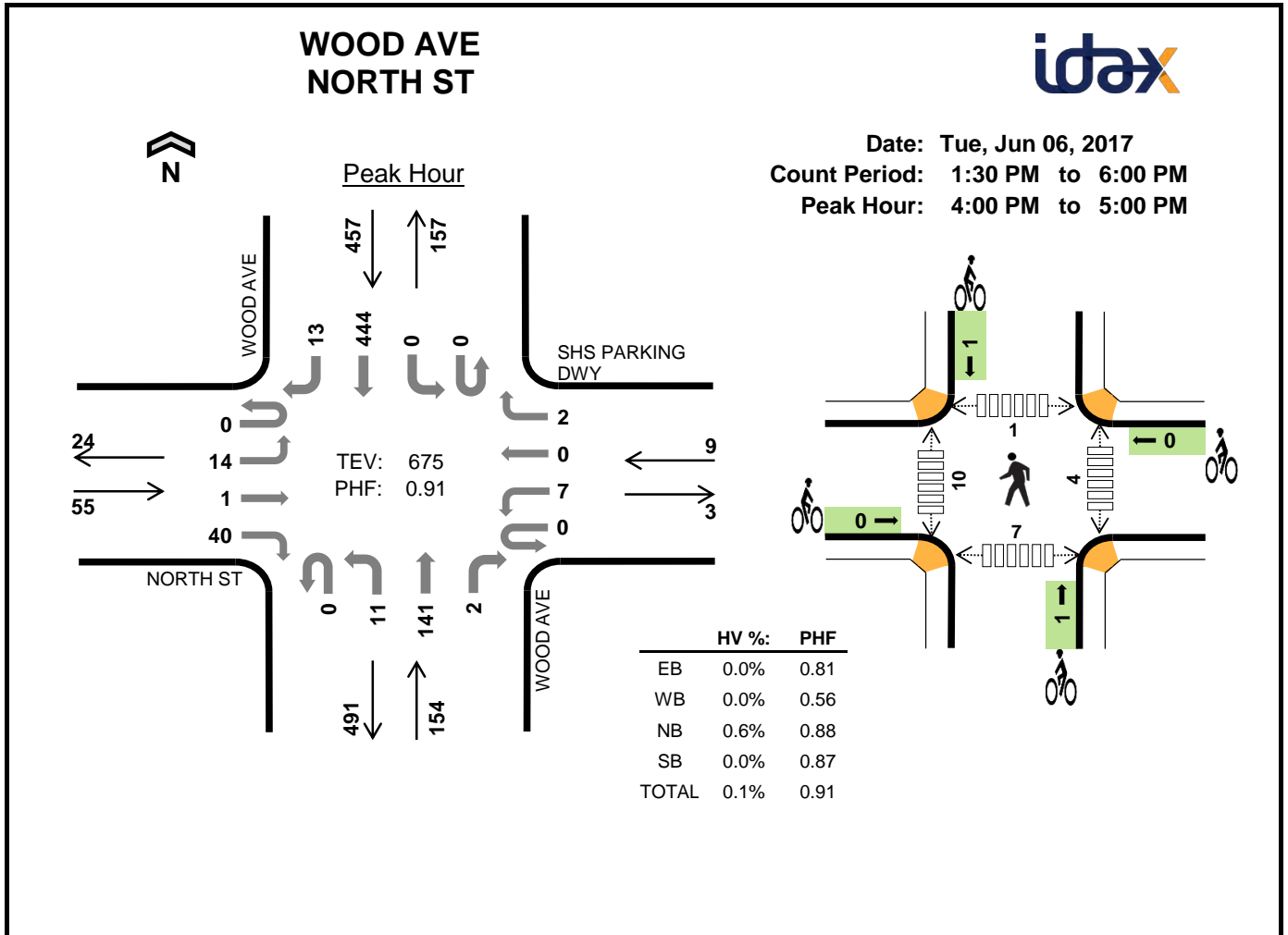


**Two-Hour Count Summaries**

Interval Start	NORTH ST				SHS PARKING 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		
6:30 AM	0	0	0	0	0	0	0	0	0	6	29	1	0	0	16	0	52	0
6:45 AM	0	1	0	0	0	1	0	0	0	5	54	7	0	4	27	6	105	0
7:00 AM	0	2	0	4	0	1	0	0	0	7	66	31	0	4	28	3	146	0
7:15 AM	0	0	0	2	0	0	0	3	0	10	74	6	0	4	37	3	139	442
7:30 AM	0	1	0	1	0	1	0	0	0	9	19	1	0	0	30	1	63	453
7:45 AM	0	0	0	3	0	1	1	0	0	9	25	2	0	1	16	4	62	410
8:00 AM	0	4	0	3	0	0	1	1	0	4	24	1	0	3	21	2	64	328
8:15 AM	0	6	0	0	0	0	1	2	0	1	20	2	0	0	23	2	57	246
Count Total	0	14	0	13	0	4	3	6	0	51	311	51	0	16	198	21	688	0
Peak Hour	0	4	0	7	0	3	0	3	0	31	213	45	0	12	122	13	453	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
6:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	3
6:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	5	5
7:00 AM	0	0	0	1	1	0	0	0	0	0	1	1	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
7:30 AM	0	0	1	0	1	0	0	0	1	1	0	1	0	0	1
7:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	1	2	0	0	0	0	0	0	3	0	1	4
8:15 AM	1	0	1	2	4	0	0	0	0	0	0	1	3	1	5
Count Total	1	0	4	4	9	0	0	1	1	2	2	7	3	12	24
Peak Hour	0	0	1	1	2	0	0	1	1	2	1	2	0	9	12



**Four-and-a-Half-Hour Count Summaries**

Interval Start	NORTH ST				SHS PARKING 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	6	0	11	0	3	0	1	0	2	30	0	0	0	108	5	166	0
4:15 PM	0	3	0	7	0	0	0	0	0	5	39	0	0	0	95	1	150	0
4:30 PM	0	3	0	14	0	3	0	1	0	2	32	1	0	0	117	0	173	0
4:45 PM	0	2	1	8	0	1	0	0	0	2	40	1	0	0	124	7	186	675
Peak Hour	0	14	1	40	0	7	0	2	0	11	141	2	0	0	444	13	675	0

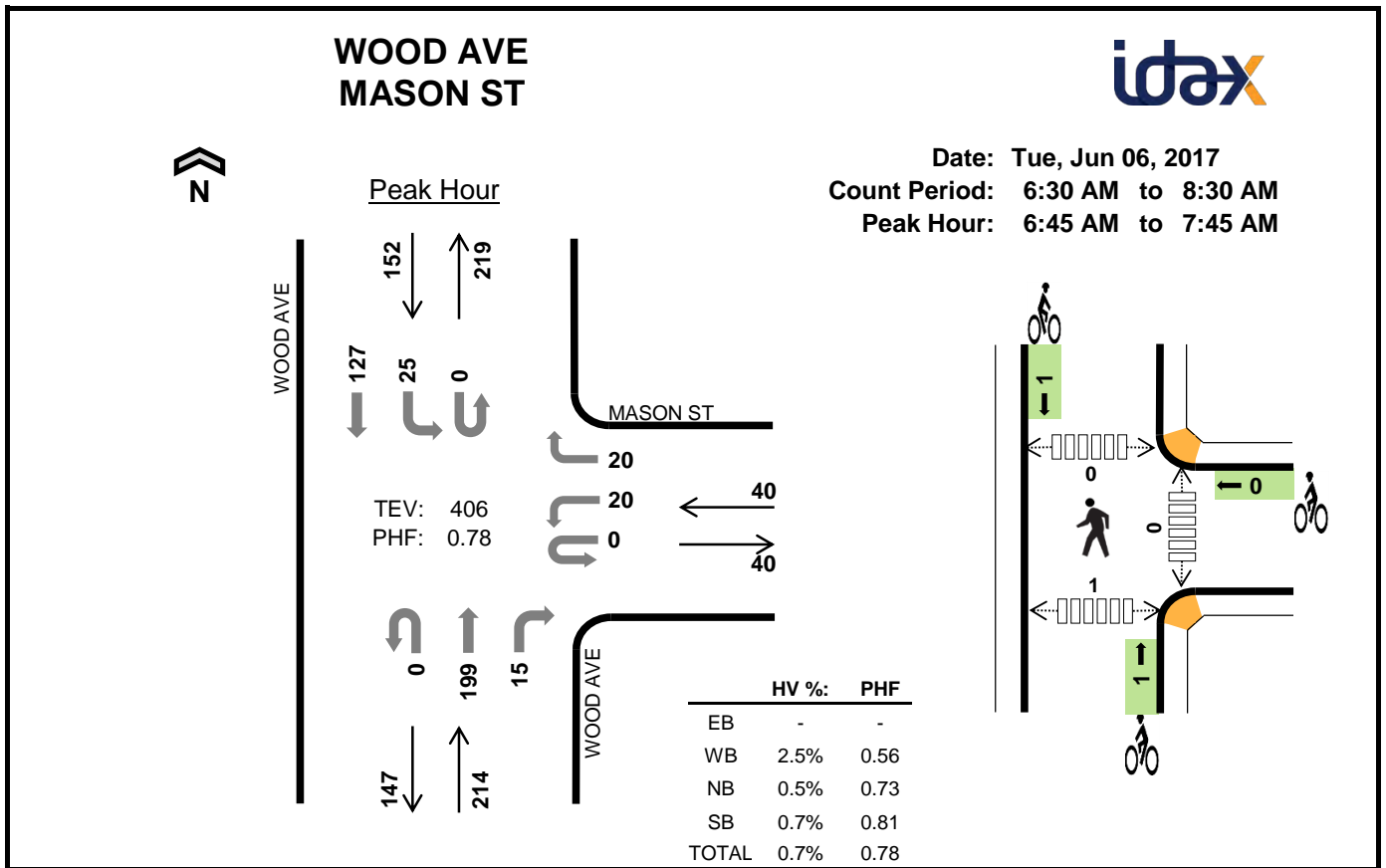
Note: For all three-hour count summary, see next page.

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	1	1	0	2	1	1	4
4:15 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	4	3	0	6	13
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
Peak Hour	0	0	1	0	1	0	0	1	1	2	4	10	1	7	22

Four-and-a-Half-Hour Count Summaries																		
Interval Start	NORTH ST				SHS PARKING 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		
1:30 PM	0	2	0	5	0	0	0	0	0	1	26	1	0	0	41	5	81	0
1:45 PM	0	3	0	4	0	0	0	0	0	2	15	1	0	0	29	2	56	0
2:00 PM	0	3	0	5	0	0	0	0	0	0	19	0	0	0	27	2	56	0
2:15 PM	0	3	0	2	0	7	2	7	0	1	31	0	0	0	74	3	130	323
2:30 PM	0	3	0	4	0	9	0	6	0	2	45	0	0	0	85	4	158	400
2:45 PM	0	2	0	8	0	3	0	1	0	3	24	1	0	0	67	6	115	459
3:00 PM	0	7	0	5	0	4	0	0	0	8	29	0	0	1	77	2	133	536
3:15 PM	0	5	0	2	0	2	0	0	0	2	36	3	0	0	60	4	114	520
3:30 PM	0	2	0	12	0	2	0	2	0	0	29	1	0	0	120	7	175	537
3:45 PM	0	2	0	9	0	3	0	1	0	3	31	0	0	0	109	3	161	583
4:00 PM	0	6	0	11	0	3	0	1	0	2	30	0	0	0	108	5	166	616
4:15 PM	0	3	0	7	0	0	0	0	0	5	39	0	0	0	95	1	150	652
4:30 PM	0	3	0	14	0	3	0	1	0	2	32	1	0	0	117	0	173	650
4:45 PM	0	2	1	8	0	1	0	0	0	2	40	1	0	0	124	7	186	675
5:00 PM	0	5	0	8	0	0	0	1	0	0	27	0	0	0	93	4	138	647
5:15 PM	0	3	0	10	0	1	0	1	0	3	35	0	0	0	82	1	136	633
5:30 PM	0	6	0	8	0	1	0	0	0	3	26	0	0	0	67	0	111	571
5:45 PM	0	5	0	8	0	1	0	0	0	3	38	0	0	0	54	2	111	496
Count Total	0	65	1	130	0	40	2	21	0	42	552	9	0	1	1,429	58	2,350	0
Peak Hour	0	14	1	40	0	7	0	2	0	11	141	2	0	0	444	13	675	0

Note: Four-and-a-half-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
1:30 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
1:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1
2:00 PM	0	0	0	1	1	0	0	0	2	2	0	1	0	1	2
2:15 PM	0	0	3	0	3	0	0	0	0	0	0	2	1	7	10
2:30 PM	0	0	3	0	3	0	0	0	1	1	3	1	1	1	6
2:45 PM	1	0	0	1	2	0	0	1	0	1	0	1	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	2	3	0	3	8
3:15 PM	0	0	0	0	0	0	0	0	0	0	4	1	2	0	7
3:30 PM	0	0	1	0	1	0	0	0	1	1	0	3	0	0	3
3:45 PM	0	0	0	1	1	0	0	0	0	0	1	2	0	4	7
4:00 PM	0	0	1	0	1	0	0	0	1	1	0	2	1	1	4
4:15 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	4	3	0	6	13
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
5:00 PM	0	0	0	0	0	0	0	1	0	1	0	2	1	0	3
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	1	1	2	1	2	0	1	4
5:45 PM	0	0	0	0	0	0	0	0	2	2	2	0	0	1	3
Count Total	1	0	9	4	14	0	0	4	9	13	17	29	6	26	78
Peak Hour	0	0	1	0	1	0	0	1	1	2	4	10	1	7	22

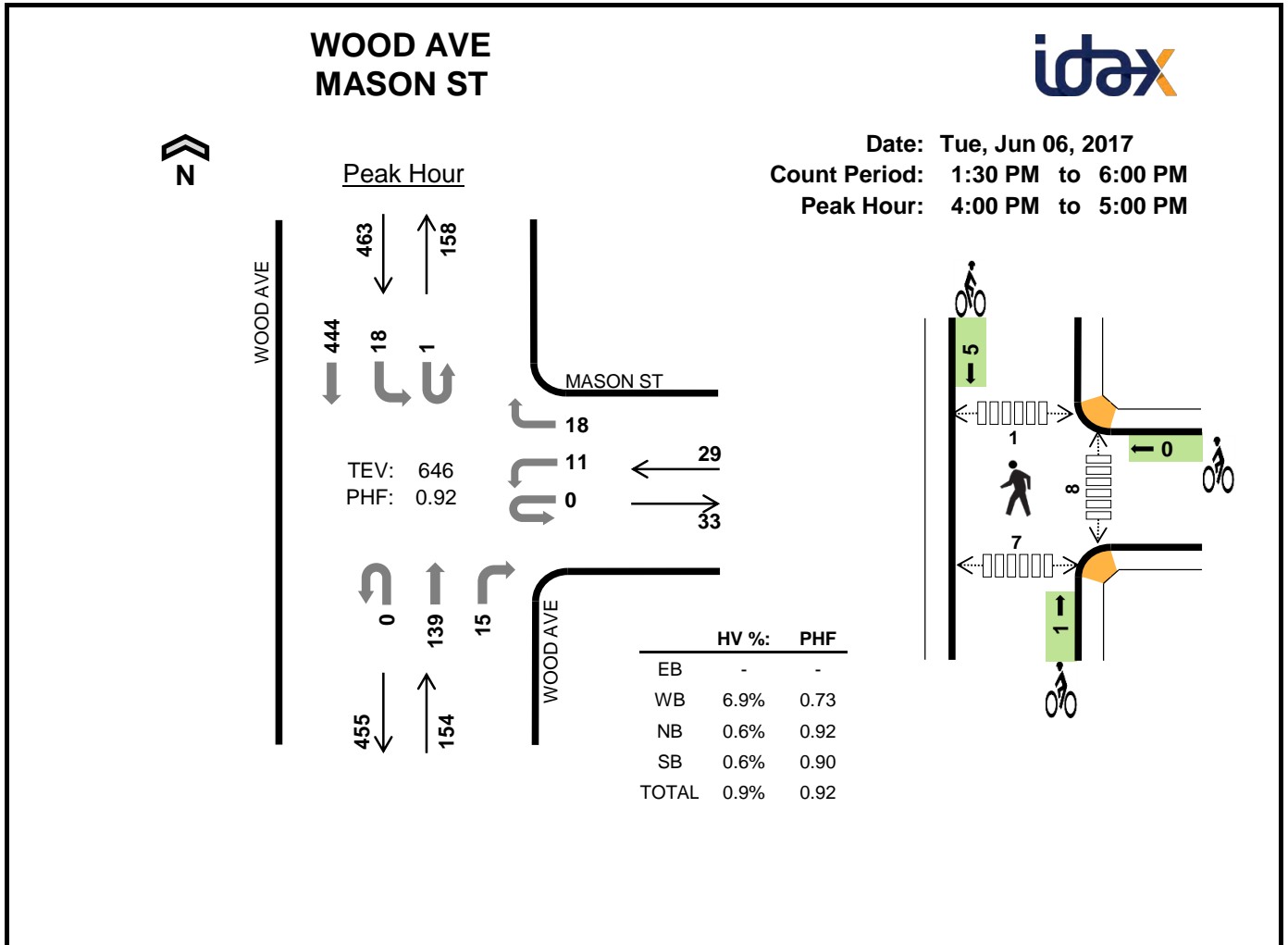


### Two-Hour Count Summaries

Interval Start	0				MASON 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	3	0	5	0	0	27	2	0	2	13	0	52	0
6:45 AM	0	0	0	0	0	5	0	2	0	0	52	3	0	2	33	0	97	0
7:00 AM	0	0	0	0	0	1	0	8	0	0	61	4	0	14	33	0	121	0
7:15 AM	0	0	0	0	0	11	0	7	0	0	65	8	0	6	33	0	130	400
7:30 AM	0	0	0	0	0	3	0	3	0	0	21	0	0	3	28	0	58	406
7:45 AM	0	0	0	0	0	0	0	1	0	0	25	0	0	1	21	0	48	357
8:00 AM	0	0	0	0	0	1	0	5	0	0	28	1	0	0	26	0	61	297
8:15 AM	0	0	0	0	0	5	0	3	1	0	23	5	0	2	17	0	56	223
Count Total	0	0	0	0	0	29	0	34	1	0	302	23	0	30	204	0	623	0
Peak Hour	0	0	0	0	0	20	0	20	0	0	199	15	0	25	127	0	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
6:30 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	1	2
6:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
7:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:30 AM	0	1	1	0	2	0	0	0	1	1	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	1	2	3	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	1	1	2	0	0	0	0	0	0	0	0	1	1
Count Total	0	2	3	4	9	0	0	1	1	2	1	0	0	4	5
Peak Hr	0	1	1	1	3	0	0	1	1	2	0	0	0	1	1



**Four-and-a-Half-Hour Count Summaries**

Interval Start	0				MASON 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	0	0	0	3	0	7	0	0	34	3	0	5	112	0	164	0
4:15 PM	0	0	0	0	0	3	0	6	0	0	39	3	1	5	92	0	149	0
4:30 PM	0	0	0	0	0	2	0	2	0	0	31	3	0	4	115	0	157	0
4:45 PM	0	0	0	0	0	3	0	3	0	0	35	6	0	4	125	0	176	646
Peak Hour	0	0	0	0	0	11	0	18	0	0	139	15	1	18	444	0	646	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	1	2	0	0	0	2	2	0	0	1	1	2
4:15 PM	0	2	0	0	2	0	0	1	1	2	1	0	0	1	2
4:30 PM	0	0	0	1	1	0	0	0	0	0	6	0	0	2	8
4:45 PM	0	0	0	1	1	0	0	0	2	2	1	0	0	3	4
Peak Hour	0	2	1	3	6	0	0	1	5	6	8	0	1	7	16

Four-and-a-Half-Hour Count Summaries																			
Interval Start	0				MASON 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			
1:30 PM	0	0	0	0	0	3	0	0	0	0	0	26	2	0	1	44	0	76	0
1:45 PM	0	0	0	0	0	2	0	0	0	0	0	16	2	0	0	29	0	49	0
2:00 PM	0	0	0	0	0	2	0	2	0	0	0	20	3	0	4	28	0	59	0
2:15 PM	0	0	0	0	0	15	0	12	0	0	0	35	2	0	6	64	0	134	318
2:30 PM	0	0	0	0	0	14	0	10	0	0	0	54	2	0	4	73	0	157	399
2:45 PM	0	0	0	0	0	4	0	8	0	0	0	26	1	0	5	69	0	113	463
3:00 PM	0	0	0	0	0	4	0	6	0	0	0	35	1	0	6	76	0	128	532
3:15 PM	0	0	0	0	0	6	0	6	0	0	0	37	3	0	0	58	0	110	508
3:30 PM	0	0	0	0	0	7	0	10	0	0	0	31	2	0	5	119	0	174	525
3:45 PM	0	0	0	0	0	4	0	6	0	0	0	33	1	0	2	108	0	154	566
4:00 PM	0	0	0	0	0	3	0	7	0	0	0	34	3	0	5	112	0	164	602
4:15 PM	0	0	0	0	0	3	0	6	0	0	0	39	3	1	5	92	0	149	641
4:30 PM	0	0	0	0	0	2	0	2	0	0	0	31	3	0	4	115	0	157	624
4:45 PM	0	0	0	0	0	3	0	3	0	0	0	35	6	0	4	125	0	176	646
5:00 PM	0	0	0	0	0	4	0	7	0	0	0	28	5	0	1	93	0	138	620
5:15 PM	0	0	0	0	0	4	0	4	0	0	0	38	2	0	1	80	0	129	600
5:30 PM	0	0	0	0	0	0	0	2	0	0	0	29	3	0	0	68	0	102	545
5:45 PM	0	0	0	0	0	3	0	5	0	0	0	40	4	0	3	52	0	107	476
Count Total	0	0	0	0	0	83	0	96	0	0	0	587	48	1	56	1,405	0	2,276	0
Peak Hour	0	0	0	0	0	11	0	18	0	0	0	139	15	1	18	444	0	646	0

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

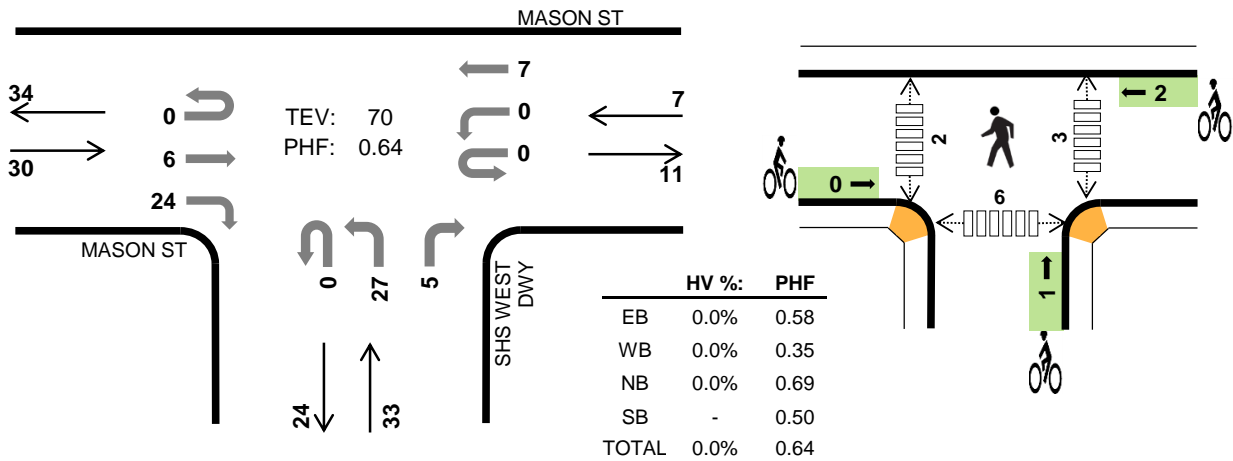
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	1	0	1
1:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	1	1	0	0	0	2	2	1	0	0	1	2
2:15 PM	0	0	2	0	2	0	0	0	0	0	2	0	0	3	5
2:30 PM	0	0	3	0	3	0	0	0	1	1	3	0	1	0	4
2:45 PM	0	1	1	1	3	0	0	0	0	0	1	0	1	0	2
3:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
3:15 PM	0	0	0	0	0	0	0	0	0	0	7	0	2	2	11
3:30 PM	0	0	1	0	1	0	0	0	1	1	1	0	0	0	1
3:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	1	1	2	0	0	0	2	2	0	0	1	1	2
4:15 PM	0	2	0	0	2	0	0	1	1	2	1	0	0	1	2
4:30 PM	0	0	0	1	1	0	0	0	0	0	6	0	0	2	8
4:45 PM	0	0	0	1	1	0	0	0	2	2	1	0	0	3	4
5:00 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	1	2
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	1	1	1	0	0	1	2
5:45 PM	0	0	0	0	0	0	0	1	2	3	1	0	0	0	1
Count Total	0	4	9	6	19	0	0	2	13	15	29	0	6	16	51
Peak Hr	0	2	1	3	6	0	0	1	5	6	8	0	1	7	16

# SHS WEST DWY MASON ST



Peak Hour

Date: Tue, Jun 06, 2017  
 Count Period: 6:30 AM to 8:30 AM  
 Peak Hour: 6:30 AM to 7:30 AM



## Two-Hour Count Summaries

Interval Start	MASON ST Eastbound				MASON ST Westbound				SHS WEST 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	1	0	0	0	1	0	0	5	0	2	0	0	0	1	10	0
6:45 AM	0	0	0	5	0	0	0	0	0	4	1	1	0	0	0	0	11	0
7:00 AM	0	0	2	11	0	0	1	0	0	7	0	1	0	0	0	1	23	0
<b>7:15 AM</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>72</b>
7:30 AM	0	0	0	2	0	0	0	0	0	4	0	0	0	0	1	0	7	69
7:45 AM	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	4	62
8:00 AM	0	0	1	0	0	1	1	0	0	3	0	2	0	0	1	0	9	48
8:15 AM	0	0	4	1	0	2	5	0	0	3	1	1	0	0	0	0	17	37
Count Total	0	0	11	29	0	3	13	0	0	37	2	10	0	0	0	0	105	0
Peak Hour	0	0	6	24	0	0	7	0	0	27	1	5	0	0	0	0	70	0

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

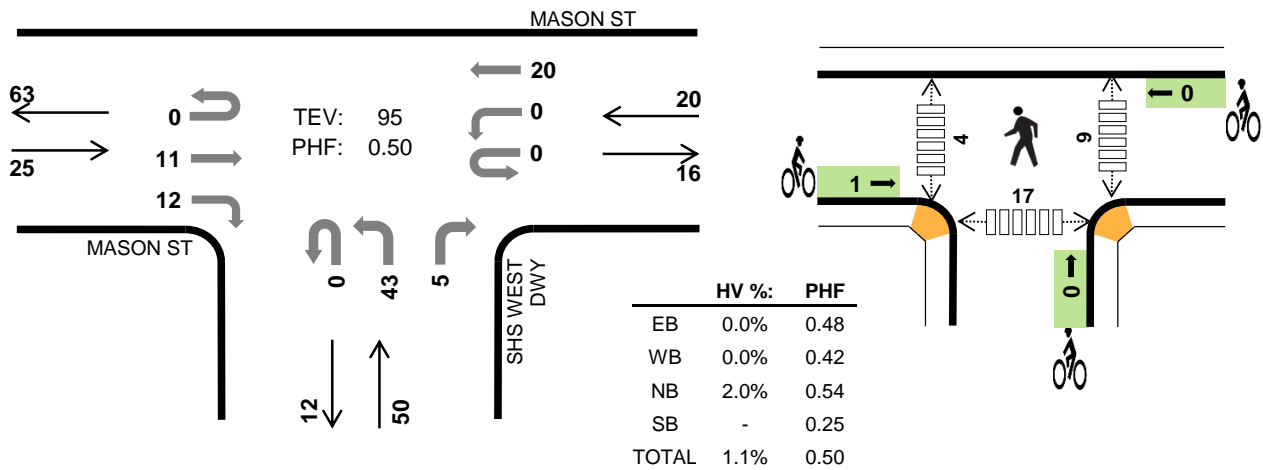
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
6:45 AM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2
7:00 AM	0	0	0	0	0	0	1	0	0	1	1	0	1	3	5
<b>7:15 AM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>
7:30 AM	0	0	1	0	1	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	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1
Count Total	1	1	1	0	3	0	2	1	0	3	5	2	1	6	14
Peak Hr	0	0	0	0	0	0	2	1	0	3	3	2	1	6	12

# SHS WEST DWY MASON ST



Peak Hour

Date: Tue, Jun 06, 2017  
 Count Period: 1:30 PM to 6:00 PM  
 Peak Hour: 2:15 PM to 3:15 PM



### Four-and-a-Half-Hour Count Summaries

Interval Start	MASON ST Eastbound				MASON ST Westbound				SHS WEST 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		
2:15 PM	0	0	8	5	0	0	12	0	0	20	0	3	0	0	0	0	48	0
2:30 PM	0	0	3	1	0	0	5	0	0	10	1	0	0	0	0	0	20	0
2:45 PM	0	1	0	2	0	0	1	0	0	8	0	1	0	0	0	0	13	0
3:00 PM	0	1	0	4	0	0	2	0	0	5	1	1	0	0	0	0	14	95
Peak Hour	0	2	11	12	0	0	20	0	0	43	2	5	0	0	0	0	95	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	0	0	0	0	0	0	0	0	5	1	4	14	24
2:30 PM	0	0	0	0	0	1	0	0	0	1	2	3	3	3	11
2:45 PM	0	0	1	0	1	0	0	0	0	0	2	0	1	0	3
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	1	0	1	1	0	0	0	1	9	4	8	17	38

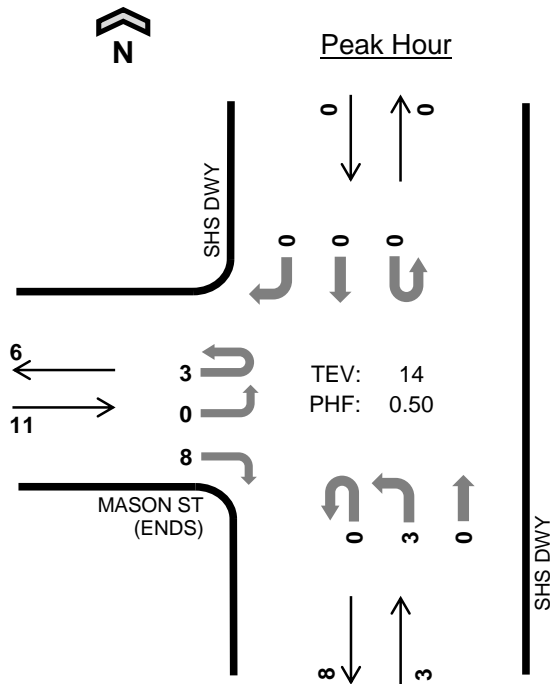


Four-and-a-Half-Hour Count Summaries																		
Interval Start	MASON ST				MASON ST				SHS WEST DWY				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:30 PM	0	1	1	0	0	1	1	0	0	0	0	1	0	0	0	0	5	0
1:45 PM	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0
2:00 PM	1	0	3	1	0	0	2	0	0	1	0	2	0	0	0	1	11	0
<b>2:15 PM</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>48</b>	68
<b>2:30 PM</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	83
<b>2:45 PM</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>14</b>	93
<b>3:00 PM</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	96
3:15 PM	0	0	1	1	0	0	2	0	0	7	1	1	0	0	0	1	14	62
3:30 PM	0	2	1	4	0	0	2	0	0	9	0	1	0	0	0	2	21	63
3:45 PM	0	1	0	0	0	1	1	0	0	4	1	0	0	0	0	1	9	58
4:00 PM	0	0	2	3	0	0	3	0	0	6	0	0	0	0	0	0	14	58
4:15 PM	0	0	1	3	0	0	1	0	0	3	1	0	0	0	0	0	9	53
4:30 PM	0	0	3	0	0	0	2	0	0	1	0	0	0	0	1	0	7	39
4:45 PM	0	0	2	2	0	0	4	0	0	1	0	4	0	0	0	0	13	43
5:00 PM	1	0	3	0	0	0	4	0	0	3	0	0	0	0	0	0	11	40
5:15 PM	0	0	1	0	0	0	1	0	0	1	1	1	0	0	0	2	7	38
5:30 PM	0	0	2	0	0	0	1	0	0	0	0	1	0	0	0	0	4	35
5:45 PM	0	1	5	0	0	0	5	0	0	0	1	0	0	0	0	2	14	36
Count Total	2	8	37	26	0	2	51	0	0	79	7	16	0	0	0	0	228	0
Peak Hour	0	2	11	12	0	0	20	0	0	43	2	5	0	0	0	0	95	0

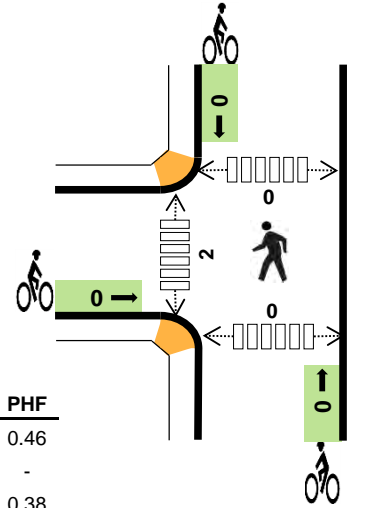
Note: Four-and-a-half-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
<b>2:15 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>14</b>	<b>24</b>
<b>2:30 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>11</b>
<b>2:45 PM</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>
<b>3:00 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
3:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	3	4
3:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	1	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	6	8	8
4:15 PM	0	0	1	0	1	2	1	0	0	3	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:45 PM	0	0	0	0	0	2	0	0	2	4	1	0	0	1	1
5:00 PM	1	1	0	0	2	0	0	0	0	0	0	0	1	1	1
5:15 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	1	1	1
Count Total	1	1	2	0	4	6	3	1	0	10	15	10	15	22	62
Peak Hr	0	0	1	0	1	1	0	0	0	1	9	4	8	17	38

### SHS DWY MASON ST (ENDS)



Date: Tue, Jun 06, 2017  
 Count Period: 6:30 AM to 8:30 AM  
 Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	9.1%	0.46
WB	-	-
NB	0.0%	0.38
SB	-	-
TOTAL	7.1%	0.50

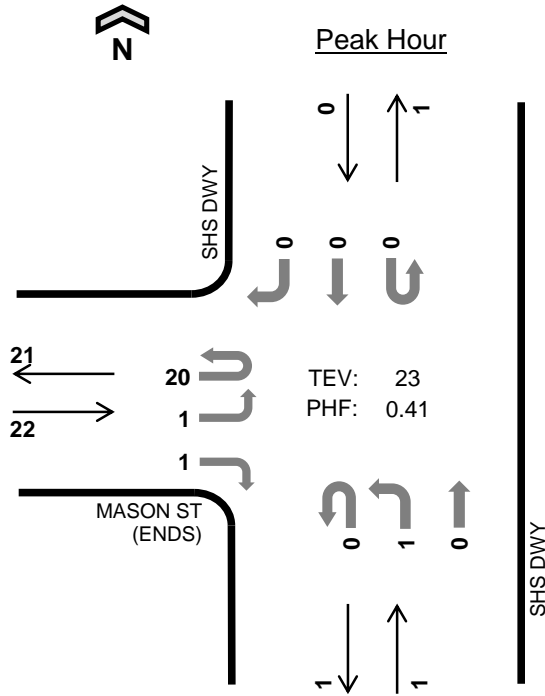
#### Two-Hour Count Summaries

Interval Start	MASON ST (ENDS)				0				SHS DWY				SHS DWY				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	2	0	0	0	0	0	1	0	0	0	0	0	0	3	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	5	9
<b>7:30 AM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
7:45 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	8
8:00 AM	0	0	0	3	0	0	0	0	0	2	0	0	0	0	0	0	5	12
<b>8:15 AM</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>14</b>
Count Total	8	0	0	10	0	0	0	0	0	5	0	0	0	0	0	0	23	0
Peak Hour	3	0	0	8	0	0	0	0	0	3	0	0	0	0	0	0	14	0

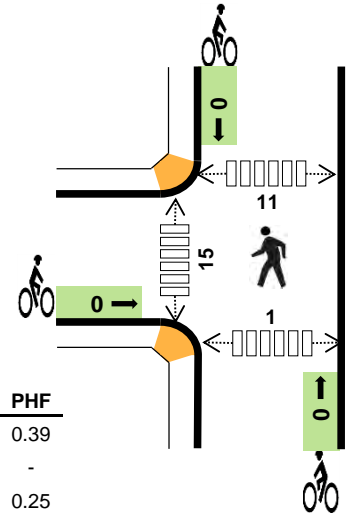
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
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	0	0	0	0	1	2	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	3	0	6
<b>7:30 AM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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	0	0	0	0	0
<b>8:15 AM</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>
Count Total	1	0	0	0	1	0	0	0	0	0	0	9	5	0	14
Peak Hr	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2

### SHS DWY MASON ST (ENDS)



Date: Tue, Jun 06, 2017  
 Count Period: 1:30 PM to 6:00 PM  
 Peak Hour: 1:45 PM to 2:45 PM



	HV %:	PHF
EB	0.0%	0.39
WB	-	-
NB	0.0%	0.25
SB	-	-
TOTAL	0.0%	0.41

#### Four-and-a-Half-Hour Count Summaries

Interval Start	MASON ST (ENDS)				0				SHS DWY				SHS DWY				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			
1:45 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0
2:00 PM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
2:15 PM	12	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0
2:30 PM	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	23
Peak Hour	20	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	23	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
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	12	8	1	21
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	3	0	6
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	15	11	1	27

Four-and-a-Half-Hour Count Summaries																		
Interval Start	MASON ST (ENDS)				0				SHS DWY				SHS DWY				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		
1:30 PM	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	
1:45 PM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	
2:00 PM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	
2:15 PM	12	1	0	1	0	0	0	0	0	0	0	0	0	0	0	14	22	
2:30 PM	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	23	
2:45 PM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	2	23	
3:00 PM	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	3	23	
3:15 PM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	11	
3:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	9	
3:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	8	
4:00 PM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	8	
4:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	
4:30 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7	
4:45 PM	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	10	16	
5:00 PM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	16	
5:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	17	
5:30 PM	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	18	
5:45 PM	3	0	0	2	0	0	0	0	0	0	1	0	0	0	0	6	14	
Count Total	39	2	0	14	0	0	0	0	0	0	11	0	0	0	0	66	0	
Peak Hour	20	1	0	1	0	0	0	0	0	0	1	0	0	0	0	23	0	

Note: Four-and-a-half-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
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	12	8	1	21
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	3	0	6
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	32	1	1	34
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	8	1	0	9
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4
4:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	1	1
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	0	0	1	1
5:00 PM	1	0	0	0	1	0	0	0	0	0	0	1	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	0	0	0	0	0	0	0	0	1	0	0	1
5:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1
Count Total	1	0	0	0	1	1	0	1	0	2	0	66	22	4	92
Peak Hr	0	0	0	0	0	0	0	0	0	0	0	15	11	1	27

# APPENDIX B

## Level of Service Definitions



**Sumner High School Modernization  
Transportation Technical Report**

Levels of service (LOS) are qualitative descriptions of traffic operating conditions. These levels of service are designated with letters ranging from LOS A, which is indicative of good operating conditions with little or no delay, to LOS F, which is indicative of stop-and-go conditions with frequent and lengthy delays. Levels of service for this analysis were developed using procedures presented in the *Highway Capacity Manual, 6<sup>th</sup> Edition* (Transportation Research Board, 2016).

Level of service for signalized intersections is defined in terms of delay. Delay can be a cause of driver discomfort, frustration, inefficient fuel consumption, and lost travel time. Specifically, level-of-service criteria are stated in terms of the average delay per vehicle in seconds. Delay is a complex measure and is dependent on a number of variables including: the quality of progression, cycle length, green ratio, and a volume-to-capacity ratio for the lane group or approach in question. Table A-1 shows the level of service criteria for signalized intersections from the *Highway Capacity Manual, 6<sup>th</sup> Edition*.

**Table A-1. Level of Service for Signalized Intersections**

Level of Service	Average Delay Per Vehicle	General Description
A	Less than 10.0 Seconds	Free flow
B	10.1 to 20.0 seconds	Stable flow (slight delays)
C	20.1 to 35.0 seconds	Stable flow (acceptable delays)
D	35.1 to 55.0 seconds	Approaching unstable flow (tolerable delay—occasionally wait through more than one signal cycle before proceeding.
E	55.1 to 80.0 seconds	Unstable flow (approaching capacity)
F	Greater than 80.0 seconds	Forced flow (jammed)

Source: Transportation Research Board, *Highway Capacity Manual*, 2016.

For unsignalized intersections, level of service is based on the average delay per vehicle for each turning movement. The level of service for a two-way, stop-controlled intersection is determined by the computed or measured control delay and is defined for each minor movement. Delay is related to the availability of gaps in the main street's traffic flow, and the ability of a driver to enter or pass through those gaps. Table A-2 shows the level of service criteria for unsignalized intersections from the *Highway Capacity Manual, 6<sup>th</sup> Edition*.

**Table A-2. Level of Service Criteria for Unsignalized Intersections**

Level of Service	Average Delay (seconds per vehicle)
A	Less than 10.0
B	10.1 to 15.0
C	15.1 to 25.0
D	25.1 to 35.0
E	35.1 to 50.0
F	Greater than 50.0

Source: Transportation Research Board, *Highway Capacity Manual*, 2016.
























# APPENDIX C

## Level of Service Calculations



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

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

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	84	42	85	274	59	140	500	30	23	111	49
Future Volume (veh/h)	92	84	42	85	274	59	140	500	30	23	111	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.97		0.96	0.99		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	106	97	48	98	315	68	161	575	34	26	128	56
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	288	333	165	461	417	90	525	656	39	196	390	170
Arrive On Green	0.06	0.29	0.29	0.06	0.28	0.28	0.08	0.38	0.38	0.03	0.32	0.32
Sat Flow, veh/h	1781	1162	575	1781	1478	319	1781	1744	103	1781	1217	533
Grp Volume(v), veh/h	106	0	145	98	0	383	161	0	609	26	0	184
Grp Sat Flow(s),veh/h/ln	1781	0	1737	1781	0	1798	1781	0	1847	1781	0	1750
Q Serve(g_s), s	3.3	0.0	5.2	3.0	0.0	15.4	4.6	0.0	24.3	0.8	0.0	6.3
Cycle Q Clear(g_c), s	3.3	0.0	5.2	3.0	0.0	15.4	4.6	0.0	24.3	0.8	0.0	6.3
Prop In Lane	1.00		0.33	1.00		0.18	1.00		0.06	1.00		0.30
Lane Grp Cap(c), veh/h	288	0	498	461	0	508	525	0	695	196	0	560
V/C Ratio(X)	0.37	0.00	0.29	0.21	0.00	0.75	0.31	0.00	0.88	0.13	0.00	0.33
Avail Cap(c_a), veh/h	515	0	876	694	0	906	713	0	931	483	0	882
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.8	0.0	22.0	18.4	0.0	26.0	15.0	0.0	23.0	19.7	0.0	20.5
Incr Delay (d2), s/veh	0.8	0.0	0.3	0.2	0.0	2.3	0.3	0.0	7.4	0.3	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	1.4	0.0	2.1	1.2	0.0	6.6	1.8	0.0	11.3	0.3	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.6	0.0	22.4	18.7	0.0	28.3	15.4	0.0	30.5	20.0	0.0	20.8
LnGrp LOS	C	A	C	B	A	C	B	A	C	C	A	C
Approach Vol, veh/h		251			481			770			210	
Approach Delay, s/veh		21.6			26.3			27.3			20.7	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.2	34.8	9.6	27.7	11.6	30.4	9.9	27.4				
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	2.8	26.3	5.0	7.2	6.6	8.3	5.3	17.4				
Green Ext Time (p_c), s	0.0	3.5	0.1	0.9	0.3	1.1	0.2	2.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			25.4									
HCM 6th LOS			C									



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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	175	8	5	198	78	23	148	5	20	53	41
Future Volume (veh/h)	59	175	8	5	198	78	23	148	5	20	53	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	70	208	10	6	236	93	27	176	6	24	63	49
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	1	1	1	2	2	2	0	0	0	1	1	1
Cap, veh/h	623	876	42	64	622	240	105	546	17	186	446	522
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1055	1781	86	8	1264	489	117	1665	53	337	1360	1593
Grp Volume(v), veh/h	70	0	218	335	0	0	209	0	0	87	0	49
Grp Sat Flow(s),veh/h/ln	1055	0	1867	1761	0	0	1835	0	0	1697	0	1593
Q Serve(g_s), s	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3
Cycle Q Clear(g_c), s	2.5	0.0	4.1	7.3	0.0	0.0	5.1	0.0	0.0	2.0	0.0	1.3
Prop In Lane	1.00		0.05	0.02		0.28	0.13		0.03	0.28		1.00
Lane Grp Cap(c), veh/h	623	0	918	926	0	0	668	0	0	632	0	522
V/C Ratio(X)	0.11	0.00	0.24	0.36	0.00	0.00	0.31	0.00	0.00	0.14	0.00	0.09
Avail Cap(c_a), veh/h	623	0	918	926	0	0	668	0	0	632	0	522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.5	0.0	8.9	9.7	0.0	0.0	15.5	0.0	0.0	14.4	0.0	14.2
Incr Delay (d2), s/veh	0.4	0.0	0.6	1.1	0.0	0.0	1.2	0.0	0.0	0.5	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.6	2.6	0.0	0.0	2.2	0.0	0.0	0.9	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.9	0.0	9.5	10.8	0.0	0.0	16.7	0.0	0.0	14.9	0.0	14.6
LnGrp LOS	A	A	A	B	A	A	B	A	A	B	A	B
Approach Vol, veh/h		288			335			209				136
Approach Delay, s/veh		9.4			10.8			16.7				14.8
Approach LOS		A			B			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.5		25.5		35.5		25.5				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		30.0		20.0		30.0		20.0				
Max Q Clear Time (g_c+I1), s		6.1		7.1		9.3		4.0				
Green Ext Time (p_c), s		0.2		0.2		0.4		0.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				12.2								
HCM 6th LOS				B								

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

Existing (2017) AM Peak Hour  
 HCM 6th TWSC

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	7	26	6	14	9	166	52	22	102	1
Future Vol, veh/h	1	1	7	26	6	14	9	166	52	22	102	1
Conflicting Peds, #/hr	1	0	0	0	0	1	2	0	1	2	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	56	56	56	50	50	50	79	79	79	63	63	63
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	2	2	2
Mvmt Flow	2	2	13	52	12	28	11	210	66	35	162	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	521	535	165	508	503	246	166	0	0	278	0	0
Stage 1	235	235	-	267	267	-	-	-	-	-	-	-
Stage 2	286	300	-	241	236	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	469	454	885	479	474	798	1424	-	-	1285	-	-
Stage 1	773	714	-	743	692	-	-	-	-	-	-	-
Stage 2	726	669	-	767	713	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	429	434	883	456	454	796	1421	-	-	1283	-	-
Mov Cap-2 Maneuver	429	434	-	456	454	-	-	-	-	-	-	-
Stage 1	764	691	-	735	684	-	-	-	-	-	-	-
Stage 2	681	662	-	732	690	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.1		13.3		0.3		1.4	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1421	-	-	716	524	1283	-
HCM Lane V/C Ratio	0.008	-	-	0.022	0.176	0.027	-
HCM Control Delay (s)	7.6	0	-	10.1	13.3	7.9	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.6	0.1	-

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

Existing (2017) AM Peak Hour  
 HCM 6th TWSC

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	3	70	48	24	7	8
Future Vol, veh/h	3	70	48	24	7	8
Conflicting Peds, #/hr	3	0	0	3	5	3
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	51	51	55	55	47	47
Heavy Vehicles, %	0	0	1	1	0	0
Mvmt Flow	6	137	87	44	15	17

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	134	0	-	0	266 115
Stage 1	-	-	-	-	112 -
Stage 2	-	-	-	-	154 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1463	-	-	-	727 943
Stage 1	-	-	-	-	918 -
Stage 2	-	-	-	-	879 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1459	-	-	-	720 938
Mov Cap-2 Maneuver	-	-	-	-	720 -
Stage 1	-	-	-	-	912 -
Stage 2	-	-	-	-	876 -

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1459	-	-	-	822
HCM Lane V/C Ratio	0.004	-	-	-	0.039
HCM Control Delay (s)	7.5	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

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

Existing (2017) AM Peak Hour  
 HCM 6th TWSC

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	53	0	0	71	10	0	0	0	15	0	12
Future Vol, veh/h	15	53	0	0	71	10	0	0	0	15	0	12
Conflicting Peds, #/hr	0	0	63	63	0	0	7	0	14	14	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	53	53	53	61	61	61	92	92	92	68	68	68
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	28	100	0	0	116	16	0	0	0	22	0	18

Major/Minor	Major1		Major2		Minor1			Minor2				
Conflicting Flow All	132	0	0	163	0	0	359	351	177	294	343	131
Stage 1	-	-	-	-	-	-	219	219	-	124	124	-
Stage 2	-	-	-	-	-	-	140	132	-	170	219	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1466	-	-	1428	-	-	600	577	871	662	583	924
Stage 1	-	-	-	-	-	-	788	726	-	885	797	-
Stage 2	-	-	-	-	-	-	868	791	-	837	726	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1466	-	-	1342	-	-	541	531	808	643	537	918
Mov Cap-2 Maneuver	-	-	-	-	-	-	541	531	-	643	537	-
Stage 1	-	-	-	-	-	-	726	669	-	867	797	-
Stage 2	-	-	-	-	-	-	846	791	-	809	669	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1466	-	-	1342	-	-	742
HCM Lane V/C Ratio	-	0.019	-	-	-	-	-	0.054
HCM Control Delay (s)	0	7.5	0	-	0	-	-	10.1
HCM Lane LOS	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	0.2

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

Existing (2017) AM Peak Hour  
HCM 6th TWSC

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	6	3	24	11	14	13	94	483	9	6	166	42
Future Vol, veh/h	6	3	24	11	14	13	94	483	9	6	166	42
Conflicting Peds, #/hr	3	0	8	8	0	3	12	0	9	9	0	12
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	52	52	52	56	56	56	88	88	88	69	69	69
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	2	2	2
Mvmt Flow	12	6	46	20	25	23	107	549	10	9	241	61

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1097	1084	292	1101	1109	566	314	0	0	568	0	0
Stage 1	302	302	-	777	777	-	-	-	-	-	-	-
Stage 2	795	782	-	324	332	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	192	219	752	191	211	528	1258	-	-	1004	-	-
Stage 1	712	668	-	393	410	-	-	-	-	-	-	-
Stage 2	384	408	-	692	648	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	151	194	738	160	187	522	1244	-	-	995	-	-
Mov Cap-2 Maneuver	151	194	-	160	187	-	-	-	-	-	-	-
Stage 1	644	655	-	356	371	-	-	-	-	-	-	-
Stage 2	312	370	-	632	635	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	16.5		27.8		1.3		0.2	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1244	-	-	376	225	995	-
HCM Lane V/C Ratio	0.086	-	-	0.169	0.302	0.009	-
HCM Control Delay (s)	8.2	-	-	16.5	27.8	8.7	-
HCM Lane LOS	A	-	-	C	D	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.6	1.2	0	-

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

Existing (2017) AM Peak Hour  
 HCM 6th TWSC

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	22	177	10	6	392	42	5	4	22	8	0	22
Future Vol, veh/h	22	177	10	6	392	42	5	4	22	8	0	22
Conflicting Peds, #/hr	31	0	39	39	0	31	64	0	2	2	0	64
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	77	77	77	52	52	52	58	58	58
Heavy Vehicles, %	1	1	1	1	1	1	0	0	0	0	0	0
Mvmt Flow	27	213	12	8	509	55	10	8	42	14	0	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	595	0	0	264	0	0	948	923	260	884	902	632
Stage 1	-	-	-	-	-	-	312	312	-	584	584	-
Stage 2	-	-	-	-	-	-	636	611	-	300	318	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	986	-	-	1306	-	-	243	272	784	268	280	484
Stage 1	-	-	-	-	-	-	703	661	-	501	501	-
Stage 2	-	-	-	-	-	-	469	487	-	713	657	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	957	-	-	1257	-	-	195	244	753	232	251	441
Mov Cap-2 Maneuver	-	-	-	-	-	-	195	244	-	232	251	-
Stage 1	-	-	-	-	-	-	655	616	-	470	481	-
Stage 2	-	-	-	-	-	-	399	468	-	642	612	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.9			0.1			14.6			16.8		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	435	957	-	-	1257	-	-	356
HCM Lane V/C Ratio	0.137	0.028	-	-	0.006	-	-	0.145
HCM Control Delay (s)	14.6	8.9	0	-	7.9	0	-	16.8
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.5

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

Existing (2017) AM Peak Hour  
 HCM 6th TWSC

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	162	10	40	345	6	32
Future Vol, veh/h	162	10	40	345	6	32
Conflicting Peds, #/hr	0	7	7	0	41	41
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	80	80	53	53
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	178	11	50	431	11	60

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	196	0	763 232
Stage 1	-	-	-	-	191 -
Stage 2	-	-	-	-	572 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1377	-	372 807
Stage 1	-	-	-	-	841 -
Stage 2	-	-	-	-	565 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1368	-	338 770
Mov Cap-2 Maneuver	-	-	-	-	338 -
Stage 1	-	-	-	-	795 -
Stage 2	-	-	-	-	543 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	641	-	-	1368	-
HCM Lane V/C Ratio	0.112	-	-	0.037	-
HCM Control Delay (s)	11.3	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-