

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

Forecast (2020) AM Peak Hour
 HCM 6th TWSC

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔		↔
Traffic Vol, veh/h	221	2	1	319	2	8
Future Vol, veh/h	221	2	1	319	2	8
Conflicting Peds, #/hr	0	6	6	0	0	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	82	82	50	50
Heavy Vehicles, %	2	2	2	2	0	0
Mvmt Flow	260	2	1	389	4	16

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	268	0	658 272
Stage 1	-	-	-	-	267 -
Stage 2	-	-	-	-	391 -
Critical Hdwy	-	-	4.12	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.218	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1296	-	432 772
Stage 1	-	-	-	-	782 -
Stage 2	-	-	-	-	688 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1289	-	429 764
Mov Cap-2 Maneuver	-	-	-	-	429 -
Stage 1	-	-	-	-	777 -
Stage 2	-	-	-	-	688 -

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	661	-	-	1289	-
HCM Lane V/C Ratio	0.03	-	-	0.001	-
HCM Control Delay (s)	10.6	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

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

Forecast (2020) AM Peak Hour
 HCM 6th TWSC

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	0	6	2	0	3	29	225	45	12	118	12
Future Vol, veh/h	3	0	6	2	0	3	29	225	45	12	118	12
Conflicting Peds, #/hr	0	0	10	10	0	0	2	0	2	2	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	38	38	38	42	42	42	71	71	71	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	1	1	1
Mvmt Flow	8	0	16	5	0	7	41	317	63	16	157	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	633	663	177	648	640	351	175	0	0	382	0	0
Stage 1	199	199	-	433	433	-	-	-	-	-	-	-
Stage 2	434	464	-	215	207	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	395	384	871	386	396	697	1414	-	-	1182	-	-
Stage 1	807	740	-	605	585	-	-	-	-	-	-	-
Stage 2	604	567	-	792	734	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	375	363	861	360	374	696	1411	-	-	1180	-	-
Mov Cap-2 Maneuver	375	363	-	360	374	-	-	-	-	-	-	-
Stage 1	776	727	-	581	562	-	-	-	-	-	-	-
Stage 2	576	545	-	759	722	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.2		12.3		0.7		0.7	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1411	-	-	601	507	1180	-	-
HCM Lane V/C Ratio	0.029	-	-	0.039	0.023	0.014	-	-
HCM Control Delay (s)	7.6	0	-	11.2	12.3	8.1	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.1	0	-	-

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

Forecast (2020) AM Peak Hour
 HCM 6th TWSC

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		B			A
Traffic Vol, veh/h	20	22	215	17	24	122
Future Vol, veh/h	20	22	215	17	24	122
Conflicting Peds, #/hr	2	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	58	58	76	76	72	72
Heavy Vehicles, %	2	2	0	0	1	1
Mvmt Flow	34	38	283	22	33	169

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	532	295	0	0	306
Stage 1	295	-	-	-	-
Stage 2	237	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.11
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.209
Pot Cap-1 Maneuver	508	744	-	-	1260
Stage 1	755	-	-	-	-
Stage 2	802	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	492	743	-	-	1259
Mov Cap-2 Maneuver	492	-	-	-	-
Stage 1	732	-	-	-	-
Stage 2	800	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.8	0	1.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	598	1259
HCM Lane V/C Ratio	-	-	0.121	0.026
HCM Control Delay (s)	-	-	11.8	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1

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

Forecast (2020) AM Peak Hour
 HCM 6th TWSC

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	53	19	33	88	5	5
Future Vol, veh/h	53	19	33	88	5	5
Conflicting Peds, #/hr	0	2	2	0	1	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	62	62	61	61	36	36
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	85	31	54	144	14	14

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	118	0	356	109
Stage 1	-	-	-	-	103	-
Stage 2	-	-	-	-	253	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1483	-	646	950
Stage 1	-	-	-	-	926	-
Stage 2	-	-	-	-	794	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1480	-	618	943
Mov Cap-2 Maneuver	-	-	-	-	618	-
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	793	-

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

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

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

Forecast (2020) AM Peak Hour
HCM 6th TWSC

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑	↑	
Traffic Vol, veh/h	8	33	63	600	181	33
Future Vol, veh/h	8	33	63	600	181	33
Conflicting Peds, #/hr	0	0	0	0	0	6
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	40	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	41	41	93	93	71	71
Heavy Vehicles, %	0	0	0	0	2	2
Mvmt Flow	20	80	68	645	255	46

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	743	284	307	0	-	0
Stage 1	284	-	-	-	-	-
Stage 2	459	-	-	-	-	-
Critical Hdwy	6.6	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	370	760	1265	-	-	-
Stage 1	769	-	-	-	-	-
Stage 2	609	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	346	756	1258	-	-	-
Mov Cap-2 Maneuver	432	-	-	-	-	-
Stage 1	723	-	-	-	-	-
Stage 2	605	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.4	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1258	-	659	-	-
HCM Lane V/C Ratio	0.054	-	0.152	-	-
HCM Control Delay (s)	8	-	11.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-

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

Forecast (2020) AM Peak Hour
 HCM 6th TWSC

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔			↔
Traffic Vol, veh/h	1	228	432	24	0	0
Future Vol, veh/h	1	228	432	24	0	0
Conflicting Peds, #/hr	8	0	0	8	2	64
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	78	78	92	92
Heavy Vehicles, %	1	1	5	5	2	2
Mvmt Flow	1	268	554	31	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	593	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.11	-	6.22
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.209	-	3.318
Pot Cap-1 Maneuver	988	-	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	980	-	442
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	980	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	8.7	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

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

Forecast (2020) AM Peak Hour
 HCM 6th TWSC

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	190	381	0	6	16
Future Vol, veh/h	0	190	381	0	6	16
Conflicting Peds, #/hr	4	0	0	4	41	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	80	80	79	79
Heavy Vehicles, %	2	2	1	1	68	68
Mvmt Flow	0	211	476	0	8	20

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	728 477
Stage 1	-	-	-	-	476 -
Stage 2	-	-	-	-	252 -
Critical Hdwy	-	-	-	-	7.08 6.88
Critical Hdwy Stg 1	-	-	-	-	6.08 -
Critical Hdwy Stg 2	-	-	-	-	6.08 -
Follow-up Hdwy	-	-	-	-	4.112 3.912
Pot Cap-1 Maneuver	0	-	-	0	308 474
Stage 1	0	-	-	0	508 -
Stage 2	0	-	-	0	658 -
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	-	-	-	-	308 474
Mov Cap-2 Maneuver	-	-	-	-	308 -
Stage 1	-	-	-	-	508 -
Stage 2	-	-	-	-	658 -

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

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	413
HCM Lane V/C Ratio	-	-	0.067
HCM Control Delay (s)	-	-	14.3
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

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

Forecast (2020) AM Peak Hour
 HCM 6th TWSC

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	106	180	333	64	9	34
Future Vol, veh/h	106	180	333	64	9	34
Conflicting Peds, #/hr	0	0	0	0	1	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	76	76	77	77	54	54
Heavy Vehicles, %	1	1	5	5	0	0
Mvmt Flow	139	237	432	83	17	63

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	515	0	-	0	990
Stage 1	-	-	-	-	474
Stage 2	-	-	-	-	516
Critical Hdwy	4.11	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.209	-	-	-	3.5
Pot Cap-1 Maneuver	1056	-	-	-	276
Stage 1	-	-	-	-	630
Stage 2	-	-	-	-	603
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1056	-	-	-	234
Mov Cap-2 Maneuver	-	-	-	-	234
Stage 1	-	-	-	-	534
Stage 2	-	-	-	-	603

Approach	EB	WB	SB
HCM Control Delay, s	3.3	0	14.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1056	-	-	-	448
HCM Lane V/C Ratio	0.132	-	-	-	0.178
HCM Control Delay (s)	8.9	0	-	-	14.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.5	-	-	-	0.6

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

Forecast (2020) AM Peak Hour
 HCM 6th TWSC

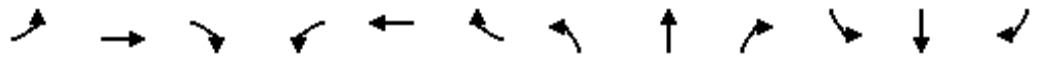
Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	24	0	0	0	34	0	0	0	0	2
Future Vol, veh/h	0	0	24	0	0	0	34	0	0	0	0	2
Conflicting Peds, #/hr	1	0	6	6	0	1	2	0	3	3	0	2
Sign Control	Free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

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

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

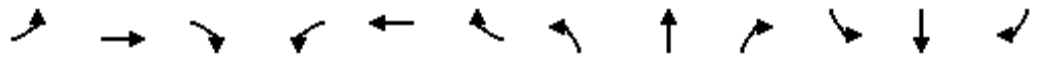
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	959	1629	-	-	1564	-	-	1080
HCM Lane V/C Ratio	0.051	-	-	-	-	-	-	0.004
HCM Control Delay (s)	9	0	-	-	0	-	-	8.3
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

Sumner High School Modernization Traffic Analysis Forecast (2020) WOP Afternoon Peak Hour
 7: Valley Ave E & Main St HCM 6th Signalized Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	288	79	218	280	36	102	274	99	133	348	75
Future Volume (veh/h)	169	288	79	218	280	36	102	274	99	133	348	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.90	0.97		0.94	0.99		0.94	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	186	316	87	240	308	40	112	301	109	146	382	82
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	2	2	2	1	1	1
Cap, veh/h	411	403	111	374	507	66	250	364	132	288	445	96
Arrive On Green	0.10	0.29	0.29	0.12	0.31	0.31	0.06	0.28	0.28	0.08	0.30	0.30
Sat Flow, veh/h	1810	1396	384	1810	1635	212	1781	1287	466	1795	1495	321
Grp Volume(v), veh/h	186	0	403	240	0	348	112	0	410	146	0	464
Grp Sat Flow(s),veh/h/ln	1810	0	1780	1810	0	1847	1781	0	1754	1795	0	1816
Q Serve(g_s), s	6.1	0.0	17.9	7.8	0.0	13.8	3.8	0.0	18.9	4.9	0.0	20.8
Cycle Q Clear(g_c), s	6.1	0.0	17.9	7.8	0.0	13.8	3.8	0.0	18.9	4.9	0.0	20.8
Prop In Lane	1.00		0.22	1.00		0.11	1.00		0.27	1.00		0.18
Lane Grp Cap(c), veh/h	411	0	513	374	0	573	250	0	495	288	0	541
V/C Ratio(X)	0.45	0.00	0.78	0.64	0.00	0.61	0.45	0.00	0.83	0.51	0.00	0.86
Avail Cap(c_a), veh/h	552	0	826	476	0	857	446	0	814	458	0	843
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	19.2	0.0	28.2	20.0	0.0	25.3	22.1	0.0	29.0	21.5	0.0	28.5
Incr Delay (d2), s/veh	0.8	0.0	2.7	1.9	0.0	1.0	1.3	0.0	3.7	1.4	0.0	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	7.8	3.3	0.0	6.0	1.6	0.0	8.2	2.1	0.0	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.0	0.0	30.9	21.9	0.0	26.3	23.4	0.0	32.7	22.9	0.0	34.0
LnGrp LOS	C	A	C	C	A	C	C	A	C	C	A	C
Approach Vol, veh/h		589			588			522			610	
Approach Delay, s/veh		27.4			24.5			30.7			31.3	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.9	29.3	15.1	29.9	10.5	30.7	13.3	31.7				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	15.0	40.0	15.0	40.0	15.0	40.0	15.0	40.0				
Max Q Clear Time (g_c+I1), s	6.9	20.9	9.8	19.9	5.8	22.8	8.1	15.8				
Green Ext Time (p_c), s	0.2	2.5	0.3	2.5	0.2	2.8	0.3	2.2				
Intersection Summary												
HCM 6th Ctrl Delay				28.5								
HCM 6th LOS				C								

Sumner High School Modernization Traffic Analysis Forecast (2020) WOP Afternoon Peak Hour
 15: Wood Ave & Main St HCM 6th Signalized Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	297	31	28	334	58	23	57	27	102	148	117
Future Volume (veh/h)	33	297	31	28	334	58	23	57	27	102	148	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.95	0.98		0.94	0.99		0.97	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1870	1870	1870	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	38	338	35	32	380	66	26	65	31	116	168	133
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	2	2	2	0	0	0	1	1	1
Cap, veh/h	528	827	86	92	716	119	135	306	126	265	350	505
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	944	1683	174	58	1456	243	193	932	383	556	1066	1541
Grp Volume(v), veh/h	38	0	373	478	0	0	122	0	0	284	0	133
Grp Sat Flow(s),veh/h/ln	944	0	1857	1757	0	0	1508	0	0	1622	0	1541
Q Serve(g_s), s	0.0	0.0	7.8	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	3.9
Cycle Q Clear(g_c), s	1.9	0.0	7.8	11.1	0.0	0.0	8.6	0.0	0.0	8.4	0.0	3.9
Prop In Lane	1.00		0.09	0.07		0.14	0.21		0.25	0.41		1.00
Lane Grp Cap(c), veh/h	528	0	913	927	0	0	566	0	0	615	0	505
V/C Ratio(X)	0.07	0.00	0.41	0.52	0.00	0.00	0.22	0.00	0.00	0.46	0.00	0.26
Avail Cap(c_a), veh/h	528	0	913	927	0	0	566	0	0	615	0	505
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.4	0.0	9.9	10.7	0.0	0.0	14.8	0.0	0.0	16.5	0.0	15.1
Incr Delay (d2), s/veh	0.3	0.0	1.4	2.0	0.0	0.0	0.9	0.0	0.0	2.5	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	3.0	4.2	0.0	0.0	1.2	0.0	0.0	3.3	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.6	0.0	11.2	12.8	0.0	0.0	15.7	0.0	0.0	18.9	0.0	16.3
LnGrp LOS	A	A	B	B	A	A	B	A	A	B	A	B
Approach Vol, veh/h		411			478			122				417
Approach Delay, s/veh		11.0			12.8			15.7				18.1
Approach LOS		B			B			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.5		25.5		35.5		25.5				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		30.0		20.0		30.0		20.0				
Max Q Clear Time (g_c+I1), s		9.8		10.6		13.1		10.4				
Green Ext Time (p_c), s		0.4		0.1		0.6		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				14.1								
HCM 6th LOS				B								

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

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	3	6	83	4	3	13	144	37	31	222	1
Future Vol, veh/h	2	3	6	83	4	3	13	144	37	31	222	1
Conflicting Peds, #/hr	3	0	3	3	0	3	8	0	4	4	0	8
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	69	69	74	74	74	76	76	76	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0	4	4	4	0	0	0
Mvmt Flow	3	4	9	112	5	4	17	189	49	37	264	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	602	623	276	600	599	221	273	0	0	242	0	0
Stage 1	347	347	-	252	252	-	-	-	-	-	-	-
Stage 2	255	276	-	348	347	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.14	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.236	-	-	2.2	-	-
Pot Cap-1 Maneuver	414	405	768	416	418	824	1279	-	-	1336	-	-
Stage 1	673	638	-	757	702	-	-	-	-	-	-	-
Stage 2	754	685	-	672	638	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	388	381	760	390	393	819	1269	-	-	1331	-	-
Mov Cap-2 Maneuver	388	381	-	390	393	-	-	-	-	-	-	-
Stage 1	658	612	-	742	688	-	-	-	-	-	-	-
Stage 2	730	671	-	636	612	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.1		18		0.5		0.9	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1269	-	-	526	397	1331	-	-
HCM Lane V/C Ratio	0.013	-	-	0.03	0.306	0.028	-	-
HCM Control Delay (s)	7.9	0	-	12.1	18	7.8	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.3	0.1	-	-

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

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	2	73	106	7	8	2
Future Vol, veh/h	2	73	106	7	8	2
Conflicting Peds, #/hr	6	0	0	6	7	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	65	65	69	69	83	83
Heavy Vehicles, %	1	1	0	0	0	0
Mvmt Flow	3	112	154	10	10	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	170	0	0	290	165
Stage 1	-	-	-	165	-
Stage 2	-	-	-	125	-
Critical Hdwy	4.11	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	5.4	-
Follow-up Hdwy	2.209	-	-	3.5	3.3
Pot Cap-1 Maneuver	1413	-	-	705	885
Stage 1	-	-	-	869	-
Stage 2	-	-	-	906	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	1405	-	-	695	880
Mov Cap-2 Maneuver	-	-	-	695	-
Stage 1	-	-	-	862	-
Stage 2	-	-	-	901	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1405	-	-	-	726
HCM Lane V/C Ratio	0.002	-	-	-	0.017
HCM Control Delay (s)	7.6	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

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

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	87	0	0	92	36	0	0	0	11	0	8
Future Vol, veh/h	6	87	0	0	92	36	0	0	0	11	0	8
Conflicting Peds, #/hr	11	0	53	53	0	11	1	0	18	18	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	68	68	68	62	62	62	92	92	92	59	59	59
Heavy Vehicles, %	1	1	1	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	128	0	0	148	58	0	0	0	19	0	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	217	0	0	181	0	0	384	416	199	352	387	189
Stage 1	-	-	-	-	-	-	199	199	-	188	188	-
Stage 2	-	-	-	-	-	-	185	217	-	164	199	-
Critical Hdwy	4.11	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1359	-	-	1407	-	-	578	530	847	607	551	858
Stage 1	-	-	-	-	-	-	807	740	-	818	748	-
Stage 2	-	-	-	-	-	-	821	727	-	843	740	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1345	-	-	1336	-	-	536	495	790	587	515	848
Mov Cap-2 Maneuver	-	-	-	-	-	-	536	495	-	587	515	-
Stage 1	-	-	-	-	-	-	761	698	-	804	741	-
Stage 2	-	-	-	-	-	-	807	720	-	823	698	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1345	-	-	1336	-	-	674
HCM Lane V/C Ratio	-	0.007	-	-	-	-	-	0.048
HCM Control Delay (s)		0	7.7	0	-	0	-	10.6
HCM Lane LOS		A	A	A	-	A	-	B
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

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

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	17	18	106	7	9	32	60	273	18	25	481	8
Future Vol, veh/h	17	18	106	7	9	32	60	273	18	25	481	8
Conflicting Peds, #/hr	5	0	6	6	0	5	16	0	9	9	0	16
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	84	84	84	77	77	77	97	97	97
Heavy Vehicles, %	1	1	1	0	0	0	0	0	0	0	0	0
Mvmt Flow	23	25	145	8	11	38	78	355	23	26	496	8

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1120	1111	522	1175	1104	381	520	0	0	387	0	0
Stage 1	568	568	-	532	532	-	-	-	-	-	-	-
Stage 2	552	543	-	643	572	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	185	210	557	170	213	671	1056	-	-	1183	-	-
Stage 1	509	508	-	535	529	-	-	-	-	-	-	-
Stage 2	520	521	-	465	508	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	152	185	545	103	188	662	1040	-	-	1173	-	-
Mov Cap-2 Maneuver	152	185	-	103	188	-	-	-	-	-	-	-
Stage 1	464	489	-	491	485	-	-	-	-	-	-	-
Stage 2	441	478	-	315	489	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	27.4		20.3		1.5		0.4	
HCM LOS	D		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1040	-	-	349	292	1173	-	-
HCM Lane V/C Ratio	0.075	-	-	0.553	0.196	0.022	-	-
HCM Control Delay (s)	8.7	-	-	27.4	20.3	8.1	-	-
HCM Lane LOS	A	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	3.2	0.7	0.1	-	-

Sumner High School Modernization Traffic Analysis Forecast (2020) WOP Afternoon Peak Hour
 8: Lewis Ave/Lot B & Main St HCM 6th TWSC

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	500	8	3	416	16	1	1	9	14	0	40
Future Vol, veh/h	20	500	8	3	416	16	1	1	9	14	0	40
Conflicting Peds, #/hr	45	0	33	33	0	45	0	0	68	68	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	92	92	92	55	55	55	68	68	68
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	22	562	9	3	452	17	2	2	16	21	0	59

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	514	0	0	604	0	0	1140	1164	668	1200	1160	506
Stage 1	-	-	-	-	-	-	644	644	-	512	512	-
Stage 2	-	-	-	-	-	-	496	520	-	688	648	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1062	-	-	984	-	-	180	196	462	163	197	570
Stage 1	-	-	-	-	-	-	465	471	-	548	540	-
Stage 2	-	-	-	-	-	-	559	535	-	440	469	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1016	-	-	953	-	-	151	175	419	135	176	546
Mov Cap-2 Maneuver	-	-	-	-	-	-	151	175	-	135	176	-
Stage 1	-	-	-	-	-	-	436	442	-	508	515	-
Stage 2	-	-	-	-	-	-	497	510	-	381	440	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.1			16.8			20.9		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	325	1016	-	-	953	-	-	305
HCM Lane V/C Ratio	0.062	0.022	-	-	0.003	-	-	0.26
HCM Control Delay (s)	16.8	8.6	0	-	8.8	0	-	20.9
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	1

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

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	498	8	27	406	1	27
Future Vol, veh/h	498	8	27	406	1	27
Conflicting Peds, #/hr	0	24	24	0	20	35
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	94	94	56	56
Heavy Vehicles, %	0	0	0	0	4	4
Mvmt Flow	547	9	29	432	2	48

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	580	0	1086
Stage 1	-	-	-	-	576
Stage 2	-	-	-	-	510
Critical Hdwy	-	-	4.1	-	6.44
Critical Hdwy Stg 1	-	-	-	-	5.44
Critical Hdwy Stg 2	-	-	-	-	5.44
Follow-up Hdwy	-	-	2.2	-	3.536
Pot Cap-1 Maneuver	-	-	1004	-	237
Stage 1	-	-	-	-	558
Stage 2	-	-	-	-	599
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	981	-	218
Mov Cap-2 Maneuver	-	-	-	-	218
Stage 1	-	-	-	-	524
Stage 2	-	-	-	-	588

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	14.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	445	-	-	981	-
HCM Lane V/C Ratio	0.112	-	-	0.029	-
HCM Control Delay (s)	14.1	-	-	8.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Sumner High School Modernization Traffic Analysis Forecast (2020) WOP Afternoon Peak Hour
 13: Meeker Ave & Main St HCM 6th TWSC

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔		↔
Traffic Vol, veh/h	411	10	73	418	12	77
Future Vol, veh/h	411	10	73	418	12	77
Conflicting Peds, #/hr	0	8	8	0	23	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	94	94	88	88
Heavy Vehicles, %	0	0	4	4	1	1
Mvmt Flow	472	11	78	445	14	88

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	491	0	1110
Stage 1	-	-	-	-	486
Stage 2	-	-	-	-	624
Critical Hdwy	-	-	4.14	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	-	-	2.236	-	3.509
Pot Cap-1 Maneuver	-	-	1062	-	233
Stage 1	-	-	-	-	621
Stage 2	-	-	-	-	536
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1054	-	204
Mov Cap-2 Maneuver	-	-	-	-	204
Stage 1	-	-	-	-	556
Stage 2	-	-	-	-	524

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	14.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	463	-	-	1054	-
HCM Lane V/C Ratio	0.218	-	-	0.074	-
HCM Control Delay (s)	14.9	-	-	8.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.2	-

Sumner High School Modernization Traffic Analysis Forecast (2020) WOP Afternoon Peak Hour
 14: Meade Ave & Main St HCM 6th TWSC

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	416	10	7	420	4	11
Future Vol, veh/h	416	10	7	420	4	11
Conflicting Peds, #/hr	0	16	16	0	0	7
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	90	90	75	75
Heavy Vehicles, %	0	0	2	2	7	7
Mvmt Flow	473	11	8	467	5	15

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	500	0	978 502
Stage 1	-	-	-	-	495 -
Stage 2	-	-	-	-	483 -
Critical Hdwy	-	-	4.12	-	6.47 6.27
Critical Hdwy Stg 1	-	-	-	-	5.47 -
Critical Hdwy Stg 2	-	-	-	-	5.47 -
Follow-up Hdwy	-	-	2.218	-	3.563 3.363
Pot Cap-1 Maneuver	-	-	1064	-	272 559
Stage 1	-	-	-	-	602 -
Stage 2	-	-	-	-	610 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1048	-	265 547
Mov Cap-2 Maneuver	-	-	-	-	265 -
Stage 1	-	-	-	-	587 -
Stage 2	-	-	-	-	610 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	13.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	426	-	-	1048	-
HCM Lane V/C Ratio	0.047	-	-	0.007	-
HCM Control Delay (s)	13.9	-	-	8.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

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

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	0	19	23	2	14	14	134	1	1	313	15
Future Vol, veh/h	15	0	19	23	2	14	14	134	1	1	313	15
Conflicting Peds, #/hr	2	0	11	11	0	2	7	0	5	5	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	65	65	65	77	77	77	90	90	90
Heavy Vehicles, %	3	3	3	0	0	0	4	4	4	0	0	0
Mvmt Flow	21	0	27	35	3	22	18	174	1	1	348	17

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	591	582	375	599	590	182	372	0	0	180	0	0
Stage 1	366	366	-	216	216	-	-	-	-	-	-	-
Stage 2	225	216	-	383	374	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.1	6.5	6.2	4.14	-	-	4.1	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.5	4	3.3	2.236	-	-	2.2	-	-
Pot Cap-1 Maneuver	417	423	669	416	423	866	1176	-	-	1408	-	-
Stage 1	651	621	-	791	728	-	-	-	-	-	-	-
Stage 2	775	722	-	644	621	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	395	410	658	388	410	860	1168	-	-	1401	-	-
Mov Cap-2 Maneuver	395	410	-	388	410	-	-	-	-	-	-	-
Stage 1	635	616	-	774	712	-	-	-	-	-	-	-
Stage 2	738	706	-	611	616	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	12.8		13.5		0.8			0		
HCM LOS	B		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1168	-	-	509	485	1401	-	-
HCM Lane V/C Ratio	0.016	-	-	0.094	0.124	0.001	-	-
HCM Control Delay (s)	8.1	0	-	12.8	13.5	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.4	0	-	-

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

HCM 6th TWSC

Intersection						
Int Delay, s/veh	2.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	36	156	6	21	293
Future Vol, veh/h	37	36	156	6	21	293
Conflicting Peds, #/hr	3	2	0	9	9	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	68	68	70	70	92	92
Heavy Vehicles, %	1	1	4	4	0	0
Mvmt Flow	54	53	223	9	23	318

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	604	239	0	0	241	0
Stage 1	237	-	-	-	-	-
Stage 2	367	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.1	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.2	-
Pot Cap-1 Maneuver	463	802	-	-	1337	-
Stage 1	805	-	-	-	-	-
Stage 2	703	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	448	794	-	-	1326	-
Mov Cap-2 Maneuver	448	-	-	-	-	-
Stage 1	781	-	-	-	-	-
Stage 2	701	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.8	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	571	1326
HCM Lane V/C Ratio	-	-	0.188	0.017
HCM Control Delay (s)	-	-	12.8	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1

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

Intersection

Int Delay, s/veh 3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	90	6	9	101	21	27
Future Vol, veh/h	90	6	9	101	21	27
Conflicting Peds, #/hr	0	64	64	0	12	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	68	68	68	68	46	46
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	132	9	13	149	46	59

Major/Minor

	Major1	Major2	Minor1		
Conflicting Flow All	0	0	205	0	388
Stage 1	-	-	-	-	201
Stage 2	-	-	-	-	187
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1378	-	619
Stage 1	-	-	-	-	838
Stage 2	-	-	-	-	850
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1294	-	568
Mov Cap-2 Maneuver	-	-	-	-	568
Stage 1	-	-	-	-	779
Stage 2	-	-	-	-	841

Approach

	EB	WB	NB
HCM Control Delay, s	0	0.6	11.3
HCM LOS			B

Minor Lane/Major Mvmt

	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	673	-	-	1294	-
HCM Lane V/C Ratio	0.155	-	-	0.01	-
HCM Control Delay (s)	11.3	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

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

HCM 6th TWSC

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	56	13	372	507	27
Future Vol, veh/h	18	56	13	372	507	27
Conflicting Peds, #/hr	5	2	19	0	0	19
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	40	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	81	81	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	28	86	16	459	545	29

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	846	581	593	0	-	0
Stage 1	579	-	-	-	-	-
Stage 2	267	-	-	-	-	-
Critical Hdwy	6.6	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	320	517	993	-	-	-
Stage 1	564	-	-	-	-	-
Stage 2	760	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	304	507	975	-	-	-
Mov Cap-2 Maneuver	418	-	-	-	-	-
Stage 1	545	-	-	-	-	-
Stage 2	746	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.8	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	975	-	482	-	-
HCM Lane V/C Ratio	0.016	-	0.236	-	-
HCM Control Delay (s)	8.8	-	14.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

Sumner High School Modernization Traffic Analysis Forecast (2020) WOP Afternoon Peak Hour
 9: Main St & Lot C Entry HCM 6th TWSC

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔			↔
Traffic Vol, veh/h	13	527	432	25	0	0
Future Vol, veh/h	13	527	432	25	0	0
Conflicting Peds, #/hr	24	0	0	24	0	67
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	98	98	92	92
Heavy Vehicles, %	0	0	1	1	2	2
Mvmt Flow	14	586	441	26	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	491	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1083	-	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1058	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1058	-	-	-	-
HCM Lane V/C Ratio	0.014	-	-	-	-
HCM Control Delay (s)	8.4	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Sumner High School Modernization Traffic Analysis Forecast (2020) WOP Afternoon Peak Hour
 11: Main St & Lot C Exit

HCM 6th TWSC

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	
Traffic Vol, veh/h	0	492	408	0	9	36
Future Vol, veh/h	0	492	408	0	9	36
Conflicting Peds, #/hr	2	0	0	2	19	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	92	92	73	73
Heavy Vehicles, %	0	0	0	0	36	36
Mvmt Flow	0	547	443	0	12	49

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	1009 444
Stage 1	-	-	-	-	443 -
Stage 2	-	-	-	-	566 -
Critical Hdwy	-	-	-	-	6.76 6.56
Critical Hdwy Stg 1	-	-	-	-	5.76 -
Critical Hdwy Stg 2	-	-	-	-	5.76 -
Follow-up Hdwy	-	-	-	-	3.824 3.624
Pot Cap-1 Maneuver	0	-	-	0	231 549
Stage 1	0	-	-	0	581 -
Stage 2	0	-	-	0	506 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	231 548
Mov Cap-2 Maneuver	-	-	-	-	231 -
Stage 1	-	-	-	-	581 -
Stage 2	-	-	-	-	506 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.8
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	430
HCM Lane V/C Ratio	-	-	0.143
HCM Control Delay (s)	-	-	14.8
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.5

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

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	11	477	417	27	14	75
Future Vol, veh/h	11	477	417	27	14	75
Conflicting Peds, #/hr	1	0	0	1	0	3
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	91	91	82	82
Heavy Vehicles, %	1	1	5	5	2	2
Mvmt Flow	13	542	458	30	17	91

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	489	0	-	0	1042 477
Stage 1	-	-	-	-	474 -
Stage 2	-	-	-	-	568 -
Critical Hdwy	4.11	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.209	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1079	-	-	-	254 588
Stage 1	-	-	-	-	626 -
Stage 2	-	-	-	-	567 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1078	-	-	-	249 586
Mov Cap-2 Maneuver	-	-	-	-	249 -
Stage 1	-	-	-	-	615 -
Stage 2	-	-	-	-	566 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	14.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1078	-	-	-	483
HCM Lane V/C Ratio	0.012	-	-	-	0.225
HCM Control Delay (s)	8.4	0	-	-	14.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.9

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

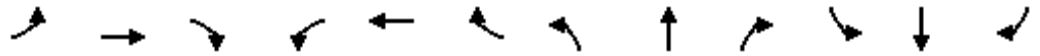
Intersection												
Int Delay, s/veh	7.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	15	0	0	0	63	0	0	0	0	1
Future Vol, veh/h	2	0	15	0	0	0	63	0	0	0	0	1
Conflicting Peds, #/hr	8	0	17	17	0	8	4	0	9	9	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	48	48	48	42	42	42	54	54	54	50	50	50
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	0	0	0
Mvmt Flow	4	0	31	0	0	0	117	0	0	0	0	2

Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	10	0	0	48	0	0	48	51	42	43	66	14
Stage 1	-	-	-	-	-	-	41	41	-	10	10	-
Stage 2	-	-	-	-	-	-	7	10	-	33	56	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.12	6.52	6.22	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4.018	3.318	3.5	4	3.3
Pot Cap-1 Maneuver	1623	-	-	1572	-	-	953	840	1029	965	829	1072
Stage 1	-	-	-	-	-	-	974	861	-	1016	891	-
Stage 2	-	-	-	-	-	-	1015	887	-	988	852	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	1611	-	-	1547	-	-	930	817	1004	948	807	1060
Mov Cap-2 Maneuver	-	-	-	-	-	-	930	817	-	948	807	-
Stage 1	-	-	-	-	-	-	955	845	-	1005	884	-
Stage 2	-	-	-	-	-	-	1009	880	-	977	836	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0	9.4	8.4
HCM LOS			A	A

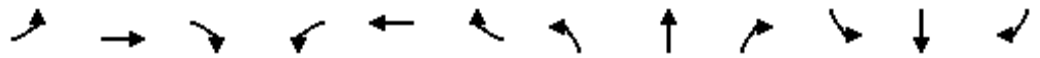
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	930	1611	-	-	1547	-	-	1060
HCM Lane V/C Ratio	0.125	0.003	-	-	-	-	-	0.002
HCM Control Delay (s)	9.4	7.2	0	-	0	-	-	8.4
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0

Sumner High School Modernization Traffic Analysis Forecast 2020 WOP PM Commute Peak Hour
 7: Valley Ave E & Main St HCM 6th Signalized Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	190	396	67	168	300	32	75	244	74	78	323	57
Future Volume (veh/h)	190	396	67	168	300	32	75	244	74	78	323	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.95	0.99		0.97	0.99		0.96	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	194	404	68	171	306	33	77	249	76	80	330	58
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	1	1	1	0	0	0	0	0	0
Cap, veh/h	440	502	84	337	517	56	266	368	112	307	419	74
Arrive On Green	0.10	0.32	0.32	0.09	0.31	0.31	0.05	0.27	0.27	0.05	0.27	0.27
Sat Flow, veh/h	1810	1571	264	1795	1666	180	1810	1381	421	1810	1569	276
Grp Volume(v), veh/h	194	0	472	171	0	339	77	0	325	80	0	388
Grp Sat Flow(s),veh/h/ln	1810	0	1835	1795	0	1846	1810	0	1802	1810	0	1845
Q Serve(g_s), s	5.3	0.0	17.5	4.7	0.0	11.5	2.2	0.0	12.0	2.3	0.0	14.5
Cycle Q Clear(g_c), s	5.3	0.0	17.5	4.7	0.0	11.5	2.2	0.0	12.0	2.3	0.0	14.5
Prop In Lane	1.00		0.14	1.00		0.10	1.00		0.23	1.00		0.15
Lane Grp Cap(c), veh/h	440	0	586	337	0	573	266	0	480	307	0	493
V/C Ratio(X)	0.44	0.00	0.81	0.51	0.00	0.59	0.29	0.00	0.68	0.26	0.00	0.79
Avail Cap(c_a), veh/h	625	0	988	536	0	994	534	0	970	574	0	993
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.6	0.0	23.2	17.1	0.0	21.7	19.5	0.0	24.4	19.0	0.0	25.3
Incr Delay (d2), s/veh	0.7	0.0	2.7	1.2	0.0	1.0	0.6	0.0	1.7	0.4	0.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	7.5	1.9	0.0	4.9	0.9	0.0	5.1	1.0	0.0	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.3	0.0	25.8	18.2	0.0	22.6	20.1	0.0	26.1	19.4	0.0	28.1
LnGrp LOS	B	A	C	B	A	C	C	A	C	B	A	C
Approach Vol, veh/h		666			510			402			468	
Approach Delay, s/veh		23.0			21.2			24.9			26.6	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	24.8	11.8	28.7	9.0	24.8	12.4	28.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	15.0	40.0	15.0	40.0	15.0	40.0	15.0	40.0				
Max Q Clear Time (g_c+I1), s	4.3	14.0	6.7	19.5	4.2	16.5	7.3	13.5				
Green Ext Time (p_c), s	0.1	2.1	0.3	3.0	0.1	2.5	0.3	2.1				
Intersection Summary												
HCM 6th Ctrl Delay				23.8								
HCM 6th LOS				C								

Sumner High School Modernization Traffic Analysis Forecast 2020 WOP PM Commute Peak Hour
 15: Wood Ave & Main St HCM 6th Signalized Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	407	36	16	291	38	16	50	25	88	246	176
Future Volume (veh/h)	64	407	36	16	291	38	16	50	25	88	246	176
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.96	1.00		0.96	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	70	447	40	18	320	42	18	55	27	97	270	193
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	1	1	1	0	0	0	0	0	0
Cap, veh/h	603	842	75	78	773	98	104	273	114	185	421	510
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1029	1713	153	33	1572	199	104	832	346	336	1286	1555
Grp Volume(v), veh/h	70	0	487	380	0	0	100	0	0	367	0	193
Grp Sat Flow(s),veh/h/ln	1029	0	1866	1805	0	0	1283	0	0	1622	0	1555
Q Serve(g_s), s	0.0	0.0	10.9	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	5.8
Cycle Q Clear(g_c), s	2.7	0.0	10.9	8.1	0.0	0.0	12.7	0.0	0.0	12.4	0.0	5.8
Prop In Lane	1.00		0.08	0.05		0.11	0.18		0.27	0.26		1.00
Lane Grp Cap(c), veh/h	603	0	918	949	0	0	490	0	0	606	0	510
V/C Ratio(X)	0.12	0.00	0.53	0.40	0.00	0.00	0.20	0.00	0.00	0.61	0.00	0.38
Avail Cap(c_a), veh/h	603	0	918	949	0	0	490	0	0	606	0	510
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.6	0.0	10.7	9.9	0.0	0.0	14.8	0.0	0.0	17.6	0.0	15.7
Incr Delay (d2), s/veh	0.4	0.0	2.2	1.3	0.0	0.0	0.9	0.0	0.0	4.4	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	4.3	3.1	0.0	0.0	1.0	0.0	0.0	4.8	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.0	0.0	12.9	11.2	0.0	0.0	15.7	0.0	0.0	22.1	0.0	17.9
LnGrp LOS	A	A	B	B	A	A	B	A	A	C	A	B
Approach Vol, veh/h		557			380			100				560
Approach Delay, s/veh		12.4			11.2			15.7				20.6
Approach LOS		B			B			B				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.5		25.5		35.5		25.5				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		30.0		20.0		30.0		20.0				
Max Q Clear Time (g_c+I1), s		12.9		14.7		10.1		14.4				
Green Ext Time (p_c), s		0.5		0.0		0.4		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				15.2								
HCM 6th LOS				B								

Sumner High School Modernization Traffic Analysis Forecast 2020 WOP PM Commute Peak Hour
 1: Wood Ave & Washington St HCM 6th TWSC

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	4	11	46	5	19	3	132	32	33	420	3
Future Vol, veh/h	6	4	11	46	5	19	3	132	32	33	420	3
Conflicting Peds, #/hr	1	0	1	1	0	1	6	0	4	4	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	78	78	78	91	91	91	85	85	85
Heavy Vehicles, %	5	5	5	1	1	1	1	1	1	0	0	0
Mvmt Flow	8	5	15	59	6	24	3	145	35	39	494	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	765	770	503	758	755	168	504	0	0	184	0	0
Stage 1	580	580	-	173	173	-	-	-	-	-	-	-
Stage 2	185	190	-	585	582	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.11	6.51	6.21	4.11	-	-	4.1	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.509	4.009	3.309	2.209	-	-	2.2	-	-
Pot Cap-1 Maneuver	316	328	563	325	339	879	1066	-	-	1403	-	-
Stage 1	495	495	-	831	758	-	-	-	-	-	-	-
Stage 2	810	737	-	499	501	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	291	311	559	301	322	875	1060	-	-	1398	-	-
Mov Cap-2 Maneuver	291	311	-	301	322	-	-	-	-	-	-	-
Stage 1	491	473	-	825	753	-	-	-	-	-	-	-
Stage 2	778	732	-	461	478	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.8		17.9		0.2		0.6	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1060	-	-	395	368	1398	-	-
HCM Lane V/C Ratio	0.003	-	-	0.071	0.244	0.028	-	-
HCM Control Delay (s)	8.4	0	-	14.8	17.9	7.6	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.9	0.1	-	-

Sumner High School Modernization Traffic Analysis Forecast 2020 WOP PM Commute Peak Hour
 2: Washington St & McMillan Ave HCM 6th TWSC

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	1	68	63	3	6	4
Future Vol, veh/h	1	68	63	3	6	4
Conflicting Peds, #/hr	7	0	0	7	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	74	74	73	73	63	63
Heavy Vehicles, %	0	0	2	2	10	10
Mvmt Flow	1	92	86	4	10	6

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	97	0	-	0	190
Stage 1	-	-	-	-	95
Stage 2	-	-	-	-	95
Critical Hdwy	4.1	-	-	-	6.5
Critical Hdwy Stg 1	-	-	-	-	5.5
Critical Hdwy Stg 2	-	-	-	-	5.5
Follow-up Hdwy	2.2	-	-	-	3.59
Pot Cap-1 Maneuver	1509	-	-	-	781
Stage 1	-	-	-	-	909
Stage 2	-	-	-	-	909
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1499	-	-	-	769
Mov Cap-2 Maneuver	-	-	-	-	769
Stage 1	-	-	-	-	902
Stage 2	-	-	-	-	903

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1499	-	-	-	827
HCM Lane V/C Ratio	0.001	-	-	-	0.019
HCM Control Delay (s)	7.4	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Sumner High School Modernization Traffic Analysis Forecast 2020 WOP PM Commute Peak Hour
 3: Lot A Dwy @ Bonney/Bonney Ave & Washington St HCM 6th TWSC

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	64	0	0	59	13	0	0	0	9	0	5
Future Vol, veh/h	6	64	0	0	59	13	0	0	0	9	0	5
Conflicting Peds, #/hr	3	0	4	4	0	3	2	0	2	2	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	92	92	92	70	100	70
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	7	7	7
Mvmt Flow	8	85	0	0	79	17	0	0	0	13	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	99	0	0	89	0	0	198	204	91	194	196	93
Stage 1	-	-	-	-	-	-	105	105	-	91	91	-
Stage 2	-	-	-	-	-	-	93	99	-	103	105	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.17	5.57	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.563	4.063	3.363
Pot Cap-1 Maneuver	1507	-	-	1519	-	-	765	696	972	755	691	951
Stage 1	-	-	-	-	-	-	906	812	-	904	810	-
Stage 2	-	-	-	-	-	-	919	817	-	891	799	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1503	-	-	1513	-	-	751	687	966	748	682	946
Mov Cap-2 Maneuver	-	-	-	-	-	-	751	687	-	748	682	-
Stage 1	-	-	-	-	-	-	897	804	-	896	808	-
Stage 2	-	-	-	-	-	-	910	815	-	884	791	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1503	-	-	1513	-	-	808
HCM Lane V/C Ratio	-	0.005	-	-	-	-	-	0.025
HCM Control Delay (s)	0	7.4	0	-	0	-	-	9.6
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

Sumner High School Modernization Traffic Analysis Forecast 2020 WOP PM Commute Peak Hour
 5: Valley Ave E & Washington St HCM 6th TWSC

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	3	9	56	10	5	28	62	261	31	19	500	13
Future Vol, veh/h	3	9	56	10	5	28	62	261	31	19	500	13
Conflicting Peds, #/hr	10	0	10	10	0	10	9	0	19	19	0	9
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	62	62	62	88	88	88	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	1	1	1	0	0	0
Mvmt Flow	4	11	67	16	8	45	70	297	35	22	575	15

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1127	1127	602	1150	1117	344	599	0	0	351	0	0
Stage 1	636	636	-	474	474	-	-	-	-	-	-	-
Stage 2	491	491	-	676	643	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.11	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.209	-	-	2.2	-	-
Pot Cap-1 Maneuver	183	206	503	177	209	703	983	-	-	1219	-	-
Stage 1	469	475	-	575	561	-	-	-	-	-	-	-
Stage 2	563	552	-	446	472	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	151	183	494	133	185	684	975	-	-	1197	-	-
Mov Cap-2 Maneuver	151	183	-	133	185	-	-	-	-	-	-	-
Stage 1	431	462	-	524	511	-	-	-	-	-	-	-
Stage 2	476	503	-	366	459	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	975	-	-	373	300	1197	-	-
HCM Lane V/C Ratio	0.072	-	-	0.217	0.231	0.018	-	-
HCM Control Delay (s)	9	-	-	17.3	20.6	8.1	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.8	0.9	0.1	-	-

Sumner High School Modernization Traffic Analysis Forecast 2020 WOP PM Commute Peak Hour
 8: Lewis Ave/Lot B & Main St HCM 6th TWSC

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	623	3	3	401	16	2	1	18	2	0	17
Future Vol, veh/h	7	623	3	3	401	16	2	1	18	2	0	17
Conflicting Peds, #/hr	100	0	6	6	0	10	4	0	0	0	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	87	87	87	66	66	66	79	79	79
Heavy Vehicles, %	0	0	0	1	1	1	0	0	0	0	0	0
Mvmt Flow	8	733	4	3	461	18	3	2	27	3	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	579	0	0	743	0	0	1248	1342	741	1342	1335	574
Stage 1	-	-	-	-	-	-	757	757	-	576	576	-
Stage 2	-	-	-	-	-	-	491	585	-	766	759	-
Critical Hdwy	4.1	-	-	4.11	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1005	-	-	869	-	-	152	154	420	131	155	522
Stage 1	-	-	-	-	-	-	403	419	-	506	505	-
Stage 2	-	-	-	-	-	-	563	501	-	398	418	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	909	-	-	864	-	-	142	136	418	108	137	470
Mov Cap-2 Maneuver	-	-	-	-	-	-	142	136	-	108	137	-
Stage 1	-	-	-	-	-	-	395	410	-	451	455	-
Stage 2	-	-	-	-	-	-	533	451	-	365	409	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			17.2			16.1		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	326	909	-	-	864	-	-	347
HCM Lane V/C Ratio	0.098	0.009	-	-	0.004	-	-	0.069
HCM Control Delay (s)	17.2	9	0	-	9.2	0	-	16.1
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.2

Sumner High School Modernization Traffic Analysis Forecast 2020 WOP PM Commute Peak Hour
 10: Bonney Ave & Main St HCM 6th TWSC

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	628	2	41	351	0	15
Future Vol, veh/h	628	2	41	351	0	15
Conflicting Peds, #/hr	0	5	5	0	2	3
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	88	88	75	75
Heavy Vehicles, %	0	0	1	1	0	0
Mvmt Flow	722	2	47	399	0	20

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	729	0	1223
Stage 1	-	-	-	-	728
Stage 2	-	-	-	-	495
Critical Hdwy	-	-	4.11	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.209	-	3.5
Pot Cap-1 Maneuver	-	-	879	-	200
Stage 1	-	-	-	-	482
Stage 2	-	-	-	-	617
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	875	-	185
Mov Cap-2 Maneuver	-	-	-	-	185
Stage 1	-	-	-	-	446
Stage 2	-	-	-	-	616

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	422	-	-	875	-
HCM Lane V/C Ratio	0.047	-	-	0.053	-
HCM Control Delay (s)	14	-	-	9.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.2	-

Sumner High School Modernization Traffic Analysis Forecast 2020 WOP PM Commute Peak Hour
 13: Meeker Ave & Main St HCM 6th TWSC

Intersection

Int Delay, s/veh 2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	531	8	63	332	5	85
Future Vol, veh/h	531	8	63	332	5	85
Conflicting Peds, #/hr	0	7	7	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	92	92	80	80
Heavy Vehicles, %	0	0	1	1	0	0
Mvmt Flow	597	9	68	361	6	106

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	613	0	1106
Stage 1	-	-	-	-	609
Stage 2	-	-	-	-	497
Critical Hdwy	-	-	4.11	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.209	-	3.5
Pot Cap-1 Maneuver	-	-	971	-	235
Stage 1	-	-	-	-	547
Stage 2	-	-	-	-	615
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	965	-	213
Mov Cap-2 Maneuver	-	-	-	-	213
Stage 1	-	-	-	-	496
Stage 2	-	-	-	-	615

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	462	-	-	965	-
HCM Lane V/C Ratio	0.244	-	-	0.071	-
HCM Control Delay (s)	15.3	-	-	9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.2	-

Sumner High School Modernization Traffic Analysis Forecast 2020 WOP PM Commute Peak Hour
 14: Meade Ave & Main St HCM 6th TWSC

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	516	10	6	341	1	16
Future Vol, veh/h	516	10	6	341	1	16
Conflicting Peds, #/hr	0	9	9	0	4	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	90	90	85	85
Heavy Vehicles, %	0	0	1	1	0	0
Mvmt Flow	586	11	7	379	1	19

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	606	998
Stage 1	-	-	-	601
Stage 2	-	-	-	397
Critical Hdwy	-	-	4.11	6.4
Critical Hdwy Stg 1	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	5.4
Follow-up Hdwy	-	-	2.209	3.5
Pot Cap-1 Maneuver	-	-	977	273
Stage 1	-	-	-	551
Stage 2	-	-	-	683
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	969	267
Mov Cap-2 Maneuver	-	-	-	267
Stage 1	-	-	-	541
Stage 2	-	-	-	680

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	476	-	-	969	-
HCM Lane V/C Ratio	0.042	-	-	0.007	-
HCM Control Delay (s)	12.9	-	-	8.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Sumner High School Modernization Traffic Analysis Forecast 2020 WOP PM Commute Peak Hour
 16: Wood Ave & North St/Lot F HCM 6th TWSC

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	0	41	7	0	2	11	147	2	0	460	13
Future Vol, veh/h	14	0	41	7	0	2	11	147	2	0	460	13
Conflicting Peds, #/hr	1	0	7	7	0	1	10	0	4	4	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	56	56	56	88	88	88	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	1	1	1	0	0	0
Mvmt Flow	17	0	51	13	0	4	13	167	2	0	529	15

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	744	746	554	767	752	173	554	0	0	173	0	0
Stage 1	547	547	-	198	198	-	-	-	-	-	-	-
Stage 2	197	199	-	569	554	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.11	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.209	-	-	2.2	-	-
Pot Cap-1 Maneuver	333	344	536	322	342	876	1021	-	-	1416	-	-
Stage 1	525	521	-	808	741	-	-	-	-	-	-	-
Stage 2	809	740	-	511	517	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	325	334	527	285	332	872	1011	-	-	1411	-	-
Mov Cap-2 Maneuver	325	334	-	285	332	-	-	-	-	-	-	-
Stage 1	513	516	-	793	728	-	-	-	-	-	-	-
Stage 2	794	727	-	459	512	-	-	-	-	-	-	-

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

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

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

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	18	145	15	18	460
Future Vol, veh/h	11	18	145	15	18	460
Conflicting Peds, #/hr	7	1	0	8	8	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	73	73	92	92	90	90
Heavy Vehicles, %	7	7	1	1	1	1
Mvmt Flow	15	25	158	16	20	511

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	732	175	0	0	182	0
Stage 1	174	-	-	-	-	-
Stage 2	558	-	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	4.11	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.209	-
Pot Cap-1 Maneuver	381	856	-	-	1399	-
Stage 1	844	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	368	849	-	-	1388	-
Mov Cap-2 Maneuver	368	-	-	-	-	-
Stage 1	820	-	-	-	-	-
Stage 2	559	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.8	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	568	1388
HCM Lane V/C Ratio	-	-	0.07	0.014
HCM Control Delay (s)	-	-	11.8	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Sumner High School Modernization Traffic Analysis Forecast 2020 WOP PM Commute Peak Hour
 4: Lot A Northeast Dwy & Washington St HCM 6th TWSC

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	72	4	8	65	10	4
Future Vol, veh/h	72	4	8	65	10	4
Conflicting Peds, #/hr	0	6	6	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	72	72	50	50
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	84	5	11	90	20	8

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	95	0	205
Stage 1	-	-	-	-	93
Stage 2	-	-	-	-	112
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1512	-	788
Stage 1	-	-	-	-	936
Stage 2	-	-	-	-	918
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1503	-	777
Mov Cap-2 Maneuver	-	-	-	-	777
Stage 1	-	-	-	-	923
Stage 2	-	-	-	-	918

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	823	-	-	1503	-
HCM Lane V/C Ratio	0.034	-	-	0.007	-
HCM Control Delay (s)	9.5	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Sumner High School Modernization Traffic Analysis Forecast 2020 WOP PM Commute Peak Hour
 6: Valley Ave E & Lot B Dwy HCM 6th TWSC

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	2	5	376	453	6
Future Vol, veh/h	5	2	5	376	453	6
Conflicting Peds, #/hr	0	0	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	40	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	35	35	94	94	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	6	5	400	515	7

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	734	524	527	0	-	0
Stage 1	524	-	-	-	-	-
Stage 2	210	-	-	-	-	-
Critical Hdwy	6.6	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	375	557	1050	-	-	-
Stage 1	598	-	-	-	-	-
Stage 2	811	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	369	554	1045	-	-	-
Mov Cap-2 Maneuver	471	-	-	-	-	-
Stage 1	592	-	-	-	-	-
Stage 2	807	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1045	-	492	-	-
HCM Lane V/C Ratio	0.005	-	0.041	-	-
HCM Control Delay (s)	8.5	-	12.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Sumner High School Modernization Traffic Analysis Forecast 2020 WOP PM Commute Peak Hour
 9: Main St & Lot C Entry HCM 6th TWSC

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕			↕
Traffic Vol, veh/h	12	633	388	32	0	0
Future Vol, veh/h	12	633	388	32	0	0
Conflicting Peds, #/hr	7	0	0	7	0	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	91	91	92	92
Heavy Vehicles, %	0	0	1	1	2	2
Mvmt Flow	14	736	426	35	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	468	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	6.22
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	3.318
Pot Cap-1 Maneuver	1104	-	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1097	-	599
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1097	-	-	-	-
HCM Lane V/C Ratio	0.013	-	-	-	-
HCM Control Delay (s)	8.3	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Sumner High School Modernization Traffic Analysis Forecast 2020 WOP PM Commute Peak Hour
 11: Main St & Lot C Exit HCM 6th TWSC

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	
Traffic Vol, veh/h	0	611	356	0	21	25
Future Vol, veh/h	0	611	356	0	21	25
Conflicting Peds, #/hr	4	0	0	4	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	85	85	64	64
Heavy Vehicles, %	0	0	1	1	0	0
Mvmt Flow	0	687	419	0	33	39

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	1108 419
Stage 1	-	-	-	-	419 -
Stage 2	-	-	-	-	689 -
Critical Hdwy	-	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	0	-	-	0	234 638
Stage 1	0	-	-	0	668 -
Stage 2	0	-	-	0	502 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	234 638
Mov Cap-2 Maneuver	-	-	-	-	234 -
Stage 1	-	-	-	-	668 -
Stage 2	-	-	-	-	502 -

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

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

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

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	17	599	368	17	12	27
Future Vol, veh/h	17	599	368	17	12	27
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	81	81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	18	651	400	18	15	33

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	419	0	0	1097	410
Stage 1	-	-	-	410	-
Stage 2	-	-	-	687	-
Critical Hdwy	4.1	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	3.5	3.3
Pot Cap-1 Maneuver	1151	-	-	238	646
Stage 1	-	-	-	674	-
Stage 2	-	-	-	503	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	1150	-	-	232	645
Mov Cap-2 Maneuver	-	-	-	232	-
Stage 1	-	-	-	656	-
Stage 2	-	-	-	502	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	14.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1150	-	-	-	417
HCM Lane V/C Ratio	0.016	-	-	-	0.115
HCM Control Delay (s)	8.2	0	-	-	14.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Sumner High School Modernization Traffic Analysis Forecast 2020 WOP PM Commute Peak Hour
 18: Lot G Dwy/apt dwy & Mason St HCM 6th TWSC

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	13	0	0	0	11	0	0	0	0	1
Future Vol, veh/h	0	0	13	0	0	0	11	0	0	0	0	1
Conflicting Peds, #/hr	6	0	0	0	0	6	2	0	2	2	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	63	63	63	67	67	67	25	25	25
Heavy Vehicles, %	0	0	0	0	0	0	6	6	6	0	0	0
Mvmt Flow	0	0	16	0	0	0	16	0	0	0	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	8	0	0	16	0	0	14	16	10	18	24	10
Stage 1	-	-	-	-	-	-	8	8	-	8	8	-
Stage 2	-	-	-	-	-	-	6	8	-	10	16	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.16	6.56	6.26	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.554	4.054	3.354	3.5	4	3.3
Pot Cap-1 Maneuver	1625	-	-	1615	-	-	992	870	1060	1001	873	1077
Stage 1	-	-	-	-	-	-	1003	881	-	1019	893	-
Stage 2	-	-	-	-	-	-	1006	881	-	1016	886	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1616	-	-	1615	-	-	986	865	1058	993	868	1069
Mov Cap-2 Maneuver	-	-	-	-	-	-	986	865	-	993	868	-
Stage 1	-	-	-	-	-	-	1003	881	-	1013	888	-
Stage 2	-	-	-	-	-	-	1000	876	-	1014	886	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	986	1616	-	-	1615	-	-	1069
HCM Lane V/C Ratio	0.017	-	-	-	-	-	-	0.004
HCM Control Delay (s)	8.7	0	-	-	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	96	42	95	299	59	149	522	38	28	130	57
Future Volume (veh/h)	107	96	42	95	299	59	149	522	38	28	130	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.97		0.96	0.99		0.97	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	123	110	48	109	344	68	171	600	44	32	149	66
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	273	350	153	454	423	84	512	665	49	184	404	179
Arrive On Green	0.07	0.29	0.29	0.06	0.28	0.28	0.09	0.39	0.39	0.03	0.33	0.33
Sat Flow, veh/h	1781	1217	531	1781	1505	297	1781	1716	126	1781	1212	537
Grp Volume(v), veh/h	123	0	158	109	0	412	171	0	644	32	0	215
Grp Sat Flow(s),veh/h/ln	1781	0	1748	1781	0	1802	1781	0	1842	1781	0	1749
Q Serve(g_s), s	4.2	0.0	6.1	3.7	0.0	18.5	5.2	0.0	28.5	1.0	0.0	8.1
Cycle Q Clear(g_c), s	4.2	0.0	6.1	3.7	0.0	18.5	5.2	0.0	28.5	1.0	0.0	8.1
Prop In Lane	1.00		0.30	1.00		0.17	1.00		0.07	1.00		0.31
Lane Grp Cap(c), veh/h	273	0	503	454	0	506	512	0	714	184	0	582
V/C Ratio(X)	0.45	0.00	0.31	0.24	0.00	0.81	0.33	0.00	0.90	0.17	0.00	0.37
Avail Cap(c_a), veh/h	559	0	806	752	0	832	771	0	850	540	0	807
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.9	0.0	24.2	20.1	0.0	29.1	15.8	0.0	25.0	21.3	0.0	22.0
Incr Delay (d2), s/veh	1.2	0.0	0.4	0.3	0.0	3.2	0.4	0.0	11.5	0.4	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	2.5	1.5	0.0	8.2	2.1	0.0	14.0	0.4	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.0	0.0	24.5	20.3	0.0	32.3	16.2	0.0	36.5	21.7	0.0	22.4
LnGrp LOS	C	A	C	C	A	C	B	A	D	C	A	C
Approach Vol, veh/h		281			521			815				247
Approach Delay, s/veh		23.9			29.8			32.2				22.3
Approach LOS		C			C			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.7	38.6	10.5	29.9	12.4	33.9	11.1	29.3				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	20.0	40.0	20.0	40.0	20.0	40.0	20.0	40.0				
Max Q Clear Time (g_c+I1), s	3.0	30.5	5.7	8.1	7.2	10.1	6.2	20.5				
Green Ext Time (p_c), s	0.0	3.0	0.2	0.9	0.4	1.3	0.2	2.5				
Intersection Summary												
HCM 6th Ctrl Delay				29.0								
HCM 6th LOS				C								

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

Forecast (2020) WProj 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)	58	194	8	29	224	112	24	146	28	39	49	44
Future Volume (veh/h)	58	194	8	29	224	112	24	146	28	39	49	44
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	69	231	10	35	267	133	29	174	33	46	58	52
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	558	881	38	99	550	257	103	469	82	283	327	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	989	1791	78	71	1118	524	112	1432	251	604	999	1593
Grp Volume(v), veh/h	69	0	241	435	0	0	236	0	0	104	0	52
Grp Sat Flow(s),veh/h/ln	989	0	1869	1712	0	0	1795	0	0	1603	0	1593
Q Serve(g_s), s	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4
Cycle Q Clear(g_c), s	3.3	0.0	4.6	10.2	0.0	0.0	6.0	0.0	0.0	2.4	0.0	1.4
Prop In Lane	1.00		0.04	0.08		0.31	0.12		0.14	0.44		1.00
Lane Grp Cap(c), veh/h	558	0	919	906	0	0	655	0	0	611	0	522
V/C Ratio(X)	0.12	0.00	0.26	0.48	0.00	0.00	0.36	0.00	0.00	0.17	0.00	0.10
Avail Cap(c_a), veh/h	558	0	919	906	0	0	655	0	0	611	0	522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.7	0.0	9.0	10.5	0.0	0.0	15.8	0.0	0.0	14.6	0.0	14.2
Incr Delay (d2), s/veh	0.5	0.0	0.7	1.8	0.0	0.0	1.5	0.0	0.0	0.6	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	1.8	3.8	0.0	0.0	2.6	0.0	0.0	1.0	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.2	0.0	9.7	12.3	0.0	0.0	17.3	0.0	0.0	15.2	0.0	14.6
LnGrp LOS	A	A	A	B	A	A	B	A	A	B	A	B
Approach Vol, veh/h		310			435			236				156
Approach Delay, s/veh		9.6			12.3			17.3				15.0
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		6.6		8.0		12.2		4.4				
Green Ext Time (p_c), s		0.3		0.2		0.5		0.1				
Intersection Summary												
HCM 6th Ctrl Delay				13.0								
HCM 6th LOS				B								

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

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

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	7	44	7	23	9	170	49	22	113	1
Future Vol, veh/h	1	1	7	44	7	23	9	170	49	22	113	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	88	14	46	11	215	62	35	179	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	551	553	182	528	523	249	183	0	0	279	0	0
Stage 1	252	252	-	270	270	-	-	-	-	-	-	-
Stage 2	299	301	-	258	253	-	-	-	-	-	-	-
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	448	444	866	464	462	795	1404	-	-	1284	-	-
Stage 1	757	702	-	740	690	-	-	-	-	-	-	-
Stage 2	714	669	-	751	701	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	399	425	864	442	442	793	1401	-	-	1282	-	-
Mov Cap-2 Maneuver	399	425	-	442	442	-	-	-	-	-	-	-
Stage 1	749	680	-	732	682	-	-	-	-	-	-	-
Stage 2	652	662	-	716	679	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	10.3		14.8		0.3		1.3			
HCM LOS	B		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1401	-	-	694	513	1282	-	-
HCM Lane V/C Ratio	0.008	-	-	0.023	0.288	0.027	-	-
HCM Control Delay (s)	7.6	0	-	10.3	14.8	7.9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.2	0.1	-	-

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

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

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	3	67	69	20	7	12
Future Vol, veh/h	3	67	69	20	7	12
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	131	125	36	15	26

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	164	0	-	0	294 149
Stage 1	-	-	-	-	146 -
Stage 2	-	-	-	-	148 -
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	1427	-	-	-	701 903
Stage 1	-	-	-	-	886 -
Stage 2	-	-	-	-	884 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1423	-	-	-	693 898
Mov Cap-2 Maneuver	-	-	-	-	693 -
Stage 1	-	-	-	-	879 -
Stage 2	-	-	-	-	881 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1423	-	-	-	810
HCM Lane V/C Ratio	0.004	-	-	-	0.05
HCM Control Delay (s)	7.5	0	-	-	9.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

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

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

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	43	10	0	77	10	2	0	14	15	0	12
Future Vol, veh/h	15	43	10	0	77	10	2	0	14	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	81	19	0	126	16	2	0	15	22	0	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	142	0	0	163	0	0	360	352	168	302	353	141
Stage 1	-	-	-	-	-	-	210	210	-	134	134	-
Stage 2	-	-	-	-	-	-	150	142	-	168	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	1453	-	-	1428	-	-	599	576	881	654	575	912
Stage 1	-	-	-	-	-	-	797	732	-	874	789	-
Stage 2	-	-	-	-	-	-	857	783	-	839	726	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1453	-	-	1342	-	-	540	530	817	624	530	906
Mov Cap-2 Maneuver	-	-	-	-	-	-	540	530	-	624	530	-
Stage 1	-	-	-	-	-	-	734	674	-	857	789	-
Stage 2	-	-	-	-	-	-	835	783	-	796	669	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.7	0	9.8	10.3
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	768	1453	-	-	1342	-	-	724
HCM Lane V/C Ratio	0.023	0.019	-	-	-	-	-	0.055
HCM Control Delay (s)	9.8	7.5	0	-	0	-	-	10.3
HCM Lane LOS	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.2

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

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

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	6	3	36	11	14	13	95	518	9	6	187	50
Future Vol, veh/h	6	3	36	11	14	13	95	518	9	6	187	50
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, %	3	3	3	0	0	0	0	0	0	2	2	2
Mvmt Flow	12	6	69	20	25	23	108	589	10	9	271	72

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1174	1161	327	1190	1192	606	355	0	0	608	0	0
Stage 1	337	337	-	819	819	-	-	-	-	-	-	-
Stage 2	837	824	-	371	373	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.1	6.5	6.2	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.5	4	3.3	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	168	194	712	166	189	501	1215	-	-	970	-	-
Stage 1	675	639	-	372	392	-	-	-	-	-	-	-
Stage 2	360	386	-	653	622	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	129	171	699	133	167	495	1201	-	-	962	-	-
Mov Cap-2 Maneuver	129	171	-	133	167	-	-	-	-	-	-	-
Stage 1	608	626	-	336	354	-	-	-	-	-	-	-
Stage 2	289	348	-	573	610	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	16.9		32.6		1.3		0.2	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1201	-	-	389	197	962	-
HCM Lane V/C Ratio	0.09	-	-	0.222	0.344	0.009	-
HCM Control Delay (s)	8.3	-	-	16.9	32.6	8.8	-
HCM Lane LOS	A	-	-	C	D	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.8	1.4	0	-

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

Forecast (2020) WProj 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	204	10	6	431	42	6	4	22	8	0	22
Future Vol, veh/h	22	204	10	6	431	42	6	4	22	8	0	22
Conflicting Peds, #/hr	31	0	39	39	0	31	64	0	2	2	0	64
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	77	77	77	52	52	52	58	58	58
Heavy Vehicles, %	1	1	1	1	1	1	0	0	0	0	0	0
Mvmt Flow	27	246	12	8	560	55	12	8	42	14	0	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	646	0	0	297	0	0	1032	1007	293	968	986	683
Stage 1	-	-	-	-	-	-	345	345	-	635	635	-
Stage 2	-	-	-	-	-	-	687	662	-	333	351	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	944	-	-	1270	-	-	213	243	751	235	250	453
Stage 1	-	-	-	-	-	-	675	640	-	470	476	-
Stage 2	-	-	-	-	-	-	440	462	-	685	636	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	916	-	-	1223	-	-	169	217	722	202	223	413
Mov Cap-2 Maneuver	-	-	-	-	-	-	169	217	-	202	223	-
Stage 1	-	-	-	-	-	-	628	595	-	440	457	-
Stage 2	-	-	-	-	-	-	371	444	-	614	591	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.1			16.3			18.3		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	379	916	-	-	1223	-	-	323
HCM Lane V/C Ratio	0.162	0.029	-	-	0.006	-	-	0.16
HCM Control Delay (s)	16.3	9	0	-	8	0	-	18.3
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0	-	-	0.6

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	199	10	42	366	6	32
Future Vol, veh/h	199	10	42	366	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	219	11	53	458	11	60

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	237	0	837	273
Stage 1	-	-	-	-	232	-
Stage 2	-	-	-	-	605	-
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	-	-	1330	-	337	766
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	545	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1321	-	304	731
Mov Cap-2 Maneuver	-	-	-	-	304	-
Stage 1	-	-	-	-	758	-
Stage 2	-	-	-	-	524	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	598	-	-	1321	-
HCM Lane V/C Ratio	0.12	-	-	0.04	-
HCM Control Delay (s)	11.8	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	244	3	40	363	4	53
Future Vol, veh/h	244	3	40	363	4	53
Conflicting Peds, #/hr	0	4	4	0	18	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	78	78	59	59
Heavy Vehicles, %	1	1	5	5	0	0
Mvmt Flow	284	3	51	465	7	90

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	291	0	875 291
Stage 1	-	-	-	-	290 -
Stage 2	-	-	-	-	585 -
Critical Hdwy	-	-	4.15	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.245	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1254	-	322 753
Stage 1	-	-	-	-	764 -
Stage 2	-	-	-	-	561 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1249	-	298 749
Mov Cap-2 Maneuver	-	-	-	-	298 -
Stage 1	-	-	-	-	719 -
Stage 2	-	-	-	-	551 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	677	-	-	1249	-
HCM Lane V/C Ratio	0.143	-	-	0.041	-
HCM Control Delay (s)	11.2	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	256	2	1	361	2	8
Future Vol, veh/h	256	2	1	361	2	8
Conflicting Peds, #/hr	0	6	6	0	0	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	82	82	50	50
Heavy Vehicles, %	2	2	2	2	0	0
Mvmt Flow	301	2	1	440	4	16

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	309	0	750 313
Stage 1	-	-	-	-	308 -
Stage 2	-	-	-	-	442 -
Critical Hdwy	-	-	4.12	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.218	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1252	-	382 732
Stage 1	-	-	-	-	750 -
Stage 2	-	-	-	-	652 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1245	-	379 724
Mov Cap-2 Maneuver	-	-	-	-	379 -
Stage 1	-	-	-	-	745 -
Stage 2	-	-	-	-	652 -

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	612	-	-	1245	-
HCM Lane V/C Ratio	0.033	-	-	0.001	-
HCM Control Delay (s)	11.1	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-