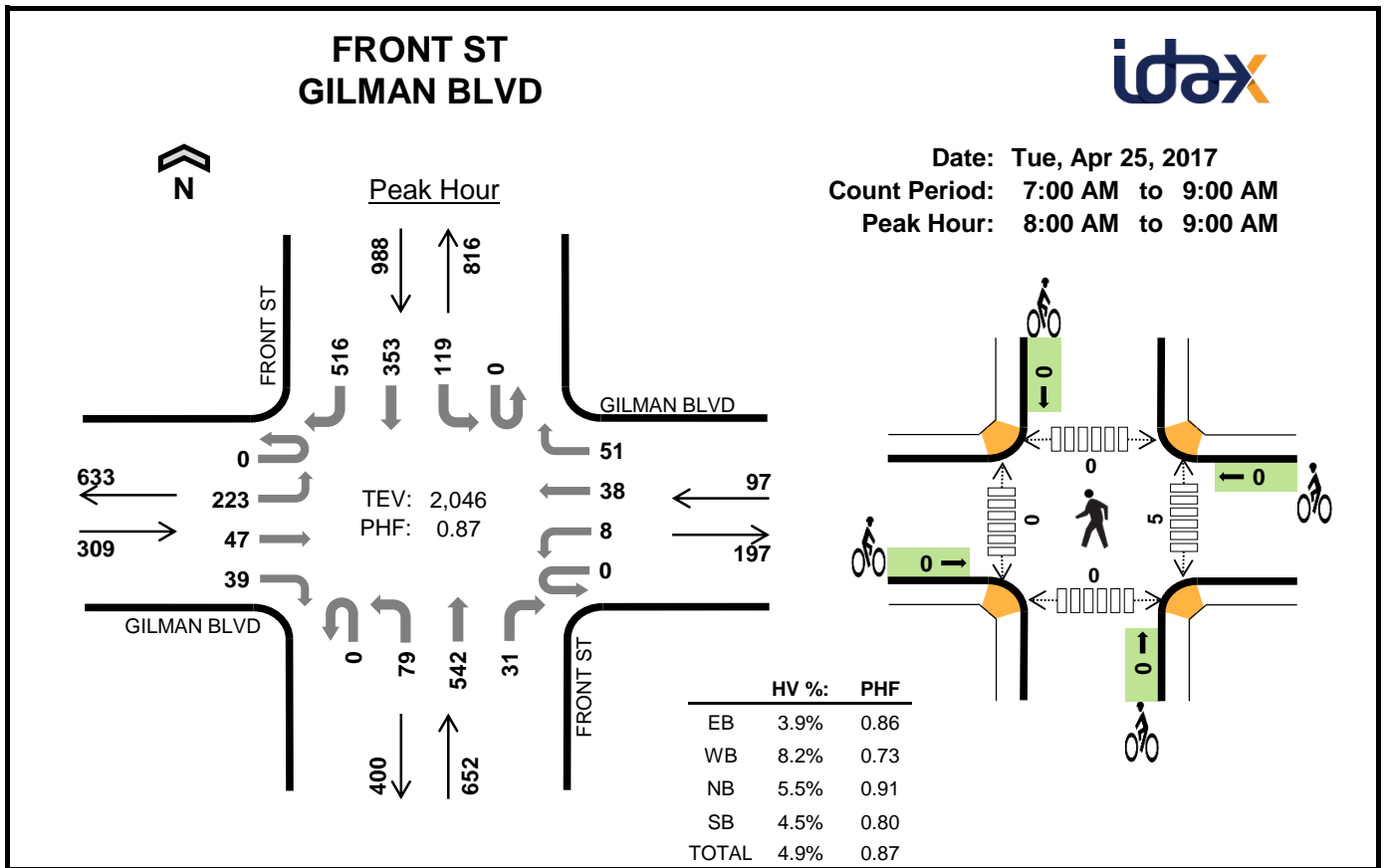


Attachment B

Issaquah-Hobart Road/Front Street Corridor Study Appendixes

Appendix A: Traffic Counts & Speed Data

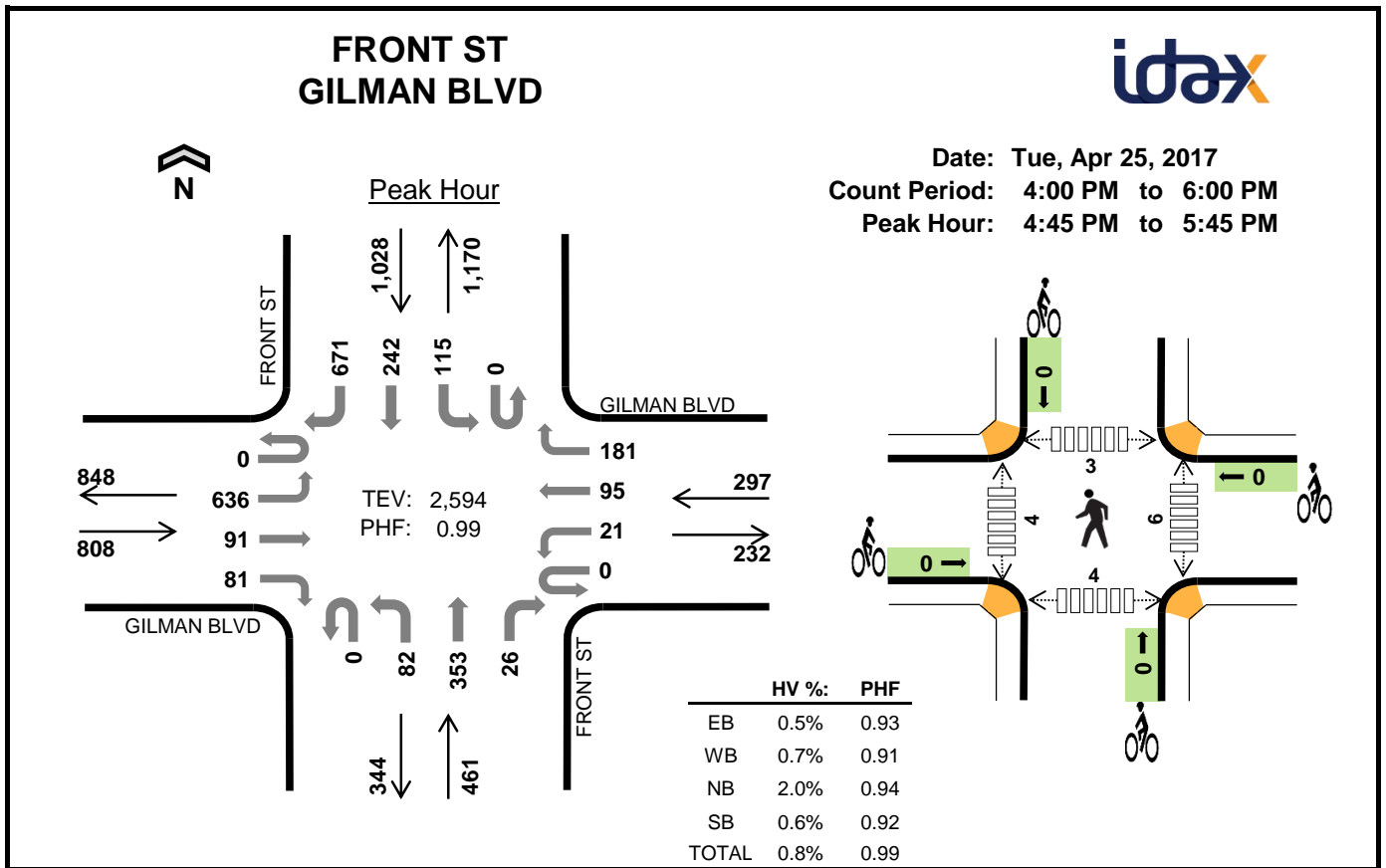


Two-Hour Count Summaries

Interval Start	GILMAN BLVD Eastbound				GILMAN BLVD Westbound				FRONT ST Northbound				FRONT ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	45	6	10	0	1	0	6	0	9	147	6	0	21	95	79	425	0
7:15 AM	0	31	11	9	0	2	1	15	0	24	142	1	0	17	91	112	456	0
7:30 AM	0	39	7	7	0	1	5	10	0	23	161	6	0	25	74	128	486	0
7:45 AM	0	44	20	8	0	3	6	9	0	27	125	5	0	37	97	126	507	1,874
8:00 AM	0	35	9	10	0	1	7	10	0	18	121	7	0	28	71	127	444	1,893
8:15 AM	0	65	12	13	0	1	10	10	0	13	150	6	0	25	96	128	529	1,966
8:30 AM	0	64	8	6	0	2	11	12	0	25	144	10	0	32	71	101	486	1,966
8:45 AM	0	59	18	10	0	4	10	19	0	23	127	8	0	34	115	160	587	2,046
Count Total	0	382	91	73	0	15	50	91	0	162	1,117	49	0	219	710	961	3,920	0
Peak Hour	0	223	47	39	0	8	38	51	0	79	542	31	0	119	353	516	2,046	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	0	5	17	24	0	0	0	0	0	0	0	1	0	1
7:15 AM	2	6	5	8	21	0	0	0	0	0	1	0	0	0	1
7:30 AM	3	4	5	8	20	0	0	0	0	0	0	0	0	0	0
7:45 AM	3	3	2	5	13	0	0	0	0	0	1	0	0	0	1
8:00 AM	2	2	3	16	23	0	0	0	0	0	0	0	0	0	0
8:15 AM	3	3	10	9	25	0	0	0	0	0	2	0	0	0	2
8:30 AM	2	3	16	10	31	0	0	0	0	0	1	0	0	0	1
8:45 AM	5	0	7	9	21	0	0	0	0	0	2	0	0	0	2
Count Total	22	21	53	82	178	0	0	0	0	0	7	0	1	0	8
Peak Hour	12	8	36	44	100	0	0	0	0	0	5	0	0	0	5

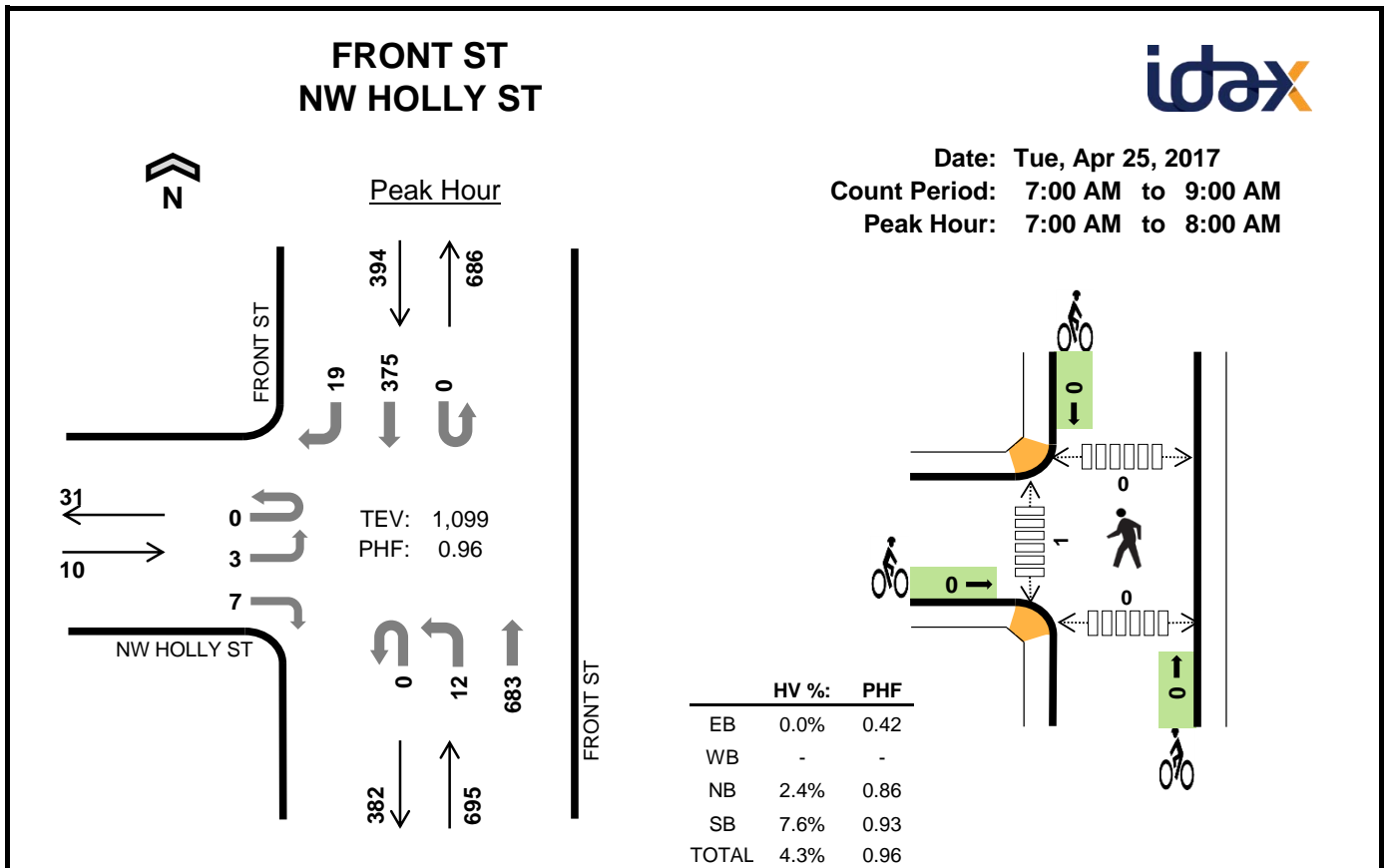


Two-Hour Count Summaries

Interval Start	GILMAN BLVD Eastbound				GILMAN BLVD Westbound				FRONT ST Northbound				FRONT ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	147	16	23	0	6	21	46	0	30	98	3	0	35	62	158	645	0
4:15 PM	0	159	21	17	0	8	22	35	0	25	74	5	0	19	52	201	638	0
4:30 PM	0	117	17	25	0	7	18	31	0	19	90	7	0	16	60	162	569	0
4:45 PM	0	170	23	24	0	4	19	44	0	23	85	10	0	35	42	179	658	2,510
5:00 PM	0	160	24	15	0	7	24	48	0	21	94	7	0	21	60	177	658	2,523
5:15 PM	0	149	17	19	0	6	24	52	0	26	80	4	0	40	60	179	656	2,541
5:30 PM	0	157	27	23	0	4	28	37	0	12	94	5	0	19	80	136	622	2,594
5:45 PM	0	164	21	16	0	8	21	35	0	28	77	4	0	23	96	124	617	2,553
Count Total	0	1,223	166	162	0	50	177	328	0	184	692	45	0	208	512	1,316	5,063	0
Peak Hour	0	636	91	81	0	21	95	181	0	82	353	26	0	115	242	671	2,594	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	3	6	3	13	0	0	0	0	0	3	1	0	1	5
4:15 PM	2	0	0	1	3	0	0	0	0	0	1	1	2	1	5
4:30 PM	1	0	1	4	6	0	0	0	0	0	1	0	1	1	3
4:45 PM	2	2	1	1	6	0	0	0	0	0	0	2	1	1	4
5:00 PM	2	0	2	1	5	0	0	0	0	0	1	1	1	1	4
5:15 PM	0	0	3	0	3	0	0	0	0	0	0	0	1	1	2
5:30 PM	0	0	3	4	7	0	0	0	0	0	5	1	0	1	7
5:45 PM	1	0	2	2	5	0	0	0	0	0	4	0	0	3	7
Count Total	9	5	18	16	48	0	0	0	0	0	15	6	6	10	37
Peak Hour	4	2	9	6	21	0	0	0	0	0	6	4	3	4	17



Two-Hour Count Summaries

Interval Start	NW HOLLY ST				0				FRONT ST				FRONT ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	1	160	0	0	0	102	4	267	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	168	0	0	0	96	5	270	0
7:30 AM	0	1	0	3	0	0	0	0	0	7	195	0	0	0	77	4	287	0
7:45 AM	0	2	0	4	0	0	0	0	0	3	160	0	0	0	100	6	275	1,099
8:00 AM	0	0	0	2	0	0	0	0	0	0	152	0	0	0	78	2	234	1,066
8:15 AM	0	0	0	1	0	0	0	0	0	0	173	0	0	0	91	10	275	1,071
8:30 AM	0	0	0	5	0	0	0	0	0	1	177	0	0	0	83	7	273	1,057
8:45 AM	0	0	0	2	0	0	0	0	0	1	163	0	0	0	117	13	296	1,078
Count Total	0	3	0	17	0	0	0	0	0	14	1,348	0	0	0	744	51	2,177	0
Peak Hour	0	3	0	7	0	0	0	0	0	12	683	0	0	0	375	19	1,099	0

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

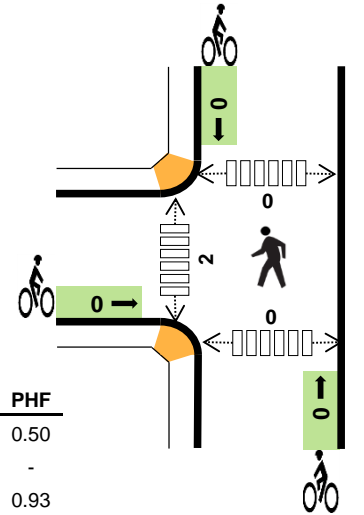
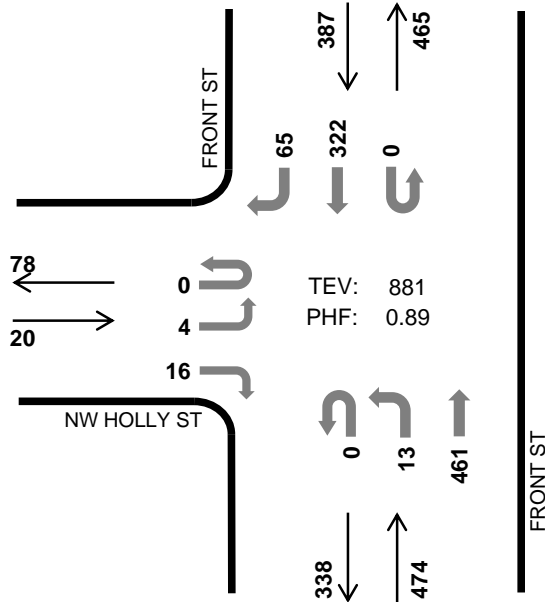
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	4	12	16	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	3	10	13	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	7	7	14	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	3	11	14	0	0	0	0	0	0	1	0	0	1
8:15 AM	0	0	8	5	13	0	0	1	0	1	0	0	0	0	0
8:30 AM	0	0	14	6	20	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	5	3	8	0	0	0	0	0	0	2	0	0	2
Count Total	0	0	47	55	102	0	0	1	0	1	0	4	0	0	4
Peak Hr	0	0	17	30	47	0	0	0	0	0	0	1	0	0	1

FRONT ST NW HOLLY ST



Peak Hour

Date: Tue, Apr 25, 2017
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	0.0%	0.50
WB	-	-
NB	2.3%	0.93
SB	1.0%	0.78
TOTAL	1.7%	0.89

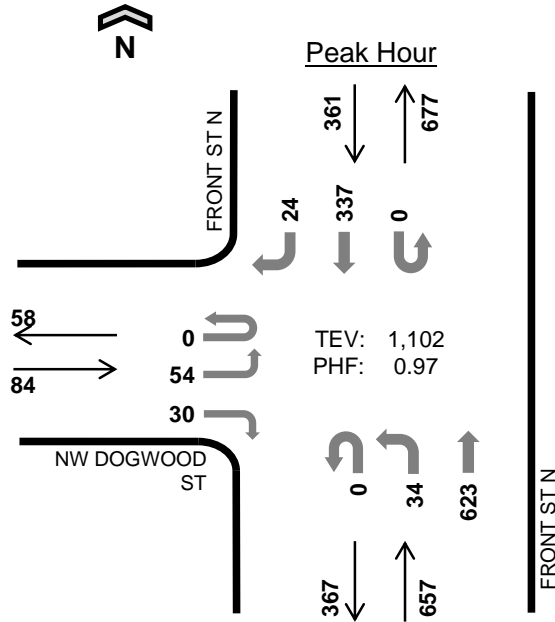
Two-Hour Count Summaries

Interval Start	NW HOLLY ST				0				FRONT ST				FRONT ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	4	0	0	0	0	0	5	130	0	0	0	83	9	231	0
4:15 PM	0	0	0	4	0	0	0	0	0	4	110	0	0	0	61	15	194	0
4:30 PM	0	0	0	1	0	0	0	0	0	2	114	0	0	0	80	16	213	0
4:45 PM	0	0	0	5	0	0	0	0	0	2	114	0	1	0	51	12	185	823
5:00 PM	0	4	0	6	0	0	0	0	0	5	123	0	0	0	63	12	213	805
5:15 PM	0	0	0	0	0	0	0	0	0	1	110	0	0	0	69	18	198	809
5:30 PM	0	0	0	3	0	0	0	0	0	6	113	0	0	0	84	17	223	819
5:45 PM	0	0	0	7	0	0	0	0	0	1	115	0	0	0	106	18	247	881
Count Total	0	4	0	30	0	0	0	0	0	26	929	0	1	0	597	117	1,704	0
Peak Hour	0	4	0	16	0	0	0	0	0	13	461	0	0	0	322	65	881	0

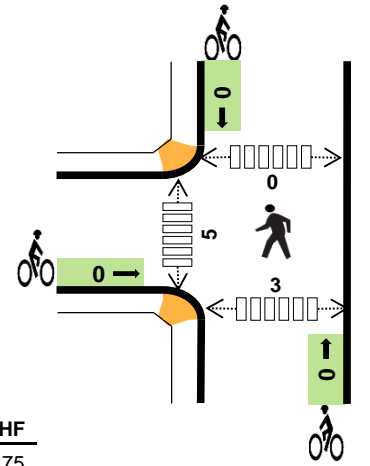
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	7	2	9	0	0	0	0	0	0	1	0	0	1
4:15 PM	0	0	1	1	2	1	0	0	0	1	0	2	0	0	2
4:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	3	0	3	0	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	3	1	4	0	0	0	0	0	0	1	0	0	1
5:45 PM	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	21	8	29	1	0	0	0	1	0	5	0	0	5
Peak Hr	0	0	11	4	15	0	0	0	0	0	0	2	0	0	2

FRONT ST N NW DOGWOOD ST



Date: Tue, Apr 25, 2017
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 7:00 AM to 8:00 AM



	HV %:	PHF
EB	2.4%	0.75
WB	-	-
NB	3.8%	0.89
SB	8.0%	0.81
TOTAL	5.1%	0.97

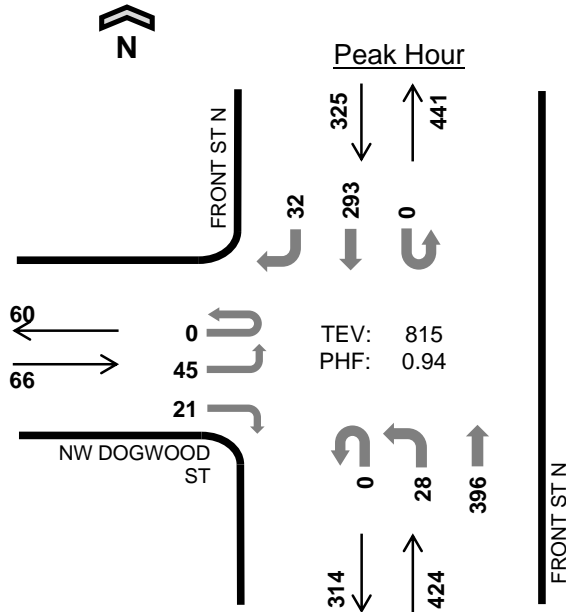
Two-Hour Count Summaries

Interval Start	NW DOGWOOD ST				0				FRONT ST N				FRONT ST N				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	14	0	9	0	0	0	0	0	3	142	0	0	0	103	8	279	0
7:15 AM	0	12	0	6	0	0	0	0	0	12	155	0	0	0	88	2	275	0
7:30 AM	0	19	0	9	0	0	0	0	0	10	175	0	0	0	66	4	283	0
7:45 AM	0	9	0	6	0	0	0	0	0	9	151	0	0	0	80	10	265	1,102
8:00 AM	0	5	0	12	0	0	0	0	0	9	146	0	0	0	69	18	259	1,082
8:15 AM	0	15	0	8	0	0	0	0	0	12	159	0	0	0	78	11	283	1,090
8:30 AM	0	12	0	3	0	0	0	0	0	10	175	0	0	0	75	7	282	1,089
8:45 AM	0	7	0	5	0	0	0	0	0	6	155	0	0	0	88	11	272	1,096
Count Total	0	93	0	58	0	0	0	0	0	71	1,258	0	0	0	647	71	2,198	0
Peak Hour	0	54	0	30	0	0	0	0	0	34	623	0	0	0	337	24	1,102	0

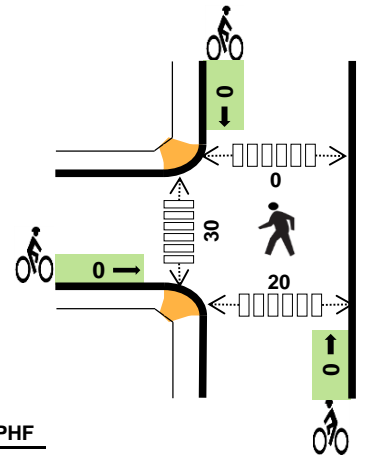
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	5	14	19	0	0	0	0	0	0	2	0	0	2
7:15 AM	1	0	11	8	20	0	0	0	0	0	0	2	0	3	5
7:30 AM	1	0	6	5	12	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0
8:00 AM	2	0	5	12	19	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	9	5	14	0	0	0	0	0	0	5	0	6	11
8:30 AM	3	0	3	5	11	0	0	0	0	0	0	1	0	1	2
8:45 AM	0	0	3	2	5	0	0	0	0	0	0	2	0	4	6
Count Total	7	0	45	53	105	0	0	0	0	0	0	13	0	14	27
Peak Hr	2	0	25	29	56	0	0	0	0	0	0	5	0	3	8

FRONT ST N NW DOGWOOD ST



Date: Tue, Apr 25, 2017
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 5:00 PM to 6:00 PM



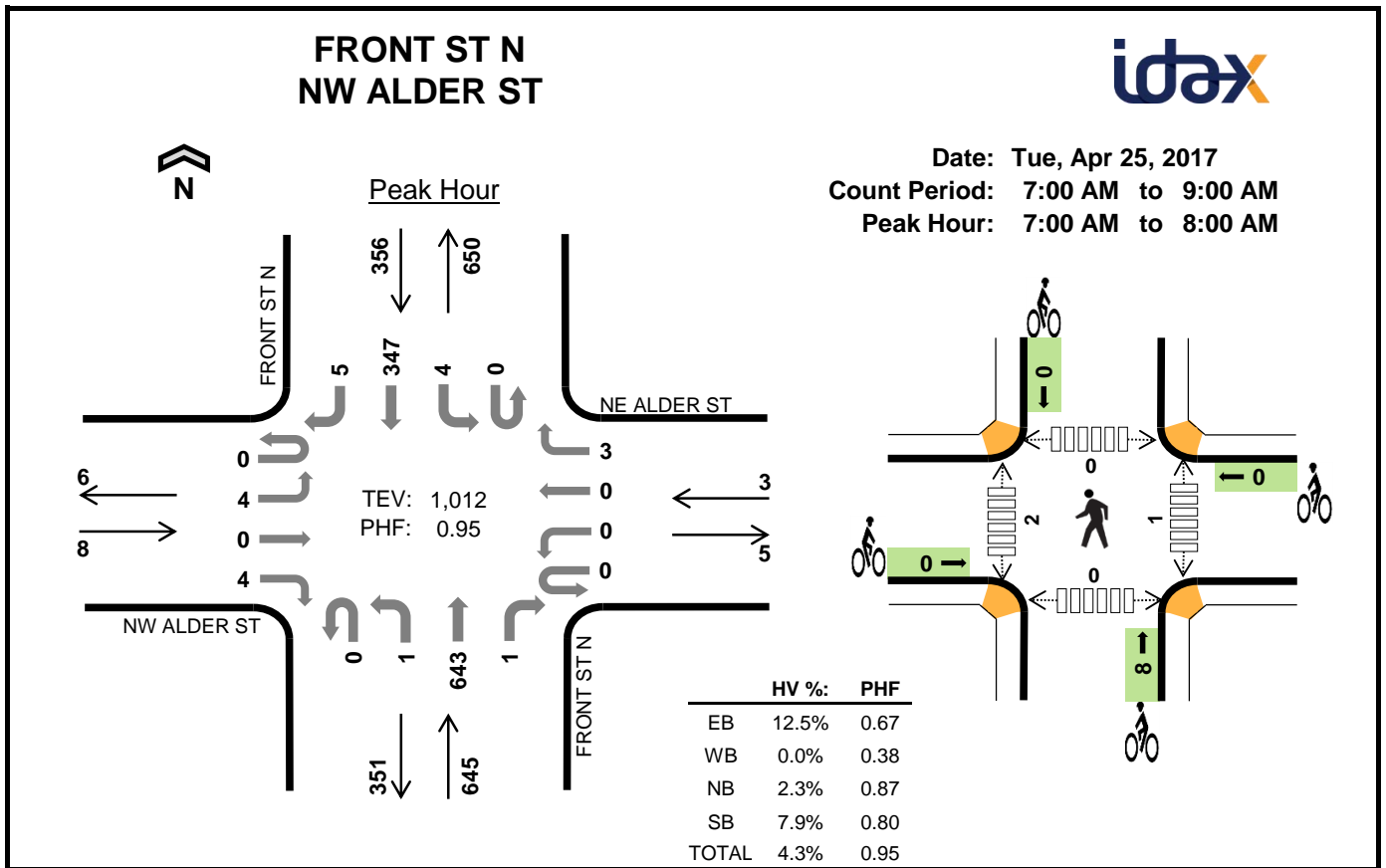
	HV %:	PHF
EB	1.5%	0.79
WB	-	-
NB	1.9%	0.95
SB	1.5%	0.85
TOTAL	1.7%	0.94

Two-Hour Count Summaries

Interval Start	NW DOGWOOD ST				0				FRONT ST N				FRONT ST N				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	12	0	7	0	0	0	0	0	4	109	0	0	0	76	6	214	0
4:15 PM	0	13	0	14	0	0	0	0	0	3	94	0	0	0	45	6	175	0
4:30 PM	0	5	0	12	0	0	0	0	0	7	91	0	0	0	68	2	185	0
4:45 PM	0	14	0	9	0	0	0	0	0	11	94	0	0	0	38	9	175	749
5:00 PM	0	8	0	7	0	0	0	0	0	6	106	0	0	0	70	6	203	738
5:15 PM	0	14	0	7	0	0	0	0	0	6	98	0	0	0	56	7	188	751
5:30 PM	0	15	0	4	0	0	0	0	0	9	90	0	0	0	83	7	208	774
5:45 PM	0	8	0	3	0	0	0	0	0	7	102	0	0	0	84	12	216	815
Count Total	0	89	0	63	0	0	0	0	0	53	784	0	0	0	520	55	1,564	0
Peak Hour	0	45	0	21	0	0	0	0	0	28	396	0	0	0	293	32	815	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	7	2	9	0	0	0	0	0	0	4	0	7	11
4:15 PM	0	0	1	0	1	0	0	0	0	0	0	12	0	2	14
4:30 PM	0	0	1	0	1	0	0	0	0	0	0	3	0	2	5
4:45 PM	0	0	1	0	1	0	0	0	0	0	0	3	0	7	10
5:00 PM	1	0	1	2	4	0	0	0	0	0	0	4	0	4	8
5:15 PM	0	0	3	0	3	0	0	0	0	0	0	8	0	8	16
5:30 PM	0	0	2	1	3	0	0	0	0	0	0	10	0	4	14
5:45 PM	0	0	2	2	4	0	0	0	0	0	0	8	0	4	12
Count Total	1	0	18	7	26	0	0	0	0	0	0	52	0	38	90
Peak Hr	1	0	8	5	14	0	0	0	0	0	0	30	0	20	50

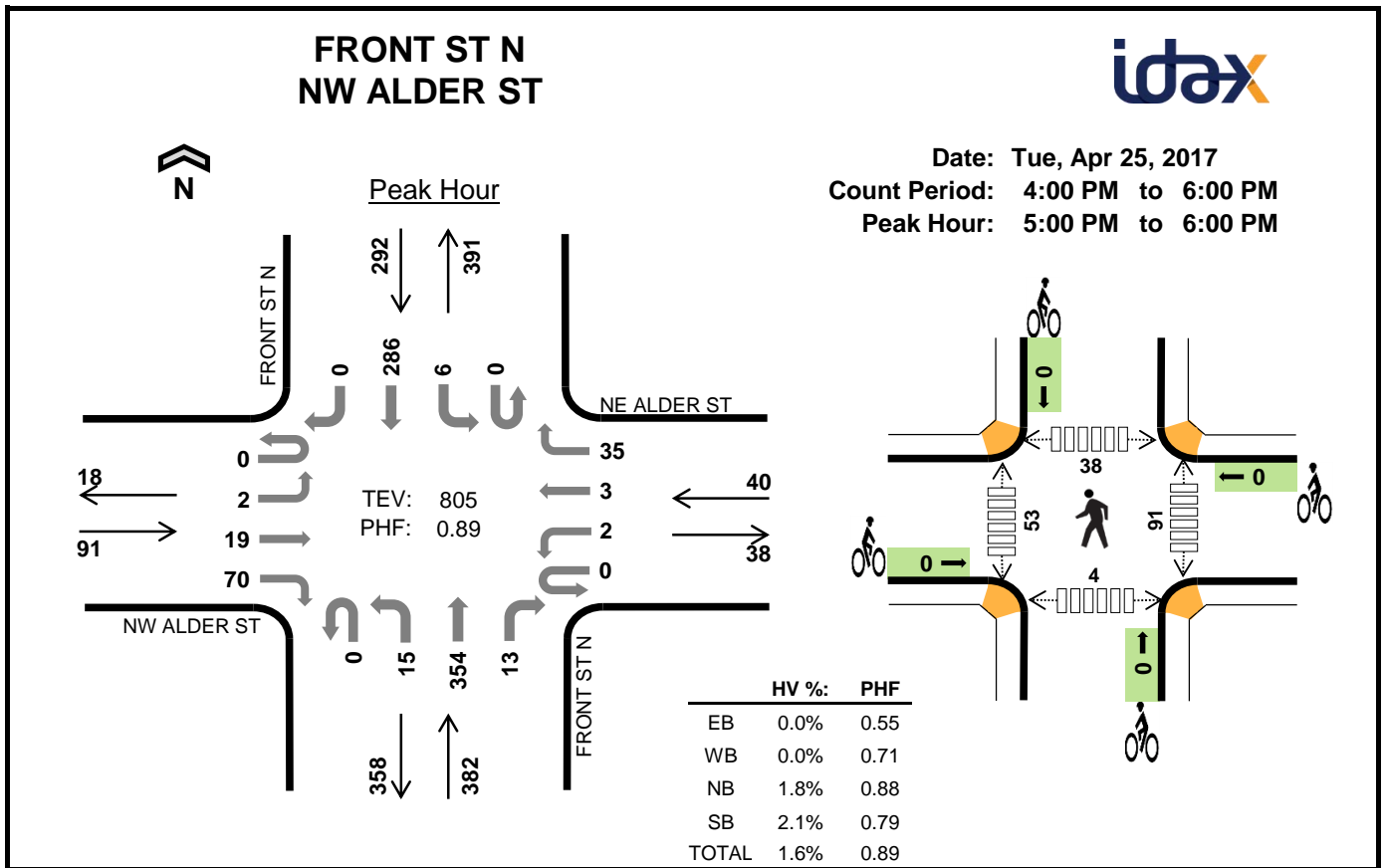


Two-Hour Count Summaries

Interval Start	NW ALDER ST				NE ALDER ST				FRONT ST N				FRONT ST N				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	2	0	0	0	0	0	0	151	1	0	2	108	1	266	0
7:15 AM	0	1	0	1	0	0	0	1	0	0	152	0	0	0	86	1	242	0
7:30 AM	0	0	0	1	0	0	0	0	0	0	185	0	0	0	75	2	263	0
7:45 AM	0	2	0	0	0	0	0	2	0	1	155	0	0	2	78	1	241	1,012
8:00 AM	0	0	0	0	0	0	0	1	0	2	160	0	0	2	70	3	238	984
8:15 AM	0	1	0	1	0	0	0	1	0	1	165	1	0	0	84	3	257	999
8:30 AM	0	1	0	0	0	1	0	4	0	0	188	0	0	4	65	2	265	1,001
8:45 AM	0	1	0	4	0	0	0	4	0	1	148	0	0	7	71	4	240	1,000
Count Total	0	7	0	9	0	1	0	13	0	5	1,304	2	0	17	637	17	2,012	0
Peak Hour	0	4	0	4	0	0	0	3	0	1	643	1	0	4	347	5	1,012	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	0	5	13	19	0	0	1	0	1	1	1	0	0	2
7:15 AM	0	0	2	9	11	0	0	7	0	7	0	0	0	0	0
7:30 AM	0	0	5	5	10	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	4	10	14	0	0	0	0	0	4	0	2	0	6
8:15 AM	0	0	11	6	17	0	0	0	0	0	2	3	1	0	6
8:30 AM	0	1	10	6	17	0	0	0	0	0	3	1	2	0	6
8:45 AM	0	1	4	3	8	0	0	0	0	0	5	0	1	0	6
Count Total	1	2	44	53	100	0	0	8	0	8	15	6	6	0	27
Peak Hour	1	0	15	28	44	0	0	8	0	8	1	2	0	0	3

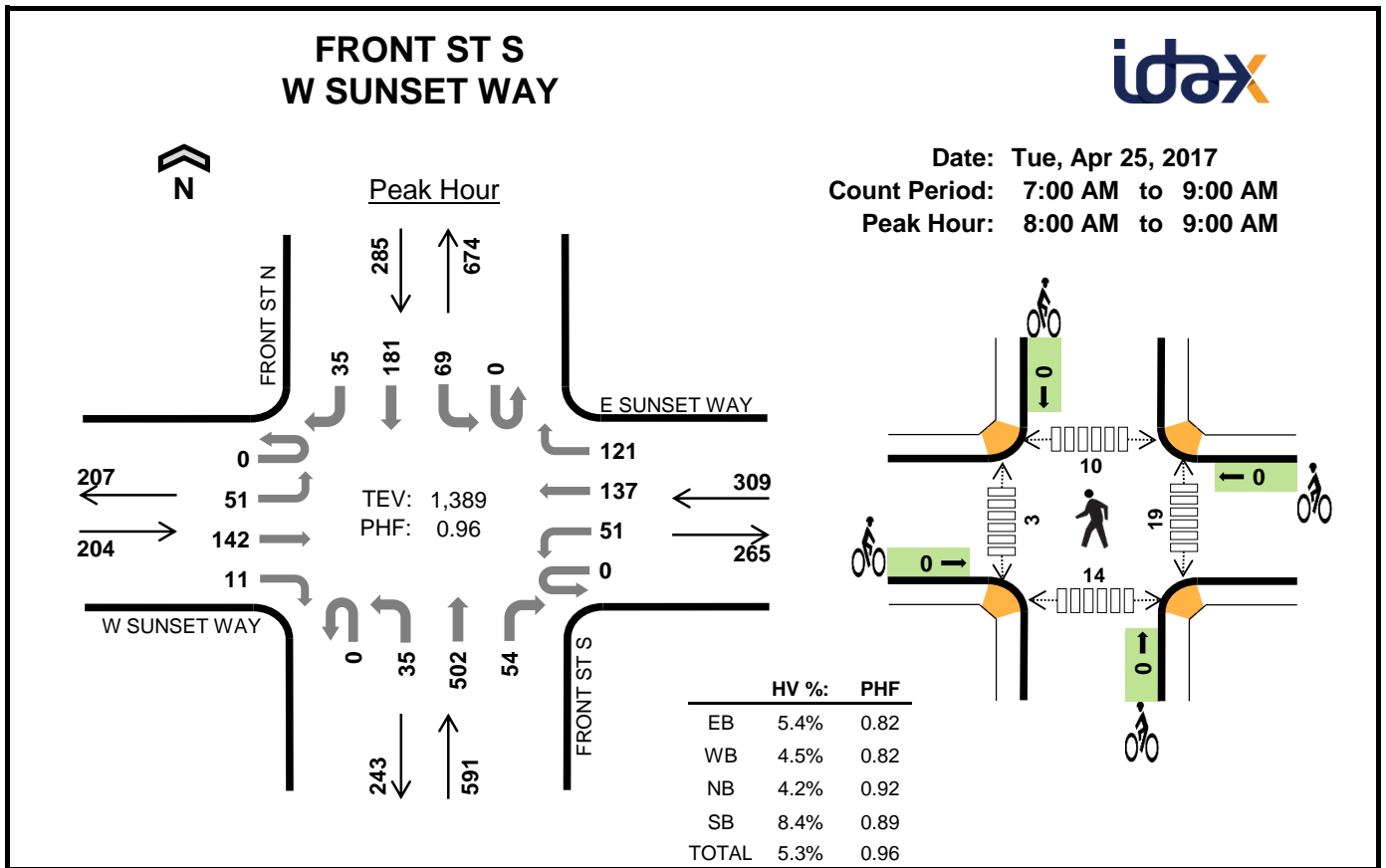


Two-Hour Count Summaries

Interval Start	NW ALDER ST				NE ALDER ST				FRONT ST N				FRONT ST N				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	3	2	11	0	0	2	11	0	4	102	0	0	2	68	2	207	0
4:15 PM	0	3	2	13	0	0	0	5	0	1	82	2	0	2	56	0	166	0
4:30 PM	0	1	1	11	0	0	0	8	0	1	86	0	0	4	65	1	178	0
4:45 PM	0	0	3	13	0	0	0	10	0	7	100	4	0	0	35	0	172	723
5:00 PM	0	1	12	28	0	0	0	11	0	2	93	4	0	0	72	0	223	739
5:15 PM	0	1	1	18	0	0	2	4	0	1	84	4	0	1	52	0	168	741
5:30 PM	0	0	1	13	0	2	0	12	0	3	79	3	0	4	71	0	188	751
5:45 PM	0	0	5	11	0	0	1	8	0	9	98	2	0	1	91	0	226	805
Count Total	0	9	27	118	0	2	5	69	0	28	724	19	0	14	510	3	1,528	0
Peak Hour	0	2	19	70	0	2	3	35	0	15	354	13	0	6	286	0	805	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	0	6	3	10	0	0	0	0	0	13	13	7	0	33
4:15 PM	0	0	1	1	2	0	0	0	0	0	11	7	4	3	25
4:30 PM	0	0	1	0	1	0	0	0	0	0	10	3	1	1	15
4:45 PM	0	0	1	0	1	0	0	0	0	0	7	5	6	0	18
5:00 PM	0	0	1	0	1	0	0	0	0	0	29	12	11	0	52
5:15 PM	0	0	3	1	4	0	0	0	0	0	30	21	17	2	70
5:30 PM	0	0	1	1	2	0	0	0	0	0	12	13	5	1	31
5:45 PM	0	0	2	4	6	0	0	0	0	0	20	7	5	1	33
Count Total	1	0	16	10	27	0	0	0	0	0	132	81	56	8	277
Peak Hour	0	0	7	6	13	0	0	0	0	0	91	53	38	4	186

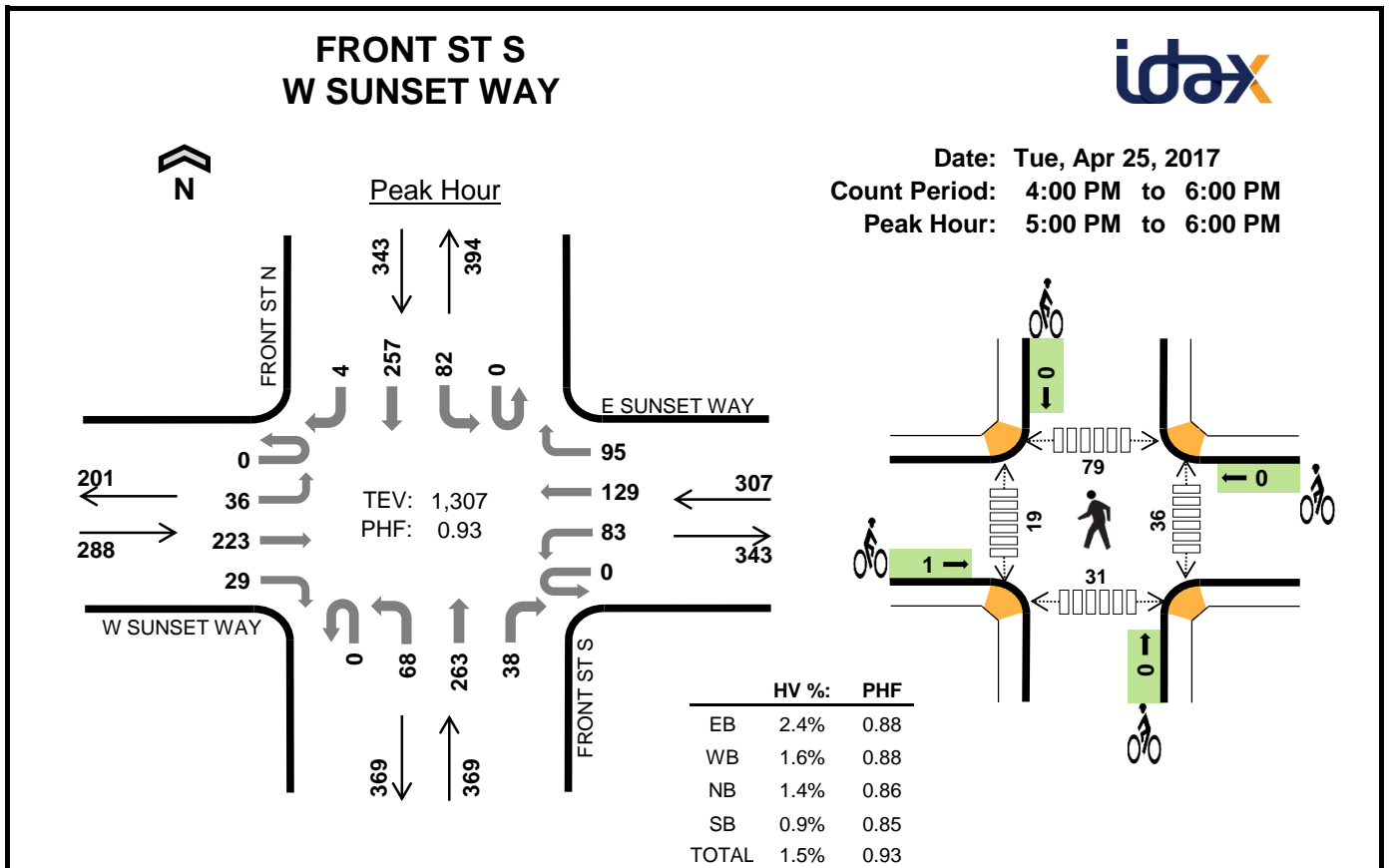


Two-Hour Count Summaries

Interval Start	W SUNSET WAY				E SUNSET WAY				FRONT ST S				FRONT ST N				15-min Total	Rolling One Hour
	Eastbound		Westbound		Westbound		Northbound		Northbound		Southbound		Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	11	25	2	0	10	21	22	0	6	127	18	0	16	93	2	353	0
7:15 AM	0	10	26	2	0	13	31	26	0	7	123	19	0	17	63	6	343	0
7:30 AM	0	17	26	1	0	8	34	32	0	12	146	12	0	11	56	5	360	0
7:45 AM	0	12	36	2	0	15	36	31	0	5	106	8	0	20	50	8	329	1,385
8:00 AM	0	13	32	2	0	9	24	27	0	8	125	17	0	24	37	10	328	1,360
8:15 AM	0	10	37	3	0	14	27	28	0	10	127	13	0	18	54	8	349	1,366
8:30 AM	0	12	31	2	0	16	32	38	0	7	143	11	0	12	50	6	360	1,366
8:45 AM	0	16	42	4	0	12	54	28	0	10	107	13	0	15	40	11	352	1,389
Count Total	0	101	255	18	0	97	259	232	0	65	1,004	111	0	133	443	56	2,774	0
Peak Hour	0	51	142	11	0	51	137	121	0	35	502	54	0	69	181	35	1,389	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	3	7	14	25	0	1	0	0	1	0	0	0	3	3
7:15 AM	1	1	8	7	17	0	0	0	0	0	0	1	1	4	6
7:30 AM	2	2	5	4	13	0	0	0	0	0	3	0	4	1	8
7:45 AM	3	8	2	1	14	0	0	0	0	0	0	0	4	2	6
8:00 AM	1	3	4	10	18	0	0	0	0	0	3	0	0	3	6
8:15 AM	4	5	7	7	23	0	0	0	0	0	1	1	1	1	4
8:30 AM	4	2	11	4	21	0	0	0	0	0	2	1	7	3	13
8:45 AM	2	4	3	3	12	0	0	0	0	0	13	1	2	7	23
Count Total	18	28	47	50	143	0	1	0	0	1	22	4	19	24	69
Peak Hour	11	14	25	24	74	0	0	0	0	0	19	3	10	14	46

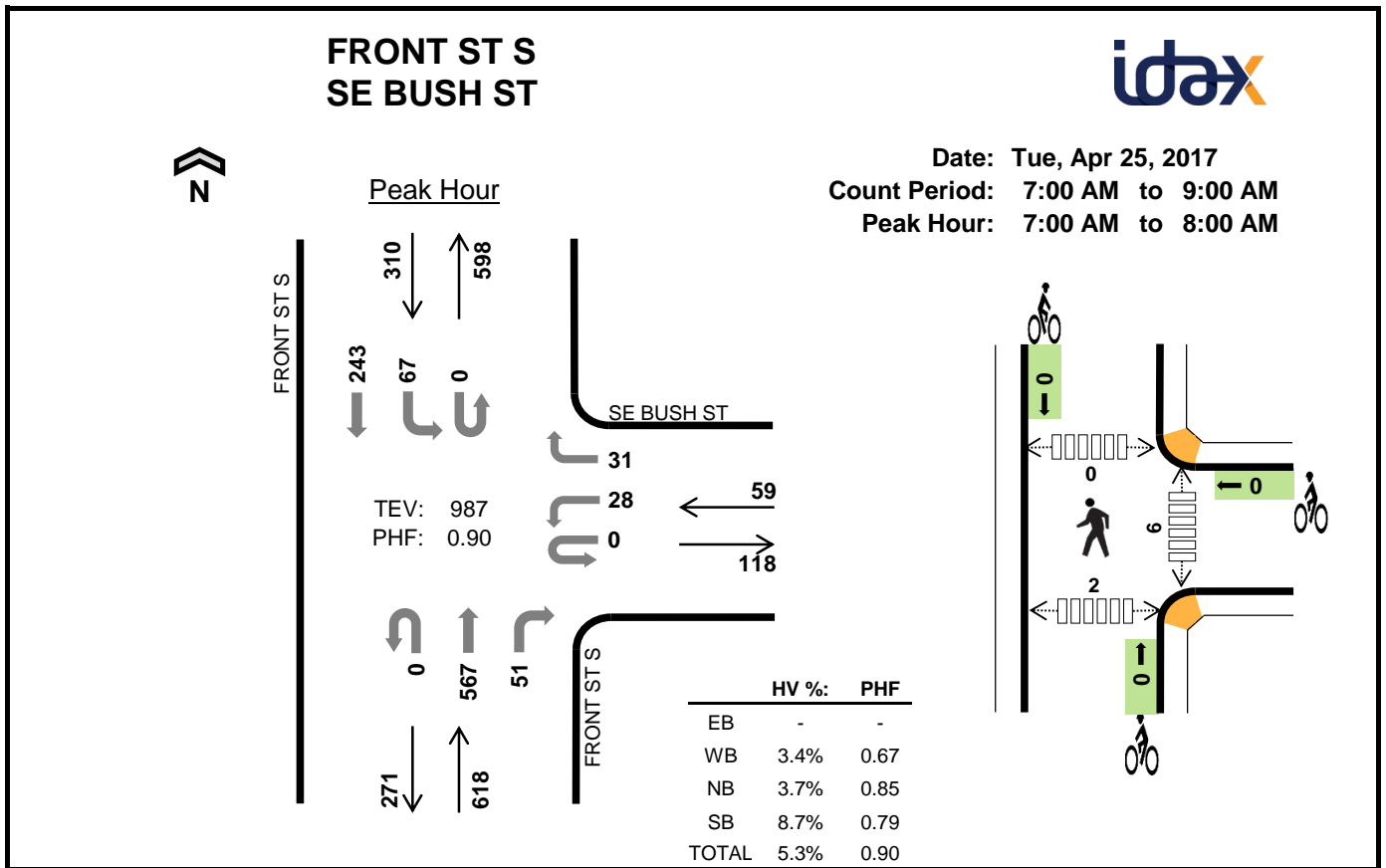


Two-Hour Count Summaries

Interval Start	W SUNSET WAY				E SUNSET WAY				FRONT ST S				FRONT ST N				15-min Total	Rolling One Hour
	Eastbound		Westbound		Westbound		Northbound		Northbound		Southbound		Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	10	40	10	0	19	29	28	0	19	68	9	0	23	62	0	317	0
4:15 PM	0	7	48	9	0	22	33	31	0	19	53	6	0	14	47	2	291	0
4:30 PM	0	9	38	9	1	13	28	8	0	15	72	12	0	12	65	2	284	0
4:45 PM	0	8	54	9	0	16	36	31	0	27	73	16	0	12	35	2	319	1,211
5:00 PM	0	6	53	3	0	22	33	26	0	20	81	6	0	28	73	0	351	1,245
5:15 PM	0	8	66	8	0	24	26	16	0	15	59	8	0	21	41	0	292	1,246
5:30 PM	0	9	53	8	0	14	36	23	0	17	56	16	0	19	74	0	325	1,287
5:45 PM	0	13	51	10	0	23	34	30	0	16	67	8	0	14	69	4	339	1,307
Count Total	0	70	403	66	1	153	255	193	0	148	529	81	0	143	466	10	2,518	0
Peak Hour	0	36	223	29	0	83	129	95	0	68	263	38	0	82	257	4	1,307	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	3	5	2	11	0	0	0	0	0	3	2	6	3	14
4:15 PM	3	1	2	1	7	0	0	0	0	0	11	0	15	3	29
4:30 PM	4	2	1	0	7	0	0	0	0	0	1	1	7	5	14
4:45 PM	1	2	1	0	4	1	0	0	0	1	3	1	16	5	25
5:00 PM	4	3	0	0	7	0	0	0	0	0	11	3	19	3	36
5:15 PM	2	1	2	0	5	0	0	0	0	0	12	7	27	13	59
5:30 PM	0	1	1	0	2	0	0	0	0	0	5	5	10	3	23
5:45 PM	1	0	2	3	6	1	0	0	0	1	8	4	23	12	47
Count Total	16	13	14	6	49	2	0	0	0	2	54	23	123	47	247
Peak Hour	7	5	5	3	20	1	0	0	0	1	36	19	79	31	165

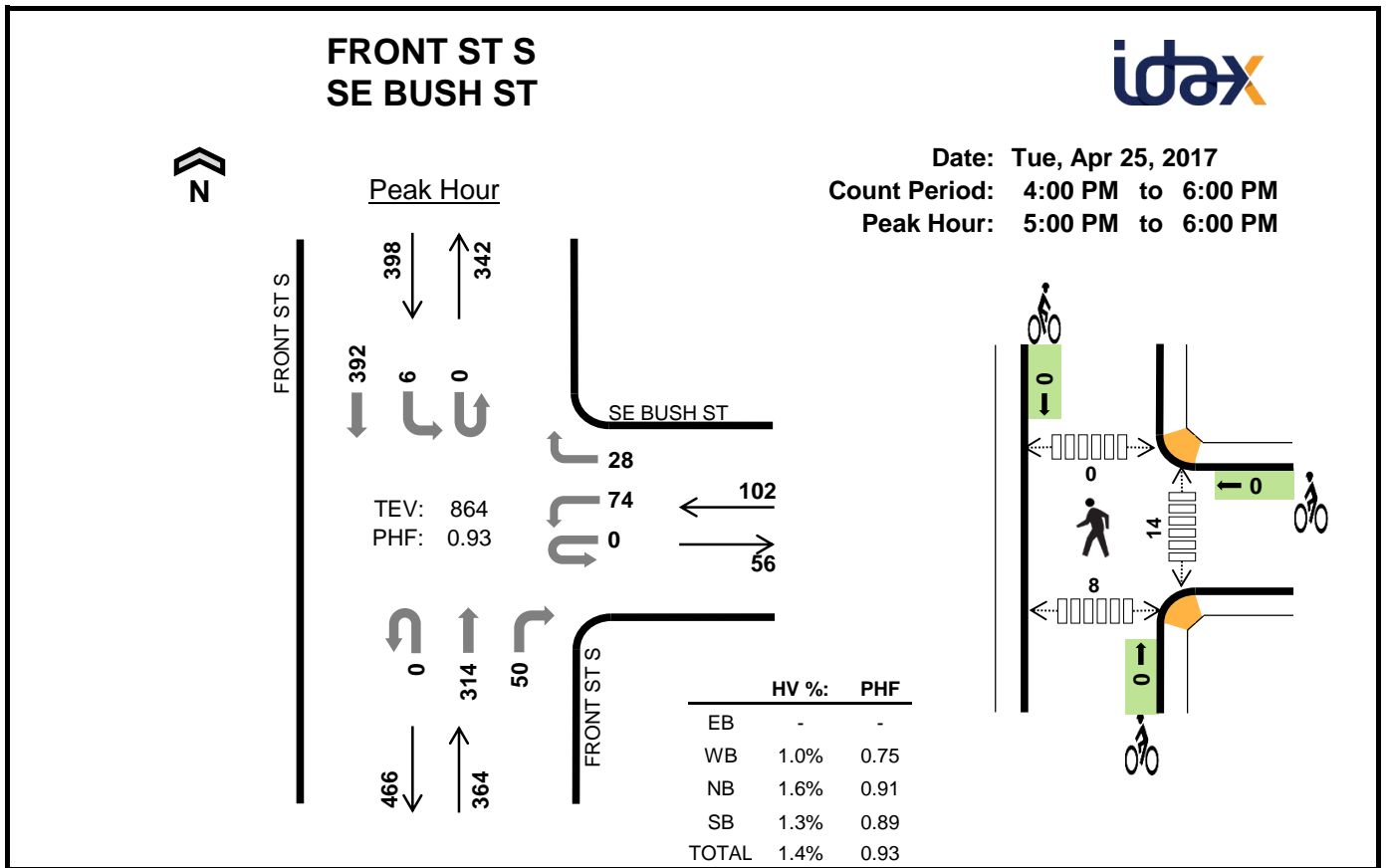


Two-Hour Count Summaries

Interval Start	0				SE BUSH ST				FRONT ST S				FRONT ST S				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	4	0	9	0	0	134	9	0	35	63	0	254	0
7:15 AM	0	0	0	0	0	8	0	6	0	0	159	23	0	20	58	0	274	0
7:30 AM	0	0	0	0	0	10	0	12	0	0	144	9	0	6	59	0	240	0
7:45 AM	0	0	0	0	0	6	0	4	0	0	130	10	0	6	63	0	219	987
8:00 AM	0	0	0	0	0	4	0	2	0	0	138	11	0	6	45	0	206	939
8:15 AM	0	0	0	0	0	4	0	8	0	0	150	14	0	9	61	0	246	911
8:30 AM	0	0	0	0	0	15	0	4	0	0	155	16	0	1	67	0	258	929
8:45 AM	0	0	0	0	0	2	0	5	0	0	138	16	0	4	51	0	216	926
Count Total	0	0	0	0	0	53	0	50	0	0	1,148	108	0	87	467	0	1,913	0
Peak Hour	0	0	0	0	0	28	0	31	0	0	567	51	0	67	243	0	987	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	8	16	24	0	0	0	0	0	2	0	0	1	3
7:15 AM	0	0	10	7	17	0	0	0	0	0	1	0	0	0	1
7:30 AM	0	2	2	2	6	0	0	0	0	0	1	0	0	0	1
7:45 AM	0	0	3	2	5	0	0	0	0	0	2	0	0	1	3
8:00 AM	0	1	5	2	8	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	3	8	3	14	0	0	0	0	0	3	0	0	3	6
8:30 AM	0	2	10	4	16	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	3	3	2	8	0	0	0	0	0	8	0	0	2	10
Count Total	0	11	49	38	98	0	0	0	0	0	17	0	0	7	24
Peak Hr	0	2	23	27	52	0	0	0	0	0	6	0	0	2	8



Two-Hour Count Summaries

Interval Start	0				SE BUSH ST				FRONT ST S				FRONT ST S				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	5	0	3	0	0	85	7	0	1	94	0	195	0
4:15 PM	0	0	0	0	0	17	0	12	0	0	67	5	0	2	85	0	188	0
4:30 PM	0	0	0	0	0	22	0	12	0	0	84	8	0	1	82	0	209	0
4:45 PM	0	0	0	0	0	27	0	12	0	0	95	2	0	0	65	0	201	793
5:00 PM	0	0	0	0	0	15	0	8	0	0	83	12	0	3	99	0	220	818
5:15 PM	0	0	0	0	0	27	0	7	0	0	68	13	0	0	88	0	203	833
5:30 PM	0	0	0	0	0	18	0	6	0	0	78	10	0	2	94	0	208	832
5:45 PM	0	0	0	0	0	14	0	7	0	0	85	15	0	1	111	0	233	864
Count Total	0	0	0	0	0	145	0	67	0	0	645	72	0	10	718	0	1,657	0
Peak Hour	0	0	0	0	0	74	0	28	0	0	314	50	0	6	392	0	864	0

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

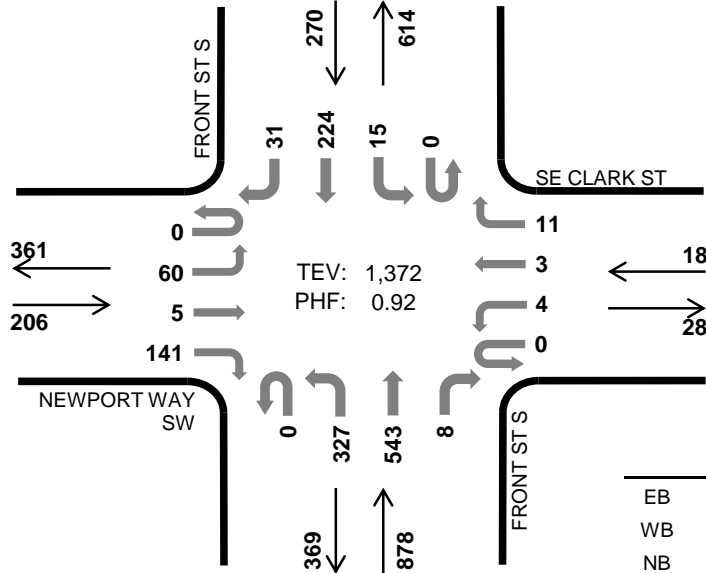
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	6	2	8	0	0	0	0	0	2	0	0	2	4
4:15 PM	0	1	0	3	4	0	0	0	0	0	2	0	0	2	4
4:30 PM	0	0	1	0	1	0	0	0	0	0	5	0	0	4	9
4:45 PM	0	0	2	1	3	0	1	1	0	2	2	0	0	3	5
5:00 PM	0	0	1	3	4	0	0	0	0	0	4	0	0	2	6
5:15 PM	0	0	3	0	3	0	0	0	0	0	5	0	0	1	6
5:30 PM	0	0	1	0	1	0	0	0	0	0	2	0	0	2	4
5:45 PM	0	1	1	2	4	0	0	0	0	0	3	0	0	3	6
Count Total	0	2	15	11	28	0	1	1	0	2	25	0	0	19	44
Peak Hr	0	1	6	5	12	0	0	0	0	0	14	0	0	8	22

FRONT ST S NEWPORT WAY SW

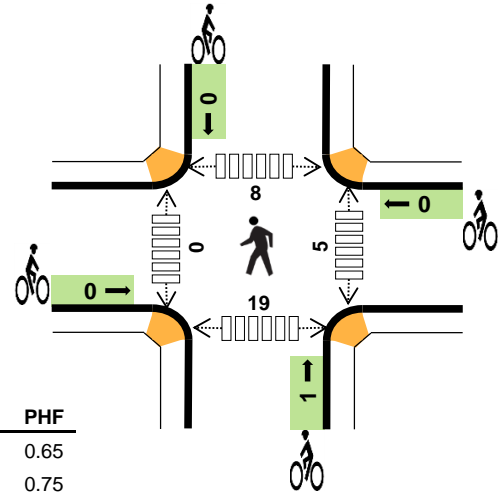


Peak Hour

Date: Tue, Apr 25, 2017
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 7:00 AM to 8:00 AM



TEV: 1,372
 PHF: 0.92



	HV %:	PHF
EB	7.3%	0.65
WB	22.2%	0.75
NB	3.9%	0.88
SB	7.0%	0.91
TOTAL	5.2%	0.92

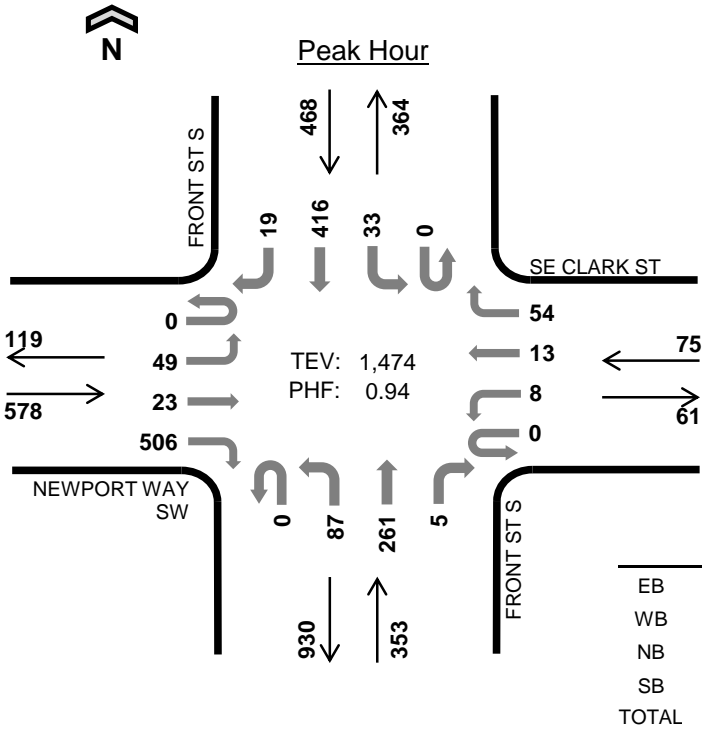
Two-Hour Count Summaries

Interval Start	NEWPORT WAY SW				SE CLARK ST				FRONT ST S				FRONT ST S				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	21	3	55	0	0	2	3	0	63	119	2	0	3	60	5	336	0
7:15 AM	0	22	0	48	0	0	0	2	0	83	157	0	0	3	50	9	374	0
7:30 AM	0	8	0	23	0	2	0	3	0	107	140	2	0	4	57	13	359	0
7:45 AM	0	9	2	15	0	2	1	3	0	74	127	4	0	5	57	4	303	1,372
8:00 AM	0	8	4	13	0	3	3	4	0	93	136	5	0	5	45	2	321	1,357
8:15 AM	0	10	1	31	0	0	0	3	0	84	154	0	0	1	57	6	347	1,330
8:30 AM	0	12	3	21	0	0	1	3	0	79	155	0	0	4	65	12	355	1,326
8:45 AM	0	15	1	35	0	0	1	6	0	92	133	2	0	1	43	6	335	1,358
Count Total	0	105	14	241	0	7	8	27	0	675	1,121	15	0	26	434	57	2,730	0
Peak Hour	0	60	5	141	0	4	3	11	0	327	543	8	0	15	224	31	1,372	0

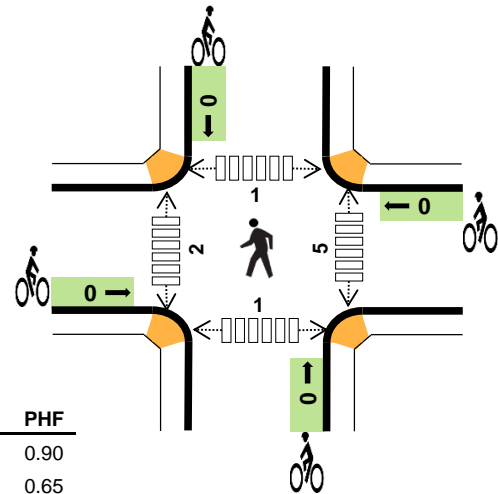
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	12	0	13	9	34	0	0	0	0	0	1	0	6	13	20
7:15 AM	1	1	9	4	15	0	0	0	0	0	1	0	0	6	7
7:30 AM	1	1	7	4	13	0	0	0	0	0	3	0	2	0	5
7:45 AM	1	2	5	2	10	0	0	1	0	1	0	0	0	0	0
8:00 AM	2	0	7	3	12	0	0	0	0	0	1	0	0	0	1
8:15 AM	3	1	8	4	16	0	0	0	0	0	4	0	1	1	6
8:30 AM	6	1	11	5	23	0	0	0	0	0	0	3	1	1	5
8:45 AM	4	0	4	2	10	0	0	0	0	0	2	3	2	0	7
Count Total	30	6	64	33	133	0	0	1	0	1	12	6	12	21	51
Peak Hour	15	4	34	19	72	0	0	1	0	1	5	0	8	19	32

FRONT ST S NEWPORT WAY SW



Date: Tue, Apr 25, 2017
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 5:00 PM to 6:00 PM



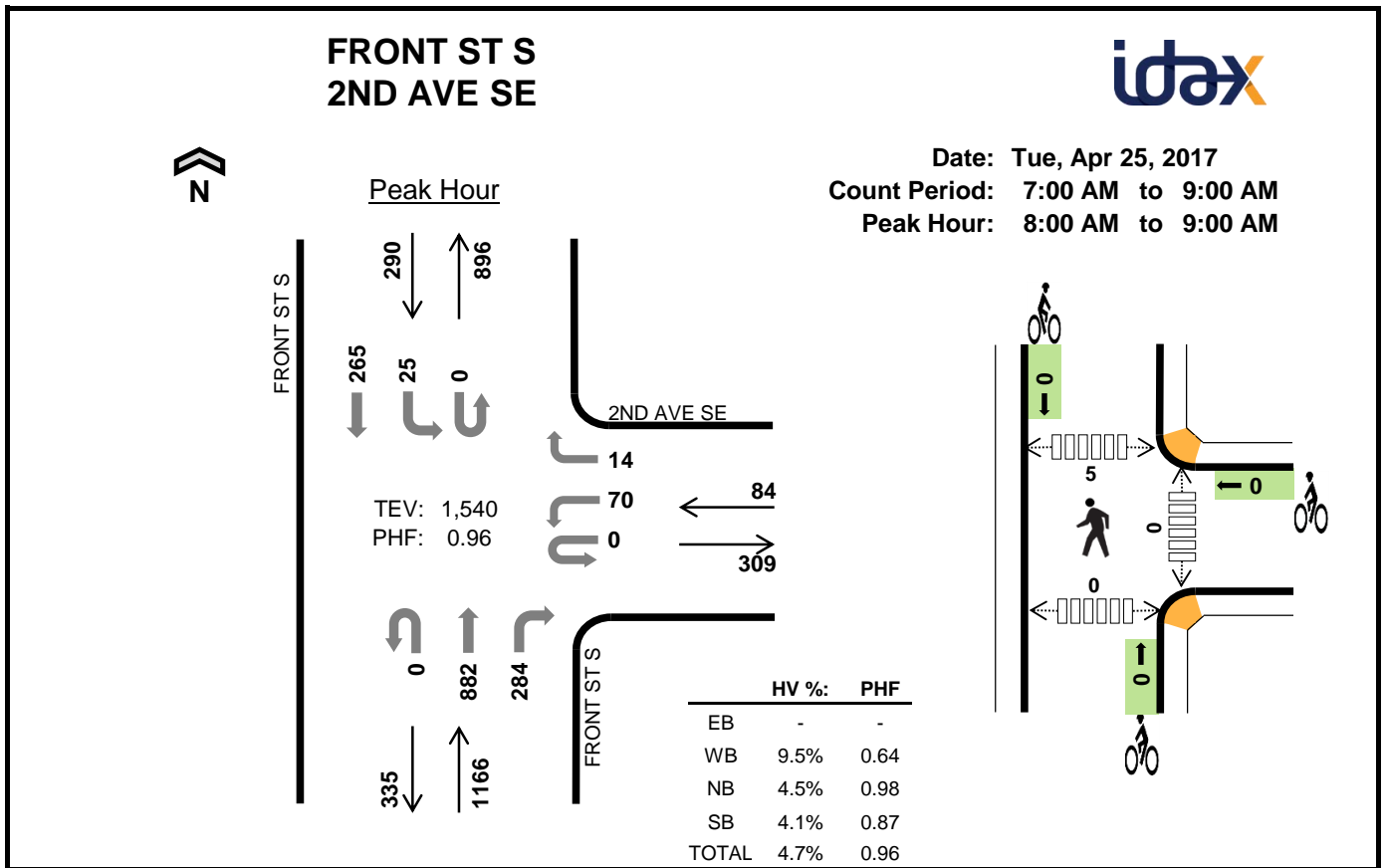
	HV %:	PHF
EB	1.2%	0.90
WB	1.3%	0.65
NB	1.1%	0.95
SB	1.7%	0.95
TOTAL	1.4%	0.94

Two-Hour Count Summaries

Interval Start	NEWPORT WAY SW				SE CLARK ST				FRONT ST S				FRONT ST S				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	9	4	104	0	4	2	11	0	22	72	3	0	2	91	5	329	0
4:15 PM	0	7	5	104	0	1	2	4	0	21	62	1	0	4	94	5	310	0
4:30 PM	0	4	3	88	0	1	2	6	0	36	82	0	0	10	87	4	323	0
4:45 PM	0	7	5	77	0	2	1	14	0	22	76	0	0	8	79	3	294	1,256
5:00 PM	0	12	13	135	0	5	6	18	0	18	66	0	0	3	114	2	392	1,319
5:15 PM	0	12	3	119	0	1	3	9	0	27	61	1	0	11	92	7	346	1,355
5:30 PM	0	9	1	115	0	0	3	15	0	22	63	2	0	9	102	5	346	1,378
5:45 PM	0	16	6	137	0	2	1	12	0	20	71	2	0	10	108	5	390	1,474
Count Total	0	76	40	879	0	16	20	89	0	188	553	9	0	57	767	36	2,730	0
Peak Hour	0	49	23	506	0	8	13	54	0	87	261	5	0	33	416	19	1,474	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	3	0	4	0	7	0	0	0	0	0	1	0	3	0	4
4:15 PM	2	0	2	3	7	0	0	0	0	0	0	1	0	0	1
4:30 PM	2	1	2	1	6	0	0	0	0	0	2	3	2	0	7
4:45 PM	2	0	2	0	4	0	0	1	1	2	0	1	0	0	1
5:00 PM	2	1	2	5	10	0	0	0	0	0	2	0	0	1	3
5:15 PM	3	0	2	0	5	0	0	0	0	0	2	0	0	0	2
5:30 PM	1	0	0	0	1	0	0	0	0	0	1	1	1	0	3
5:45 PM	1	0	0	3	4	0	0	0	0	0	0	1	0	0	1
Count Total	16	2	14	12	44	0	0	1	1	2	8	7	6	1	22
Peak Hour	7	1	4	8	20	0	0	0	0	0	5	2	1	1	9



Two-Hour Count Summaries

Interval Start	0				2ND AVE SE				FRONT ST S				FRONT ST S				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	5	0	9	0	0	176	79	0	58	58	0	385	0
7:15 AM	0	0	0	0	0	20	0	19	0	0	197	62	0	42	60	0	400	0
7:30 AM	0	0	0	0	0	22	0	19	0	0	204	67	0	9	76	0	397	0
7:45 AM	0	0	0	0	0	14	0	3	0	0	186	59	0	2	64	0	328	1,510
8:00 AM	0	0	0	0	0	12	0	3	0	0	222	65	0	4	63	0	369	1,494
8:15 AM	0	0	0	0	0	12	0	3	0	0	209	88	0	14	69	0	395	1,489
8:30 AM	0	0	0	0	0	27	0	6	0	0	226	69	0	4	69	0	401	1,493
8:45 AM	0	0	0	0	0	19	0	2	0	0	225	62	0	3	64	0	375	1,540
Count Total	0	0	0	0	0	131	0	64	0	0	1,645	551	0	136	523	0	3,050	0
Peak Hour	0	0	0	0	0	70	0	14	0	0	882	284	0	25	265	0	1,540	0

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

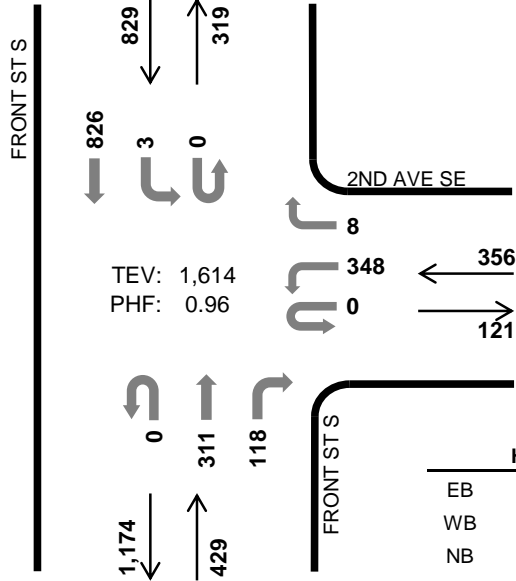
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	2	15	17	34	0	0	0	0	0	0	0	2	0	2
7:15 AM	0	4	9	2	15	0	0	0	0	0	0	0	1	0	1
7:30 AM	0	6	10	5	21	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	10	4	15	0	0	1	0	1	0	0	1	0	1
8:00 AM	0	2	11	1	14	0	0	0	0	0	0	0	3	0	3
8:15 AM	0	0	6	3	9	0	0	0	0	0	0	0	2	0	2
8:30 AM	0	4	16	4	24	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	2	20	4	26	0	0	0	0	0	0	0	0	0	0
Count Total	0	21	97	40	158	0	0	1	0	1	0	0	9	0	9
Peak Hr	0	8	53	12	73	0	0	0	0	0	0	0	5	0	5

FRONT ST S 2ND AVE SE

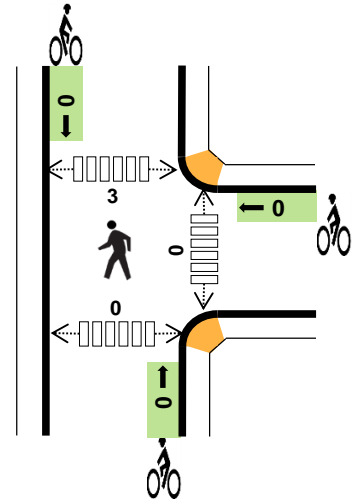


Peak Hour

Date: Tue, Apr 25, 2017
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 5:00 PM to 6:00 PM



TEV: 1,614
 PHF: 0.96



	HV %:	PHF
EB	-	-
WB	3.7%	0.90
NB	1.4%	0.93
SB	1.9%	0.95
TOTAL	2.2%	0.96

Two-Hour Count Summaries

Interval Start	0				2ND AVE SE				FRONT ST S				FRONT ST S				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	75	0	1	0	0	92	28	0	2	203	0	401	0
4:15 PM	0	0	0	0	0	77	0	0	0	0	92	28	0	1	186	0	384	0
4:30 PM	0	0	0	0	0	63	0	1	0	0	96	47	0	2	140	0	349	0
4:45 PM	0	0	0	0	0	71	0	2	0	0	85	43	0	0	172	0	373	1,507
5:00 PM	0	0	0	0	0	83	0	3	0	0	78	22	0	1	216	0	403	1,509
5:15 PM	0	0	0	0	0	78	0	0	0	0	79	36	0	0	191	0	384	1,509
5:30 PM	0	0	0	0	0	90	0	3	0	0	79	31	0	0	203	0	406	1,566
5:45 PM	0	0	0	0	0	97	0	2	0	0	75	29	0	2	216	0	421	1,614
Count Total	0	0	0	0	0	634	0	12	0	0	676	264	0	8	1,527	0	3,121	0
Peak Hour	0	0	0	0	0	348	0	8	0	0	311	118	0	3	826	0	1,614	0

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

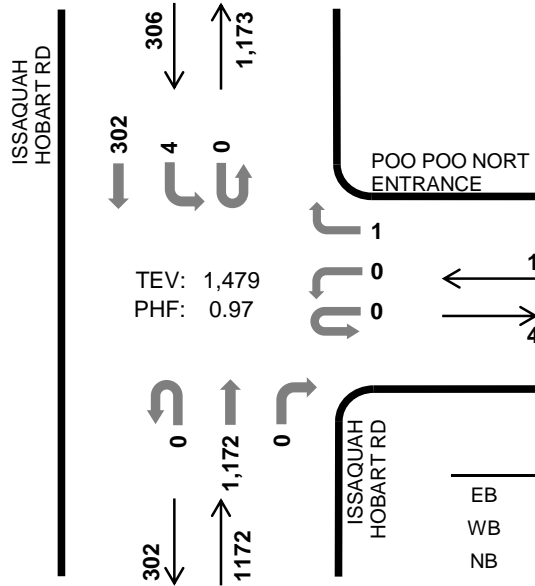
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	2	8	2	12	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	2	5	4	11	0	0	0	1	1	0	0	1	0	1
4:30 PM	0	1	7	1	9	0	1	0	1	2	0	0	3	0	3
4:45 PM	0	1	12	0	13	0	1	0	0	1	0	0	0	0	0
5:00 PM	0	3	2	5	10	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	3	2	7	12	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	6	2	2	10	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	2	3	0	0	0	0	0	0	0	2	0	2
Count Total	0	19	38	23	80	0	2	0	2	4	0	0	7	0	7
Peak Hr	0	13	6	16	35	0	0	0	0	0	0	0	3	0	3

ISSAQUAH HOBART RD POO POO NORT ENTRANCE



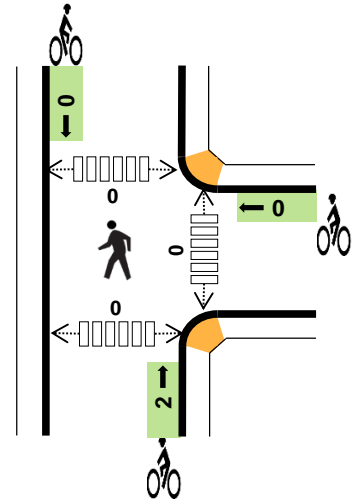
Peak Hour

Date: Thu, Apr 27, 2017
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 8:00 AM to 9:00 AM



TEV: 1,479
 PHF: 0.97

	HV %:	PHF
EB	-	-
WB	0.0%	0.25
NB	3.9%	0.92
SB	4.2%	0.83
TOTAL	4.0%	0.97



Two-Hour Count Summaries

Interval Start	0				POO POO NORT ENTRANCE				ISSAQUAH HOBART RD				ISSAQUAH HOBART RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	253	0	0	0	63	0	316	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	249	1	0	0	74	0	324	0
7:30 AM	0	0	0	0	0	1	0	2	0	0	246	0	0	2	95	0	346	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	258	1	0	1	76	0	336	1,322
8:00 AM	0	0	0	0	0	0	0	0	0	0	305	0	0	1	71	0	377	1,383
8:15 AM	0	0	0	0	0	0	0	1	0	0	317	0	0	1	62	0	381	1,440
8:30 AM	0	0	0	0	0	0	0	0	0	0	257	0	0	2	90	0	349	1,443
8:45 AM	0	0	0	0	0	0	0	0	0	0	293	0	0	0	79	0	372	1,479
Count Total	0	0	0	0	0	1	0	3	0	0	2,178	2	0	7	610	0	2,801	0
Peak Hour	0	0	0	0	0	0	0	1	0	0	1,172	0	0	4	302	0	1,479	0

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

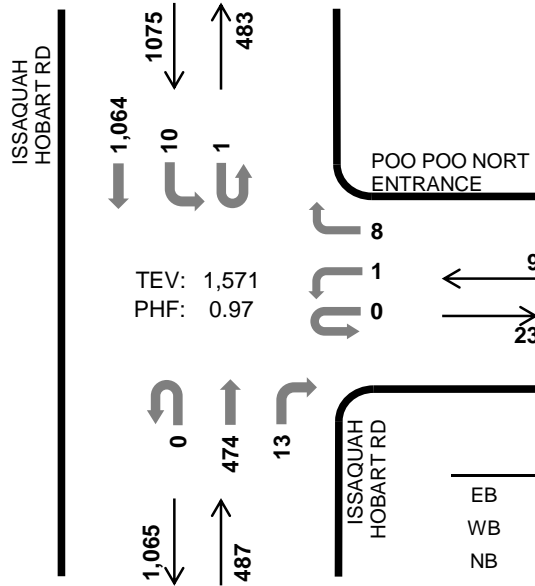
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	4	3	7	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	8	5	13	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	12	7	19	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	13	2	15	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	14	2	16	0	0	2	0	2	0	0	0	0	0
8:30 AM	0	0	12	5	17	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	16	6	22	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	83	30	113	0	0	2	0	2	0	0	0	0	0
Peak Hr	0	0	46	13	59	0	0	2	0	2	0	0	0	0	0

ISSAQUAH HOBART RD POO POO NORT ENTRANCE

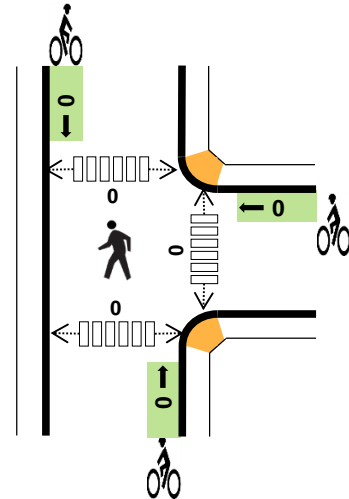


Peak Hour

Date: Thu, Apr 27, 2017
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 4:45 PM to 5:45 PM



TEV: 1,571
 PHF: 0.97



	HV %:	PHF
EB	-	-
WB	0.0%	0.56
NB	2.1%	0.91
SB	1.1%	0.96
TOTAL	1.4%	0.97

Two-Hour Count Summaries

Interval Start	0				POO POO NORT ENTRANCE				ISSAQUAH HOBART RD				ISSAQUAH HOBART RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	2	0	0	116	0	0	3	272	0	393	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	118	0	0	0	242	0	360	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	120	4	0	2	266	0	392	0
4:45 PM	0	0	0	0	0	1	0	1	0	0	127	7	0	1	255	0	392	1,537
5:00 PM	0	0	0	0	0	0	0	4	0	0	113	2	0	2	266	0	387	1,531
5:15 PM	0	0	0	0	0	0	0	2	0	0	105	3	1	5	273	0	389	1,560
5:30 PM	0	0	0	0	0	0	0	1	0	0	129	1	0	2	270	0	403	1,571
5:45 PM	0	0	0	0	0	0	0	0	0	0	109	0	0	2	256	0	367	1,546
Count Total	0	0	0	0	0	1	0	10	0	0	937	17	1	17	2,100	0	3,083	0
Peak Hour	0	0	0	0	0	1	0	8	0	0	474	13	1	10	1,064	0	1,571	0

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

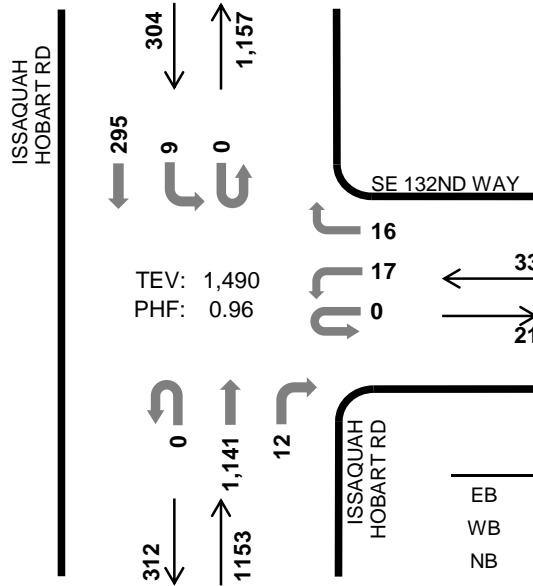
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	2	3	5	0	0	0	0	0	2	0	0	0	2
4:15 PM	0	0	3	3	6	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	11	2	13	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	6	1	7	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	2	8	10	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	27	23	50	0	0	0	0	0	2	0	0	0	2
Peak Hr	0	0	10	12	22	0	0	0	0	0	0	0	0	0	0

ISSAQUAH HOBART RD SE 132ND WAY



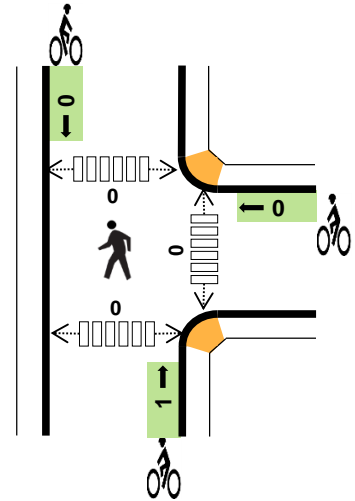
Peak Hour

Date: Thu, Apr 27, 2017
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 8:00 AM to 9:00 AM



TEV: 1,490
 PHF: 0.96

	HV %:	PHF
EB	-	-
WB	6.1%	0.52
NB	4.9%	0.93
SB	5.6%	0.92
TOTAL	5.0%	0.96



Two-Hour Count Summaries

Interval Start	0				SE 132ND WAY				ISSAQUAH HOBART RD				ISSAQUAH HOBART RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	5	0	4	0	0	278	0	0	1	61	0	349	0
7:15 AM	0	0	0	0	0	5	0	3	0	0	234	0	0	1	77	0	320	0
7:30 AM	0	0	0	0	0	2	0	6	0	0	234	6	0	0	92	0	340	0
7:45 AM	0	0	0	0	0	0	0	5	0	0	242	1	0	1	74	0	323	1,332
8:00 AM	0	0	0	0	0	3	0	1	0	0	290	0	0	3	68	0	365	1,348
8:15 AM	0	0	0	0	0	0	0	3	0	0	305	4	0	0	68	0	380	1,408
8:30 AM	0	0	0	0	0	7	0	9	0	0	252	5	0	4	78	0	355	1,423
8:45 AM	0	0	0	0	0	7	0	3	0	0	294	3	0	2	81	0	390	1,490
Count Total	0	0	0	0	0	29	0	34	0	0	2,129	19	0	12	599	0	2,822	0
Peak Hour	0	0	0	0	0	17	0	16	0	0	1,141	12	0	9	295	0	1,490	0

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

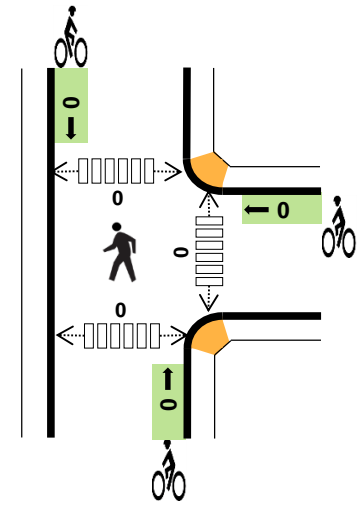
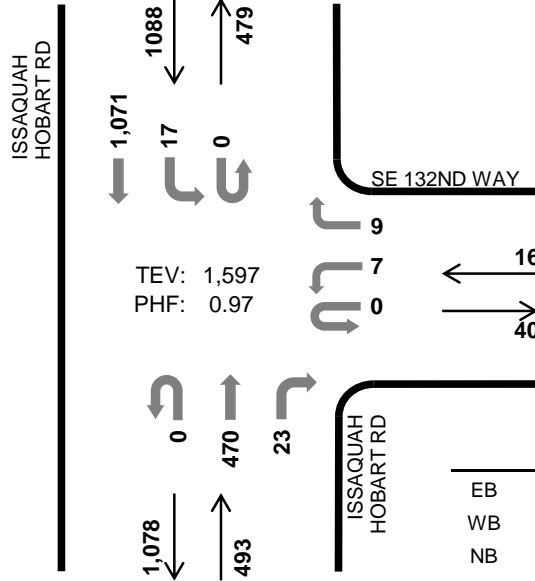
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	4	2	6	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	8	6	14	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	14	7	21	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	13	4	17	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	8	2	10	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	15	3	18	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	16	4	21	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	17	8	26	0	0	1	0	1	0	0	0	0	0
Count Total	0	2	95	36	133	0	0	1	0	1	0	0	0	0	0
Peak Hr	0	2	56	17	75	0	0	1	0	1	0	0	0	0	0

ISSAQUAH HOBART RD SE 132ND WAY



Peak Hour

Date: Thu, Apr 27, 2017
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	-	-
WB	0.0%	0.80
NB	2.6%	0.94
SB	1.8%	0.99
TOTAL	2.1%	0.97

Two-Hour Count Summaries

Interval Start	0				SE 132ND WAY				ISSAQUAH HOBART RD				ISSAQUAH HOBART RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	3	0	0	113	8	0	8	263	0	395	0
4:15 PM	0	0	0	0	0	1	0	4	0	0	114	4	0	2	246	0	371	0
4:30 PM	0	0	0	0	0	2	0	3	0	0	127	4	0	8	250	0	394	0
4:45 PM	0	0	0	0	0	3	0	2	0	0	125	6	0	4	272	0	412	1,572
5:00 PM	0	0	0	0	0	1	0	2	0	0	113	3	0	6	264	0	389	1,566
5:15 PM	0	0	0	0	0	1	0	3	0	0	110	6	0	1	275	0	396	1,591
5:30 PM	0	0	0	0	0	2	0	2	0	0	122	8	0	6	260	0	400	1,597
5:45 PM	0	0	0	0	0	4	0	5	0	0	96	6	0	13	239	0	363	1,548
Count Total	0	0	0	0	0	14	0	24	0	0	920	45	0	48	2,069	0	3,120	0
Peak Hour	0	0	0	0	0	7	0	9	0	0	470	23	0	17	1,071	0	1,597	0

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

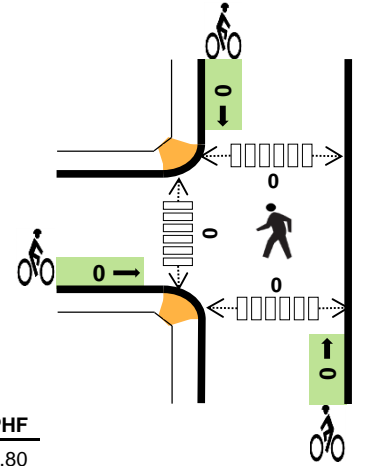
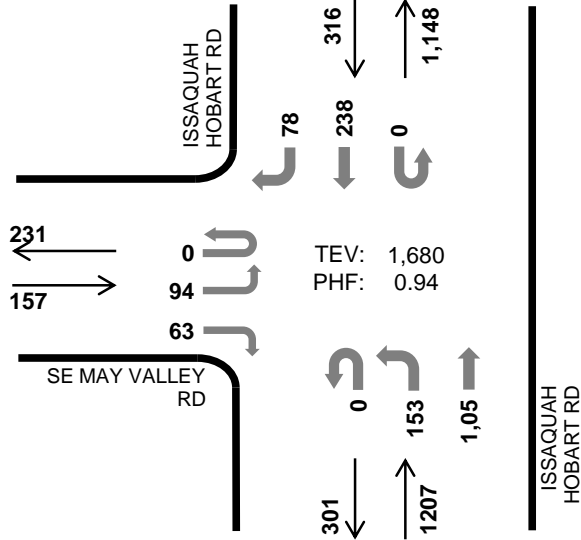
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	5	14	19	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	4	9	14	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	9	12	22	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	6	7	13	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	2	8	10	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	4	5	9	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	7	8	0	0	0	0	0	0	0	0	0	0
Count Total	0	2	32	62	96	0	0	0	0	0	0	0	0	0	0
Peak Hr	0	0	13	20	33	0	0	0	0	0	0	0	0	0	0

ISSAQUAH HOBART RD SE MAY VALLEY RD



Peak Hour

Date: Thu, Apr 27, 2017
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



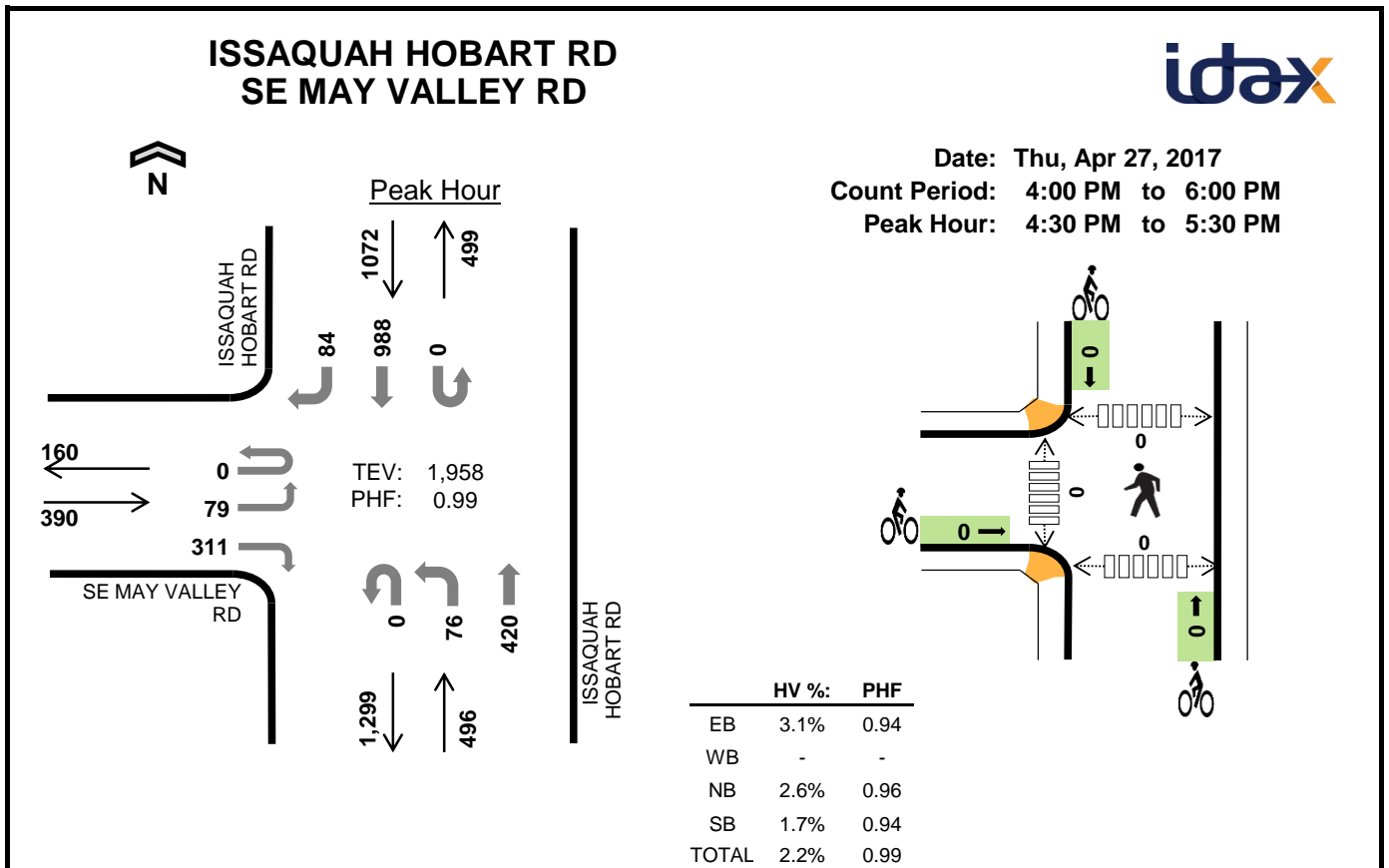
	HV %:	PHF
EB	14.6%	0.80
WB	-	-
NB	5.1%	0.94
SB	5.4%	0.86
TOTAL	6.1%	0.94

Two-Hour Count Summaries

Interval Start	SE MAY VALLEY RD				0				ISSAQUAH HOBART RD				ISSAQUAH HOBART RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	10	0	12	0	0	0	0	0	65	261	0	0	0	50	15	413	0
7:15 AM	0	13	0	17	0	0	0	0	0	66	230	0	0	0	66	16	408	0
7:30 AM	0	28	0	24	0	0	0	0	0	55	212	0	0	0	73	21	413	0
7:45 AM	0	11	0	16	0	0	0	0	0	53	229	0	0	0	55	20	384	1,618
8:00 AM	0	15	0	16	0	0	0	0	0	31	277	0	0	0	56	14	409	1,614
8:15 AM	0	21	0	15	0	0	0	0	0	33	287	0	0	0	49	21	426	1,632
8:30 AM	0	29	0	12	0	0	0	0	0	40	234	0	0	0	60	24	399	1,618
8:45 AM	0	29	0	20	0	0	0	0	0	49	256	0	0	0	73	19	446	1,680
Count Total	0	156	0	132	0	0	0	0	0	392	1,986	0	0	0	482	150	3,298	0
Peak Hour	0	94	0	63	0	0	0	0	0	153	1,054	0	0	0	238	78	1,680	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	0	5	2	9	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	13	5	19	0	0	0	0	0	0	0	0	0	0
7:30 AM	9	0	9	7	25	0	0	0	0	0	0	0	0	0	0
7:45 AM	7	0	9	3	19	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	0	11	2	14	0	0	0	0	0	0	0	0	0	0
8:15 AM	3	0	17	3	23	0	0	0	0	0	0	0	0	0	0
8:30 AM	8	0	20	3	31	0	0	0	0	0	0	0	0	0	0
8:45 AM	11	0	14	9	34	0	0	0	0	0	0	0	0	0	0
Count Total	42	0	98	34	174	0	0	0	0	0	0	0	0	0	0
Peak Hr	23	0	62	17	102	0	0	0	0	0	0	0	0	0	0



Two-Hour Count Summaries

Interval Start	SE MAY VALLEY RD				0				ISSAQUAH HOBART RD				ISSAQUAH HOBART RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	24	0	68	0	0	0	0	0	17	83	0	0	0	257	17	466	0
4:15 PM	0	28	0	105	0	0	0	0	0	10	86	0	0	0	232	13	474	0
4:30 PM	0	23	0	81	0	0	0	0	0	23	106	0	0	0	237	17	487	0
4:45 PM	0	18	0	75	0	0	0	0	0	12	113	0	0	0	252	24	494	1,921
5:00 PM	0	20	0	82	0	0	0	0	0	21	103	0	0	0	239	18	483	1,938
5:15 PM	0	18	0	73	0	0	0	0	0	20	98	0	0	0	260	25	494	1,958
5:30 PM	0	16	0	79	0	0	0	0	0	17	108	0	0	0	253	11	484	1,955
5:45 PM	0	23	0	66	0	0	0	0	0	22	84	0	0	0	220	15	430	1,891
Count Total	0	170	0	629	0	0	0	0	0	142	781	0	0	0	1,950	140	3,812	0
Peak Hour	0	79	0	311	0	0	0	0	0	76	420	0	0	0	988	84	1,958	0

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

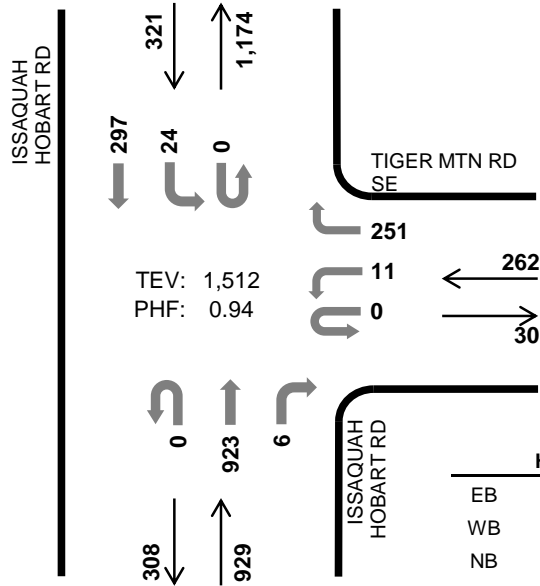
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	13	0	5	7	25	0	0	0	0	0	0	0	0	0	0
4:15 PM	9	0	2	4	15	0	0	0	0	0	0	0	0	0	0
4:30 PM	5	0	5	7	17	0	0	0	0	0	0	0	0	0	0
4:45 PM	3	0	5	5	13	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:15 PM	3	0	3	6	12	0	0	0	0	0	0	0	0	0	0
5:30 PM	2	0	4	4	10	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0
Count Total	36	0	25	36	97	0	0	0	0	0	0	0	0	0	0
Peak Hr	12	0	13	18	43	0	0	0	0	0	0	0	0	0	0

ISSAQUAH HOBART RD TIGER MTN RD SE



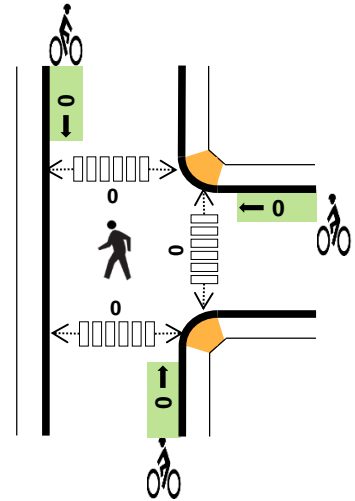
Peak Hour

Date: Thu, Apr 27, 2017
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM



TEV: 1,512
PHF: 0.94

	HV %:	PHF
EB	-	-
WB	0.8%	0.90
NB	5.0%	0.89
SB	6.9%	0.85
TOTAL	4.6%	0.94



Two-Hour Count Summaries

Interval Start	0				TIGER MTN RD SE				ISSAQUAH HOBART RD				ISSAQUAH HOBART RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	1	0	98	0	0	207	2	0	5	64	0	377	0
7:15 AM	0	0	0	0	0	2	0	66	0	0	255	2	0	6	72	0	403	0
7:30 AM	0	0	0	0	0	3	0	70	0	0	203	1	0	7	87	0	371	0
7:45 AM	0	0	0	0	0	5	0	59	0	0	205	2	0	8	66	0	345	1,496
8:00 AM	0	0	0	0	0	1	0	56	0	0	260	1	0	3	72	0	393	1,512
8:15 AM	0	0	0	0	0	6	0	60	0	0	241	2	0	3	58	0	370	1,479
8:30 AM	0	0	0	0	0	1	0	62	0	0	223	5	0	7	64	0	362	1,470
8:45 AM	0	0	0	0	0	3	0	41	0	0	222	5	0	8	77	0	356	1,481
Count Total	0	0	0	0	0	22	0	512	0	0	1,816	20	0	47	560	0	2,977	0
Peak Hour	0	0	0	0	0	11	0	251	0	0	923	6	0	24	297	0	1,512	0

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

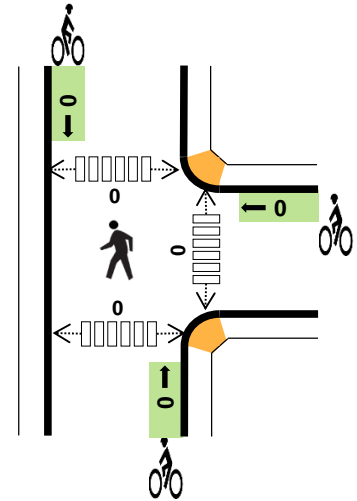
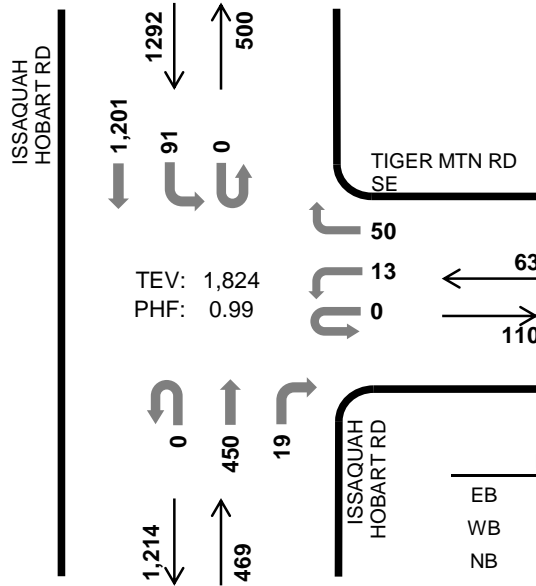
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	5	3	8	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	15	6	21	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	9	7	16	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	9	6	16	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	13	3	17	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	15	3	19	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	14	1	15	0	0	0	1	1	0	0	0	0	0
8:45 AM	0	0	14	6	20	0	0	0	1	1	0	0	0	0	0
Count Total	0	3	94	35	132	0	0	0	2	2	0	0	0	0	0
Peak Hr	0	2	46	22	70	0	0	0	0	0	0	0	0	0	0

ISSAQUAH HOBART RD TIGER MTN RD SE



Peak Hour

Date: Thu, Apr 27, 2017
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	-	-
WB	1.6%	0.68
NB	3.2%	0.92
SB	1.4%	0.98
TOTAL	1.9%	0.99

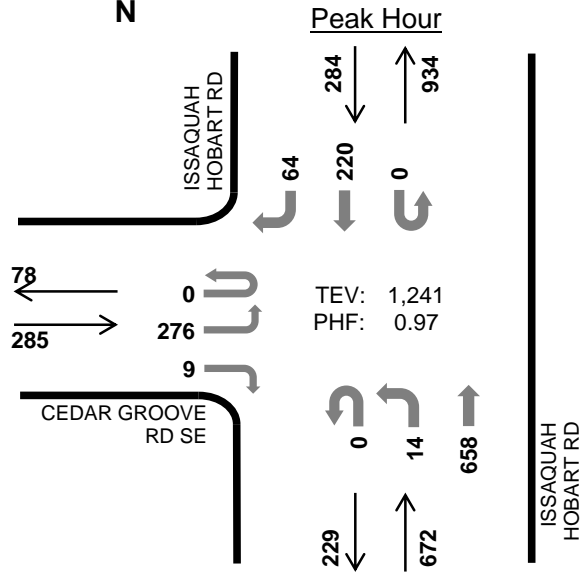
Two-Hour Count Summaries

Interval Start	0				TIGER MTN RD SE				ISSAQUAH HOBART RD				ISSAQUAH HOBART RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	2	0	11	0	0	98	3	0	22	289	0	425	0
4:15 PM	0	0	0	0	0	2	0	10	0	0	83	4	0	26	314	0	439	0
4:30 PM	0	0	0	0	0	1	0	12	0	0	125	2	0	18	300	0	458	0
4:45 PM	0	0	0	0	0	5	0	18	0	0	105	6	0	22	306	0	462	1,784
5:00 PM	0	0	0	0	0	2	0	11	0	0	118	5	0	28	298	0	462	1,821
5:15 PM	0	0	0	0	0	5	0	9	0	0	102	6	0	23	297	0	442	1,824
5:30 PM	0	0	0	0	0	2	0	11	0	0	113	1	0	21	307	0	455	1,821
5:45 PM	0	0	0	0	0	3	0	17	0	0	88	10	0	23	276	0	417	1,776
Count Total	0	0	0	0	0	22	0	99	0	0	832	37	0	183	2,387	0	3,560	0
Peak Hour	0	0	0	0	0	13	0	50	0	0	450	19	0	91	1,201	0	1,824	0

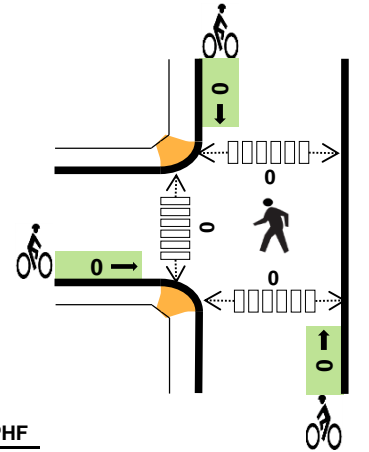
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	4	12	16	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	7	8	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	6	8	14	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	5	4	10	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	3	6	9	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	4	4	8	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	2	5	7	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	26	46	73	0	0	0	0	0	0	0	0	0	0
Peak Hr	0	1	15	18	34	0	0	0	0	0	0	0	0	0	0

ISSAQUAH HOBART RD CEDAR GROOVE RD SE



Date: Thu, Apr 27, 2017
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	7.0%	0.82
WB	-	-
NB	6.3%	0.94
SB	5.6%	0.83
TOTAL	6.3%	0.97

Two-Hour Count Summaries

Interval Start	CEDAR GROOVE RD SE				0				ISSAQUAH HOBART RD				ISSAQUAH HOBART RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	96	0	3	0	0	0	0	0	0	116	0	0	0	55	13	283	0
7:15 AM	0	109	0	2	0	0	0	0	0	2	152	0	0	0	55	8	328	0
7:30 AM	0	80	0	5	0	0	0	0	0	0	121	0	0	0	88	12	306	0
7:45 AM	0	83	0	0	0	0	0	0	0	1	134	0	0	0	51	17	286	1,203
8:00 AM	0	77	0	5	0	0	0	0	0	3	157	0	0	0	66	11	319	1,239
8:15 AM	0	65	0	1	0	0	0	0	0	2	177	0	0	0	40	17	302	1,213
8:30 AM	0	85	0	2	0	0	0	0	0	6	154	0	0	0	52	12	311	1,218
8:45 AM	0	49	0	1	0	0	0	0	0	3	170	0	0	0	62	24	309	1,241
Count Total	0	644	0	19	0	0	0	0	0	17	1,181	0	0	0	469	114	2,444	0
Peak Hour	0	276	0	9	0	0	0	0	0	14	658	0	0	0	220	64	1,241	0

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

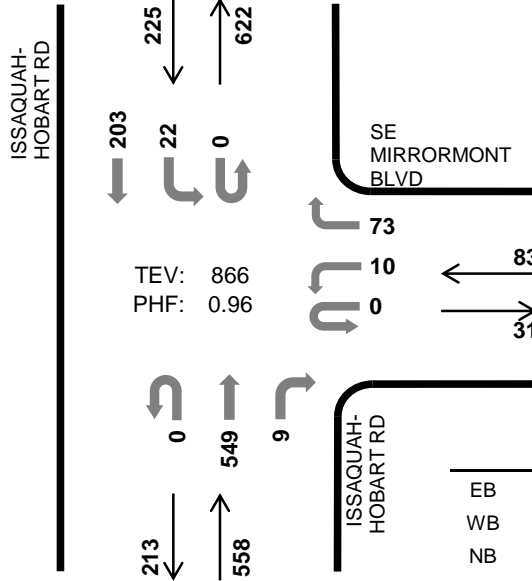
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	0	7	3	12	0	0	0	0	0	0	0	0	0	0
7:15 AM	3	0	13	2	18	0	0	0	0	0	0	0	0	0	0
7:30 AM	5	0	3	9	17	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	6	5	12	0	0	0	1	1	0	0	0	0	0
8:00 AM	8	0	7	4	19	0	0	0	0	0	0	0	0	0	0
8:15 AM	5	0	11	3	19	0	0	0	0	0	0	0	0	0	0
8:30 AM	4	0	12	3	19	0	0	0	0	0	0	0	0	0	0
8:45 AM	3	0	12	6	21	0	0	0	0	0	0	0	0	0	0
Count Total	31	0	71	35	137	0	0	0	1	1	0	0	0	0	0
Peak Hr	20	0	42	16	78	0	0	0	0	0	0	0	0	0	0

ISSAQUAH-HOBART RD SE MIRRORMONT BLVD

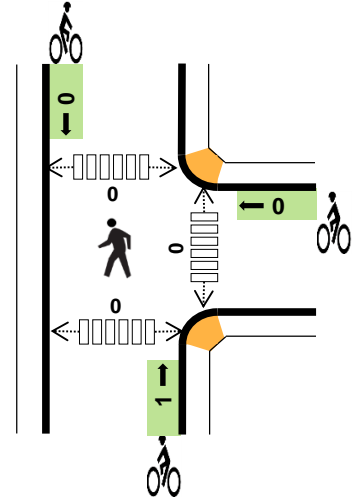


Peak Hour

Date: Thu, Apr 27, 2017
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



TEV: 866
PHF: 0.96



	HV %:	PHF
EB	-	-
WB	2.4%	0.80
NB	6.6%	0.94
SB	3.6%	0.82
TOTAL	5.4%	0.96

Two-Hour Count Summaries

Interval Start	0				SE MIRRORMONT BLVD				ISSAQUAH-HOBART RD				ISSAQUAH-HOBART RD				15-min Total	Rolling One Hour
	Eastbound		Westbound		Northbound		Southbound		UT		LT		TH		RT			
7:00 AM	0	0	0	0	0	3	0	9	0	0	91	0	0	4	54	0	161	0
7:15 AM	0	0	0	0	0	4	0	15	0	0	143	3	0	4	55	0	224	0
7:30 AM	0	0	0	0	0	8	0	13	0	0	117	0	0	14	65	0	217	0
7:45 AM	0	0	0	0	0	3	0	10	0	0	116	1	0	5	49	0	184	786
8:00 AM	0	0	0	0	0	4	0	10	0	0	127	5	0	6	63	0	215	840
8:15 AM	0	0	0	0	0	5	0	21	0	0	139	1	0	3	40	0	209	825
8:30 AM	0	0	0	0	0	1	0	21	0	0	148	0	0	3	52	0	225	833
8:45 AM	0	0	0	0	0	0	0	21	0	0	135	3	0	10	48	0	217	866
Count Total	0	0	0	0	0	28	0	120	0	0	1,016	13	0	49	426	0	1,652	0
Peak Hour	0	0	0	0	0	10	0	73	0	0	549	9	0	22	203	0	866	0

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

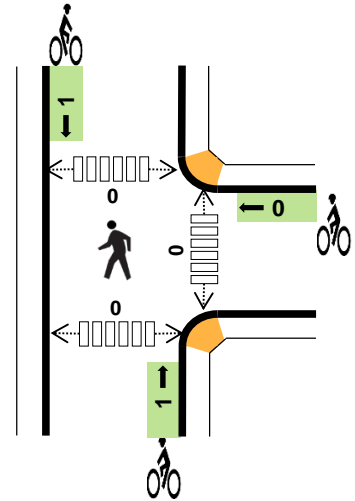
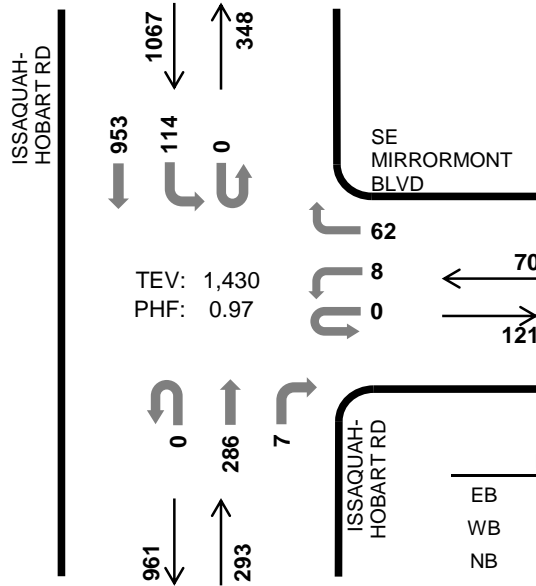
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	15	2	17	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	7	1	8	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	9	6	16	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	4	2	7	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	5	4	9	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	13	1	15	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	10	1	12	0	0	1	0	1	0	0	0	0	0
8:45 AM	0	0	9	2	11	0	0	0	0	0	0	0	0	0	0
Count Total	0	4	72	19	95	0	0	1	0	1	0	0	0	0	0
Peak Hr	0	2	37	8	47	0	0	1	0	1	0	0	0	0	0

ISSAQUAH-HOBART RD SE MIRRORMONT BLVD



Peak Hour

Date: Thu, Apr 27, 2017
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	-	-
WB	0.0%	0.83
NB	2.7%	0.89
SB	0.8%	0.95
TOTAL	1.2%	0.97

Two-Hour Count Summaries

Interval Start	0				SE MIRRORMONT BLVD				ISSAQUAH-HOBART RD				ISSAQUAH-HOBART RD				15-min Total	Rolling One Hour
	Eastbound		Westbound		Northbound		Southbound		UT		RT		UT		RT			
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	3	0	14	0	0	63	0	0	29	216	0	325	0
4:15 PM	0	0	0	0	0	0	0	7	0	0	69	2	0	22	250	0	350	0
4:30 PM	0	0	0	0	0	2	0	15	0	0	67	1	0	29	211	0	325	0
4:45 PM	0	0	0	0	0	1	0	14	0	0	69	2	0	27	255	0	368	1,368
5:00 PM	0	0	0	0	0	3	0	18	0	0	80	2	0	28	228	0	359	1,402
5:15 PM	0	0	0	0	0	2	0	14	0	0	70	1	0	26	230	0	343	1,395
5:30 PM	0	0	0	0	0	2	0	16	0	0	67	2	0	33	240	0	360	1,430
5:45 PM	0	0	0	0	0	1	0	13	0	0	66	2	0	33	202	0	317	1,379
Count Total	0	0	0	0	0	14	0	111	0	0	551	12	0	227	1,832	0	2,747	0
Peak Hour	0	0	0	0	0	8	0	62	0	0	286	7	0	114	953	0	1,430	0

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

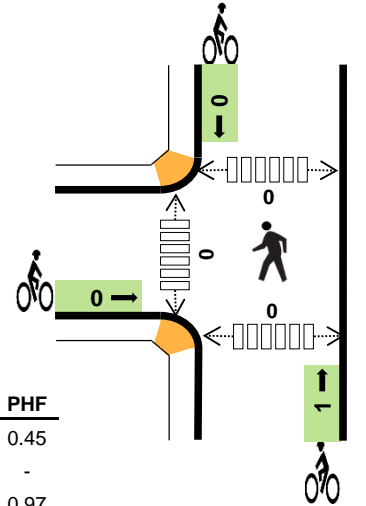
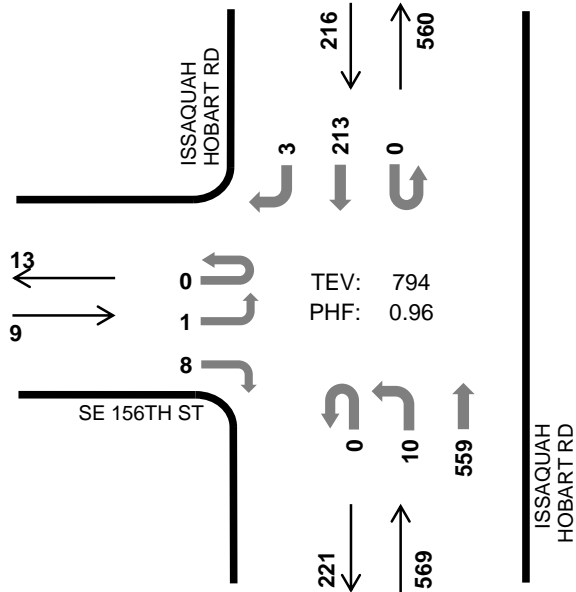
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	1	6	7	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	3	4	8	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	2	0	5	7	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	4	2	6	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	0	1	0	0	0	1	1	0	0	0	0	0
5:15 PM	0	0	1	4	5	0	0	1	0	1	0	0	0	0	0
5:30 PM	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	2	9	11	0	0	0	0	0	0	0	0	0	0
Count Total	0	3	14	33	50	0	0	1	1	2	0	0	0	0	0
Peak Hr	0	0	8	9	17	0	0	1	1	2	0	0	0	0	0

ISSAQUAH HOBART RD SE 156TH ST



Peak Hour

Date: Thu, Apr 27, 2017
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	11.1%	0.45
WB	-	-
NB	7.9%	0.97
SB	4.6%	0.81
TOTAL	7.1%	0.96

Two-Hour Count Summaries

Interval Start	SE 156TH ST				0				ISSAQUAH HOBART RD				ISSAQUAH HOBART RD				15-min Total	Rolling One Hour
	Eastbound		Westbound		Northbound		Southbound		Northbound		Southbound							
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	4	0	0	0	0	0	0	84	0	0	0	53	4	146	0
7:15 AM	0	0	0	0	0	0	0	0	0	4	143	0	0	0	55	2	204	0
7:30 AM	0	0	0	0	0	0	0	0	0	2	115	0	0	0	71	6	194	0
7:45 AM	0	0	0	2	0	0	0	0	0	3	89	0	0	0	50	3	147	691
8:00 AM	0	1	0	4	0	0	0	0	0	2	133	0	0	0	66	1	207	752
8:15 AM	0	0	0	2	0	0	0	0	0	4	143	0	0	0	45	1	195	743
8:30 AM	0	0	0	1	0	0	0	0	0	2	145	0	0	0	51	1	200	749
8:45 AM	0	0	0	1	0	0	0	0	0	2	138	0	0	0	51	0	192	794
Count Total	0	2	0	14	0	0	0	0	0	19	990	0	0	0	442	18	1,485	0
Peak Hour	0	1	0	8	0	0	0	0	0	10	559	0	0	0	213	3	794	0

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

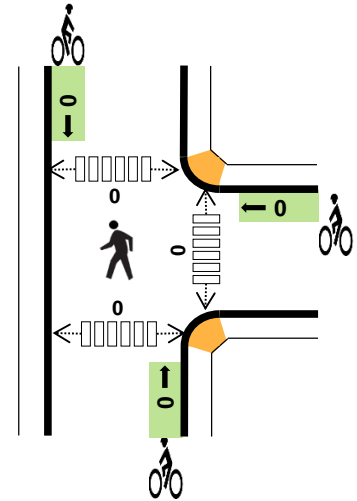
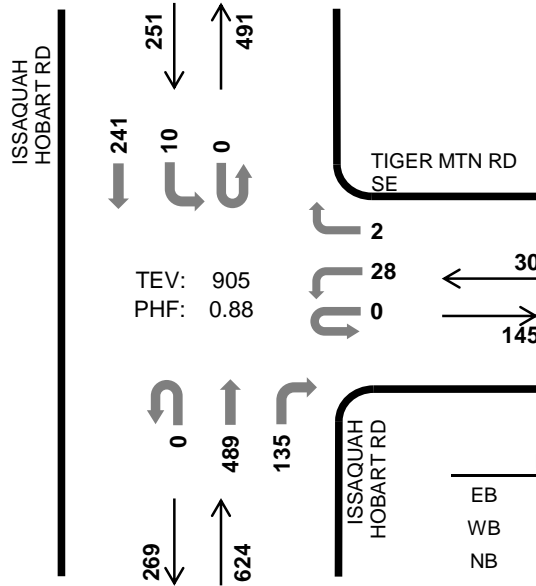
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	11	2	13	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	6	1	7	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	8	4	12	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	4	2	6	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	0	5	4	10	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	15	2	17	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	14	3	17	0	0	1	0	1	0	0	0	0	0
8:45 AM	0	0	11	1	12	0	0	0	0	0	0	0	0	0	0
Count Total	1	0	74	19	94	0	0	1	0	1	0	0	0	0	0
Peak Hr	1	0	45	10	56	0	0	1	0	1	0	0	0	0	0

ISSAQUAH HOBART RD TIGER MTN RD SE



Peak Hour

Date: Thu, Apr 27, 2017
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	-	-
WB	3.3%	0.58
NB	6.3%	0.83
SB	4.8%	0.87
TOTAL	5.7%	0.88

Two-Hour Count Summaries

Interval Start	0				TIGER MTN RD SE				ISSAQUAH HOBART RD				ISSAQUAH HOBART RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	4	0	0	0	0	106	26	0	6	52	0	194	0
7:15 AM	0	0	0	0	0	6	0	1	0	0	104	31	0	4	56	0	202	0
7:30 AM	0	0	0	0	0	6	0	1	0	0	108	33	0	2	70	0	220	0
7:45 AM	0	0	0	0	0	4	0	0	0	0	105	35	0	5	57	0	206	822
8:00 AM	0	0	0	0	0	12	0	1	0	0	119	35	0	2	54	0	223	851
8:15 AM	0	0	0	0	0	6	0	0	0	0	157	32	0	1	60	0	256	905
8:30 AM	0	0	0	0	0	15	0	6	0	0	136	11	0	0	49	0	217	902
8:45 AM	0	0	0	0	0	13	0	0	0	0	119	7	0	0	58	0	197	893
Count Total	0	0	0	0	0	66	0	9	0	0	954	210	0	20	456	0	1,715	0
Peak Hour	0	0	0	0	0	28	0	2	0	0	489	135	0	10	241	0	905	0

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

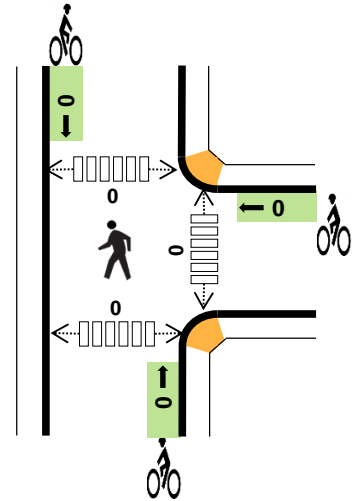
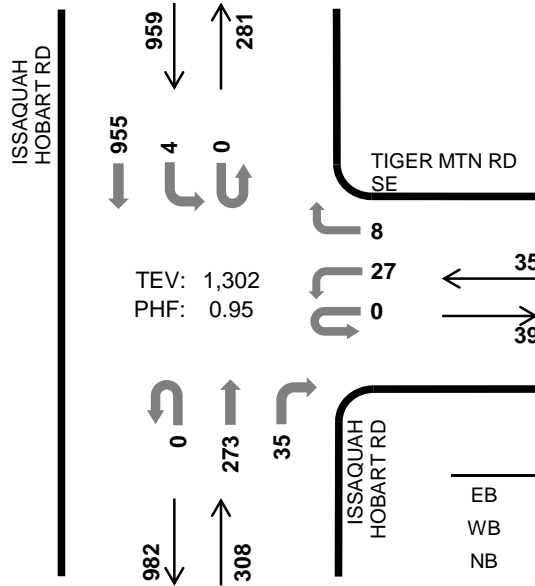
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	5	2	7	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	5	3	9	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	10	4	14	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	5	1	6	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	5	3	9	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	19	4	23	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	10	2	13	0	0	1	0	1	0	0	0	0	0
8:45 AM	0	1	12	2	15	0	0	0	0	0	0	0	0	0	0
Count Total	0	4	71	21	96	0	0	1	0	1	0	0	0	0	0
Peak Hr	0	1	39	12	52	0	0	0	0	0	0	0	0	0	0

ISSAQUAH HOBART RD TIGER MTN RD SE



Peak Hour

Date: Thu, Apr 27, 2017
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



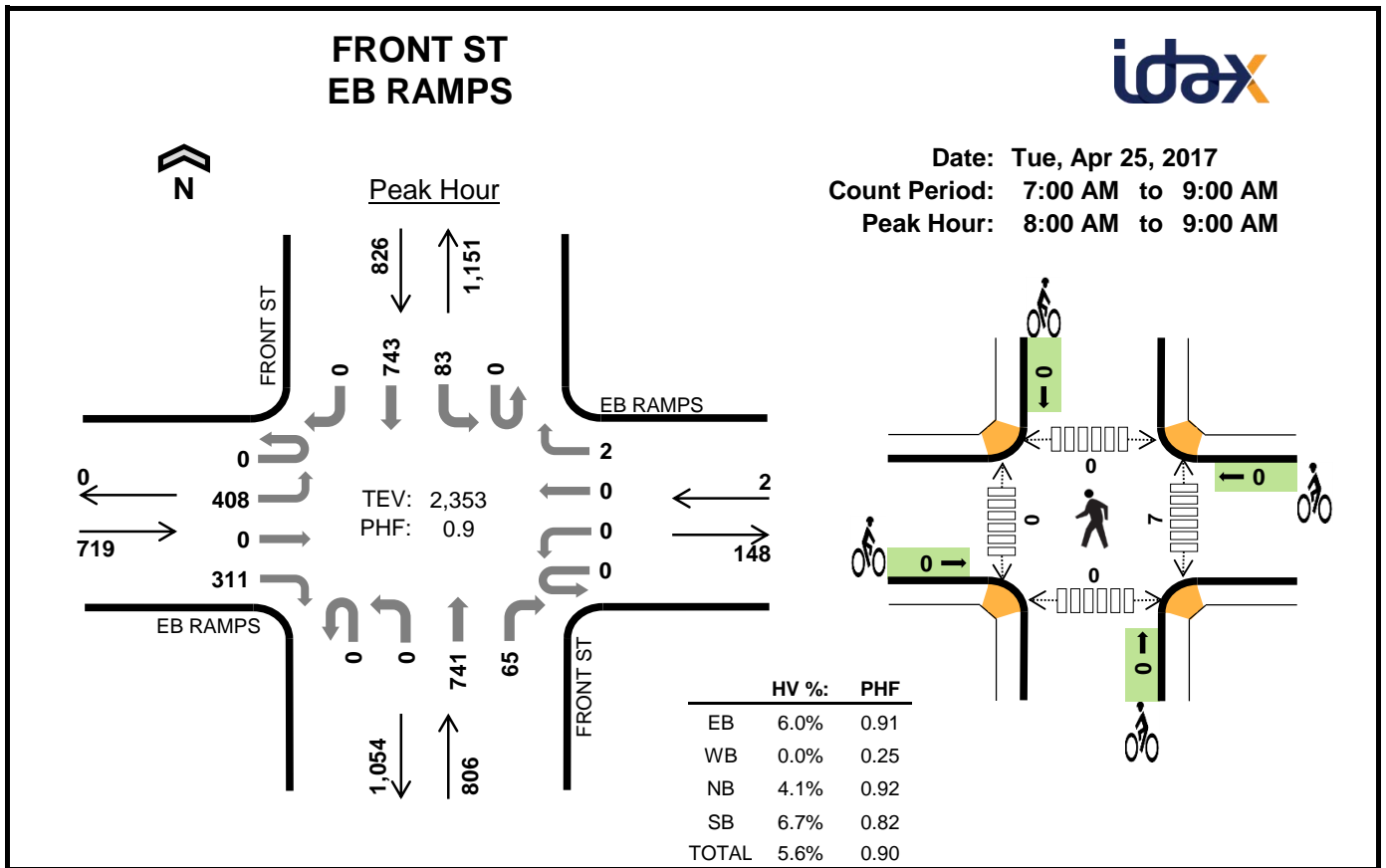
	HV %:	PHF
EB	-	-
WB	2.9%	0.80
NB	2.6%	0.87
SB	1.8%	0.93
TOTAL	2.0%	0.95

Two-Hour Count Summaries

Interval Start	0				TIGER MTN RD SE				ISSAQUAH HOBART RD				ISSAQUAH HOBART RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	12	0	1	0	0	61	10	0	2	191	0	277	0
4:15 PM	0	0	0	0	0	6	0	1	0	0	72	7	0	1	256	0	343	0
4:30 PM	0	0	0	0	0	6	0	2	0	0	57	12	0	0	211	0	288	0
4:45 PM	0	0	0	0	0	7	0	4	0	0	63	8	0	2	243	0	327	1,235
5:00 PM	0	0	0	0	0	8	0	1	0	0	81	8	0	1	245	0	344	1,302
5:15 PM	0	0	0	0	0	4	0	0	0	0	71	7	0	0	216	0	298	1,257
5:30 PM	0	0	0	0	0	8	0	1	0	0	70	9	0	6	238	0	332	1,301
5:45 PM	0	0	0	0	0	6	0	0	0	0	61	10	0	4	217	0	298	1,272
Count Total	0	0	0	0	0	57	0	10	0	0	536	71	0	16	1,817	0	2,507	0
Peak Hour	0	0	0	0	0	27	0	8	0	0	273	35	0	4	955	0	1,302	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	1	2	1	4	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	2	8	10	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	5	4	10	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	2	5	7	0	0	0	1	1	0	0	0	0	0
5:30 PM	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	3	4	7	0	0	0	0	0	0	0	0	0	0
Count Total	0	2	16	31	49	0	0	0	1	1	0	0	0	0	0
Peak Hr	0	1	8	17	26	0	0	0	0	0	0	0	0	0	0

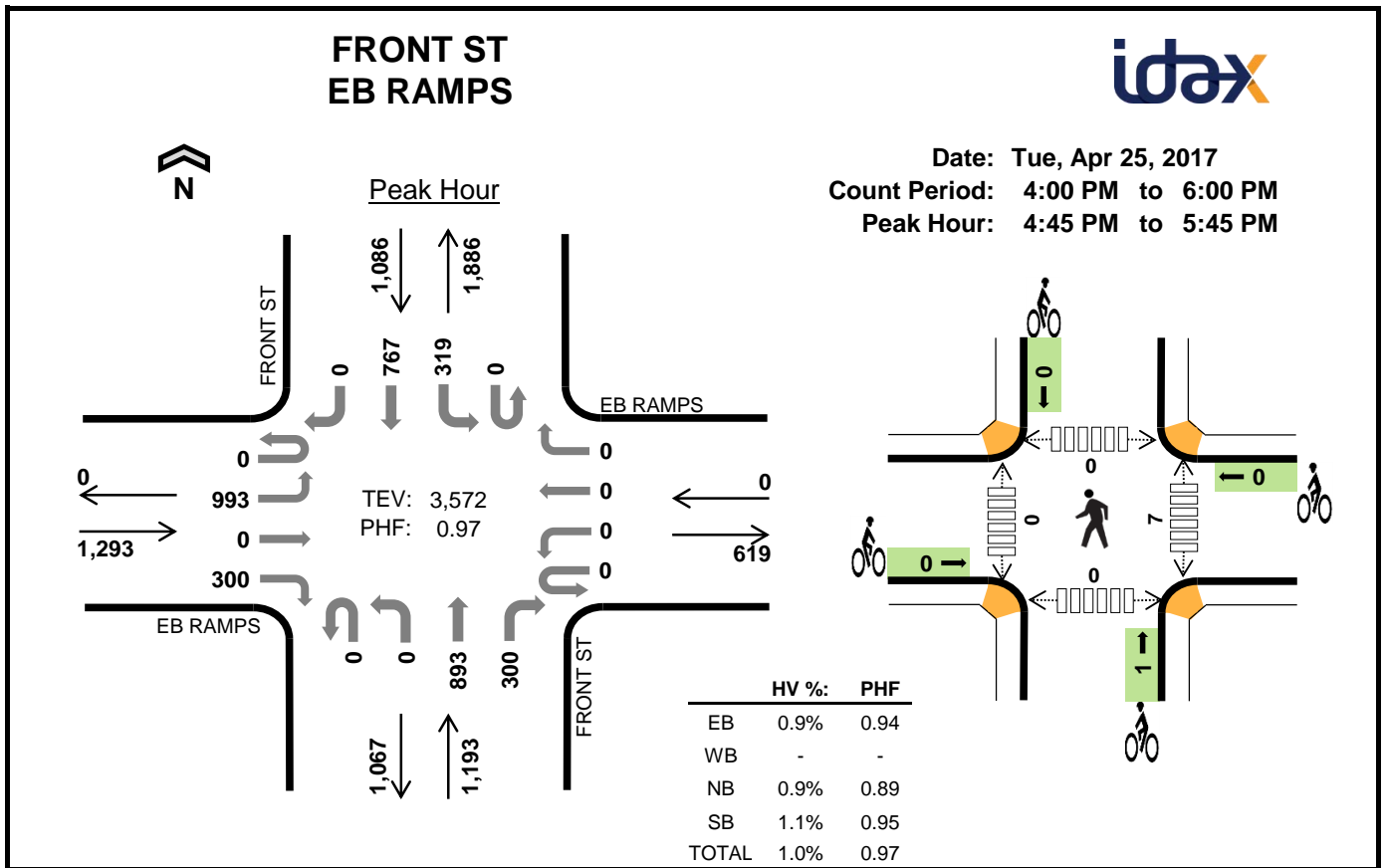


Two-Hour Count Summaries

Interval Start	EB RAMPS				EB RAMPS				FRONT ST				FRONT ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	112	0	66	0	0	0	0	0	0	191	13	0	15	135	0	532	0
7:15 AM	0	103	0	62	0	0	0	0	0	0	166	11	0	9	170	0	521	0
7:30 AM	0	107	0	66	0	0	0	0	0	0	205	16	0	14	166	0	574	0
7:45 AM	0	113	0	76	0	0	0	0	0	0	170	6	0	21	202	0	588	2,215
8:00 AM	0	98	0	72	0	0	0	2	0	0	158	8	0	17	170	0	525	2,208
8:15 AM	0	119	0	77	0	0	0	0	0	0	202	16	0	19	188	0	621	2,308
8:30 AM	0	92	0	64	0	0	0	0	0	0	199	21	0	18	161	0	555	2,289
8:45 AM	0	99	0	98	0	0	0	0	0	0	182	20	0	29	224	0	652	2,353
Count Total	0	843	0	581	0	0	0	2	0	0	1,473	111	0	142	1,416	0	4,568	0
Peak Hour	0	408	0	311	0	0	0	2	0	0	741	65	0	83	743	0	2,353	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	12	0	7	15	34	0	0	0	0	0	0	0	0	0	0
7:15 AM	9	0	7	7	23	0	0	0	0	0	1	0	0	0	1
7:30 AM	7	0	13	9	29	0	0	0	0	0	0	0	0	0	0
7:45 AM	7	0	7	12	26	0	0	0	0	0	1	0	0	0	1
8:00 AM	11	0	5	13	29	0	0	0	0	0	1	0	0	0	1
8:15 AM	10	0	8	15	33	0	0	0	0	0	1	0	0	0	1
8:30 AM	9	0	12	14	35	0	0	0	0	0	1	0	0	0	1
8:45 AM	13	0	8	13	34	0	0	0	0	0	4	0	0	0	4
Count Total	78	0	67	98	243	0	0	0	0	0	9	0	0	0	9
Peak Hour	43	0	33	55	131	0	0	0	0	0	7	0	0	0	7

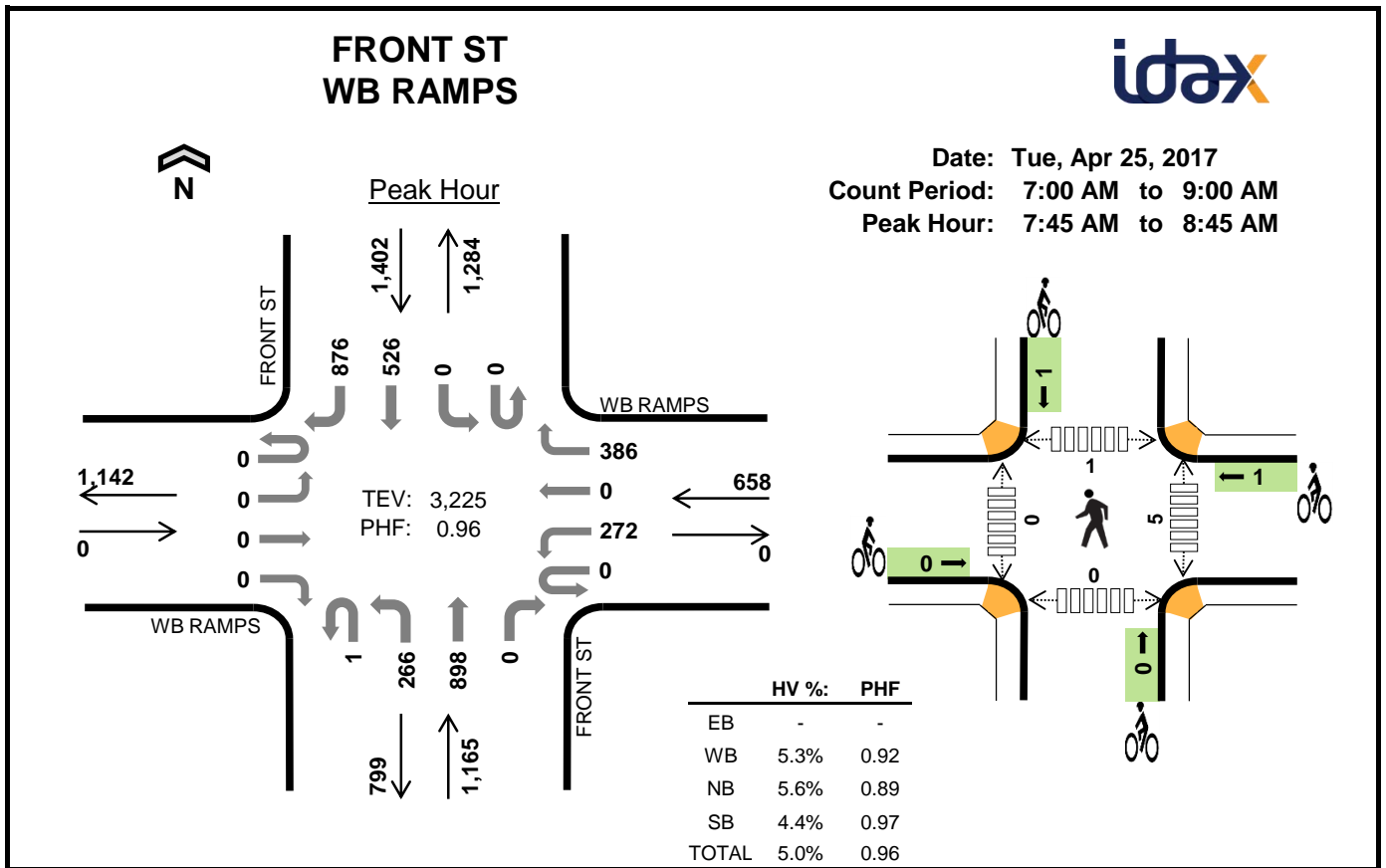


Two-Hour Count Summaries

Interval Start	EB RAMPS Eastbound				EB RAMPS Westbound				FRONT ST Northbound				FRONT ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	194	0	68	0	0	0	0	0	0	241	68	0	54	200	0	825	0
4:15 PM	0	198	1	73	0	0	0	0	0	0	197	60	0	99	216	0	844	0
4:30 PM	0	217	0	63	0	0	0	0	0	0	206	63	0	85	190	0	824	0
4:45 PM	0	240	0	73	0	0	0	0	0	0	206	67	0	87	199	0	872	3,365
5:00 PM	0	226	0	102	0	0	0	0	0	0	255	79	0	81	179	0	922	3,462
5:15 PM	0	280	0	64	0	0	0	0	0	0	203	85	0	72	201	0	905	3,523
5:30 PM	0	247	0	61	0	0	0	0	0	0	229	69	0	79	188	0	873	3,572
5:45 PM	0	270	0	61	0	0	0	0	0	0	216	70	0	53	184	0	854	3,554
Count Total	0	1,872	1	565	0	0	0	0	0	0	1,753	561	0	610	1,557	0	6,919	0
Peak Hour	0	993	0	300	0	0	0	0	0	0	893	300	0	319	767	0	3,572	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	0	7	4	12	0	0	0	0	0	3	0	0	0	3
4:15 PM	2	0	2	4	8	0	0	0	0	0	1	0	0	0	1
4:30 PM	4	0	1	7	12	0	0	0	0	0	4	0	0	0	4
4:45 PM	4	0	2	3	9	0	0	1	0	1	0	0	0	0	0
5:00 PM	3	0	4	2	9	0	0	0	0	0	2	0	0	0	2
5:15 PM	1	0	3	3	7	0	0	0	0	0	1	0	0	0	1
5:30 PM	3	0	2	4	9	0	0	0	0	0	4	0	0	0	4
5:45 PM	2	0	2	2	6	0	0	0	0	0	2	0	0	0	2
Count Total	20	0	23	29	72	0	0	1	0	1	17	0	0	0	17
Peak Hour	11	0	11	12	34	0	0	1	0	1	7	0	0	0	7

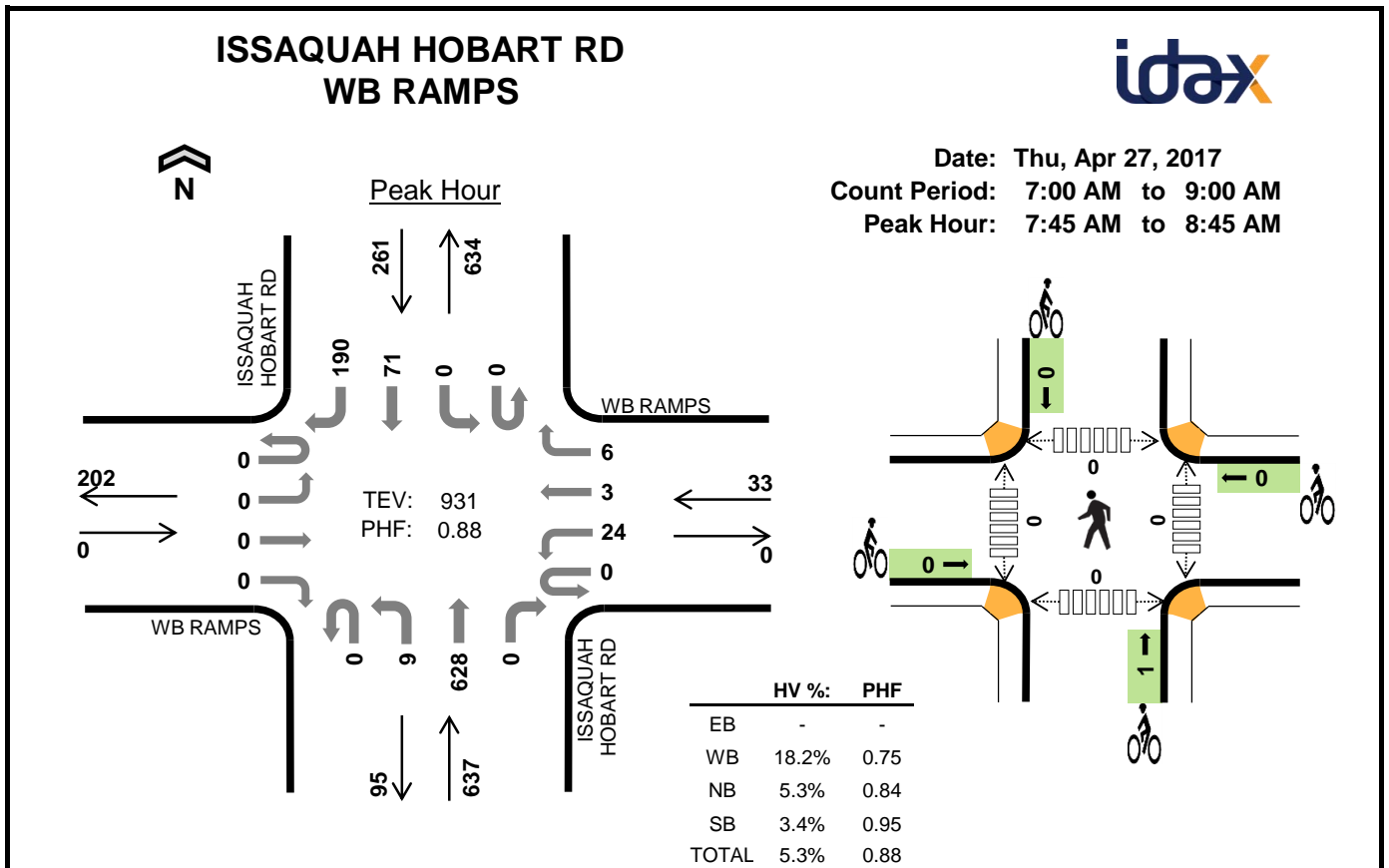


Two-Hour Count Summaries

Interval Start	WB RAMPS Eastbound				WB RAMPS Westbound				FRONT ST Northbound				FRONT ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	63	0	83	0	95	214	0	0	0	90	255	800	0
7:15 AM	0	0	0	0	0	62	0	90	0	68	197	0	0	0	114	243	774	0
7:30 AM	0	0	0	0	0	57	0	96	0	76	239	0	0	0	131	219	818	0
7:45 AM	0	0	0	0	0	80	0	98	1	55	222	0	0	0	135	223	814	3,206
8:00 AM	0	0	0	0	0	71	0	88	0	49	204	0	0	0	116	216	744	3,150
8:15 AM	0	0	0	0	0	72	0	91	0	80	248	0	0	0	142	208	841	3,217
8:30 AM	0	0	0	0	0	49	0	109	0	82	224	0	0	0	133	229	826	3,225
8:45 AM	0	0	0	0	0	78	0	89	0	49	230	0	0	0	163	204	813	3,224
Count Total	0	0	0	0	0	532	0	744	1	554	1,778	0	0	0	1,024	1,797	6,430	0
Peak Hour	0	0	0	0	0	272	0	386	1	266	898	0	0	0	526	876	3,225	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	9	15	13	37	0	1	0	0	1	1	0	0	0	1
7:15 AM	0	5	11	14	30	0	1	0	0	1	1	0	0	0	1
7:30 AM	0	14	17	17	48	0	0	0	0	0	3	0	0	0	3
7:45 AM	0	12	14	12	38	0	1	0	0	1	0	0	0	0	0
8:00 AM	0	11	12	16	39	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	8	18	17	43	0	0	0	0	0	4	0	1	0	5
8:30 AM	0	4	21	17	42	0	0	0	1	1	1	0	0	0	1
8:45 AM	0	8	12	24	44	0	0	0	0	0	3	0	0	0	3
Count Total	0	71	120	130	321	0	3	0	1	4	13	0	1	0	14
Peak Hour	0	35	65	62	162	0	1	0	1	2	5	0	1	0	6

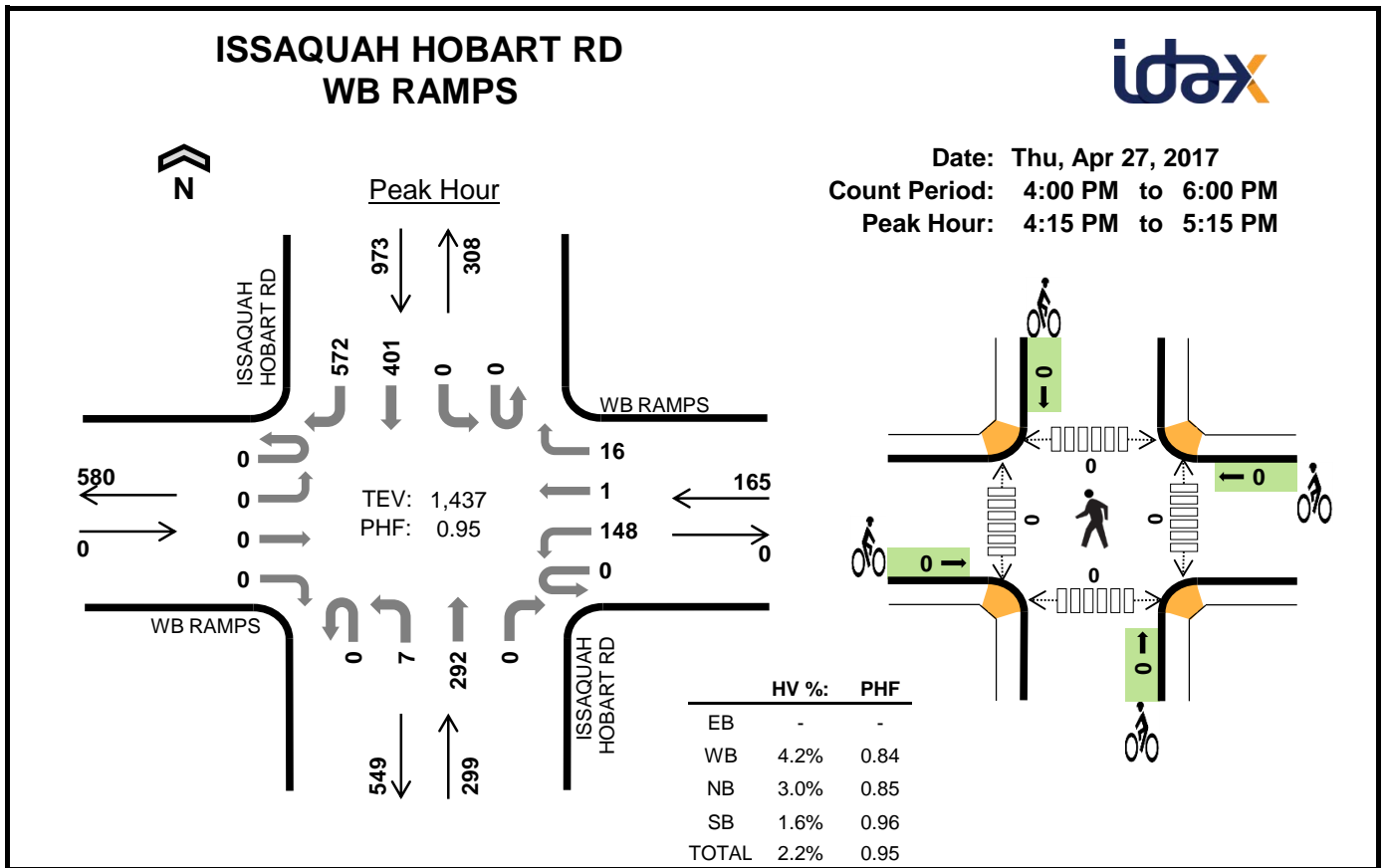


Two-Hour Count Summaries

Interval Start	WB RAMPS Eastbound				WB RAMPS Westbound				ISSAQUAH HOBART RD Northbound				ISSAQUAH HOBART RD Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	6	0	1	0	7	134	0	0	0	16	40	204	0
7:15 AM	0	0	0	0	0	1	0	2	0	7	130	0	0	0	14	48	202	0
7:30 AM	0	0	0	0	0	4	0	2	0	5	137	0	0	0	17	57	222	0
7:45 AM	0	0	0	0	0	2	2	1	0	1	144	0	0	0	12	47	209	837
8:00 AM	0	0	0	0	0	8	1	1	0	2	152	0	0	0	14	55	233	866
8:15 AM	0	0	0	0	0	5	0	2	0	3	187	0	0	0	26	40	263	927
8:30 AM	0	0	0	0	0	9	0	2	0	3	145	0	0	0	19	48	226	931
8:45 AM	0	0	0	0	0	7	0	3	0	1	123	0	0	0	22	51	207	929
Count Total	0	0	0	0	0	42	3	14	0	29	1,152	0	0	0	140	386	1,766	0
Peak Hour	0	0	0	0	0	24	3	6	0	9	628	0	0	0	71	190	931	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	1	5	1	7	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	6	2	8	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	9	4	13	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	3	4	1	8	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	3	5	3	11	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	16	3	19	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	9	2	11	0	0	1	0	1	0	0	0	0	0
8:45 AM	0	2	12	2	16	0	0	0	0	0	0	0	0	0	0
Count Total	0	9	66	18	93	0	0	1	0	1	0	0	0	0	0
Peak Hour	0	6	34	9	49	0	0	1	0	1	0	0	0	0	0



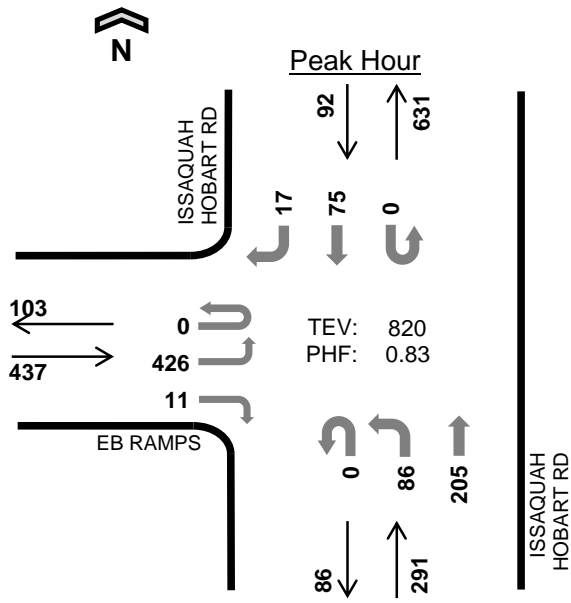
Two-Hour Count Summaries

Interval Start	WB RAMPS Eastbound				WB RAMPS Westbound				ISSAQUAH HOBART RD Northbound				ISSAQUAH HOBART RD Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	33	0	4	0	0	68	0	0	0	73	140	318	0
4:15 PM	0	0	0	0	0	44	0	5	0	3	74	0	0	0	97	156	379	0
4:30 PM	0	0	0	0	0	37	0	4	0	1	65	0	0	0	100	123	330	0
4:45 PM	0	0	0	0	0	26	1	4	0	1	67	0	0	0	109	141	349	1,376
5:00 PM	0	0	0	0	0	41	0	3	0	2	86	0	0	0	95	152	379	1,437
5:15 PM	0	0	1	0	0	22	1	9	0	4	69	0	0	0	91	122	319	1,377
5:30 PM	0	0	0	0	0	29	0	4	0	3	76	0	0	0	99	148	359	1,406
5:45 PM	0	0	0	0	0	28	0	3	0	4	69	0	0	0	92	140	336	1,393
Count Total	0	0	1	0	0	260	2	36	0	18	574	0	0	0	756	1,122	2,769	0
Peak Hour	0	0	0	0	0	148	1	16	0	7	292	0	0	0	401	572	1,437	0

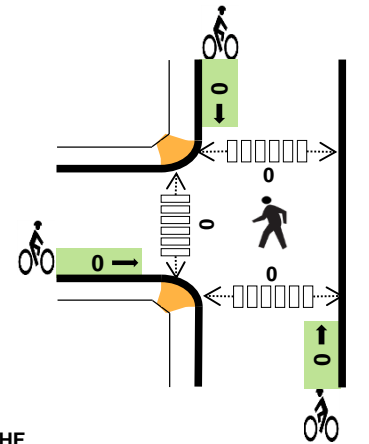
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	1	1	4	6	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	3	3	7	13	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	2	0	3	5	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	5	5	11	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	1	1	3	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	2	3	5	10	0	0	0	1	1	0	0	0	0	0
5:30 PM	0	1	1	2	4	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	3	1	5	9	0	0	0	0	0	0	0	0	0	0
Count Total	0	14	15	32	61	0	0	0	1	1	0	0	0	0	0
Peak Hour	0	7	9	16	32	0	0	0	0	0	0	0	0	0	0

ISSAQUAH HOBART RD EB RAMPS



Date: Thu, Apr 27, 2017
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	5.3%	0.85
WB	-	-
NB	5.5%	0.85
SB	12.0%	0.68
TOTAL	6.1%	0.83

Two-Hour Count Summaries

Interval Start	EB RAMPS				0				ISSAQUAH HOBART RD				ISSAQUAH HOBART RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	85	0	0	0	0	0	0	0	29	57	0	0	0	19	0	190	0
7:15 AM	0	89	0	4	0	0	0	0	0	32	53	0	0	0	10	5	193	0
7:30 AM	0	91	0	2	0	0	0	0	0	21	46	0	0	0	21	3	184	0
7:45 AM	0	96	0	1	0	0	0	0	0	26	50	0	0	0	12	3	188	755
8:00 AM	0	117	0	2	0	0	0	0	0	18	44	0	0	0	16	3	200	765
8:15 AM	0	122	0	6	0	0	0	0	0	21	65	0	0	0	26	8	248	820
8:30 AM	0	86	0	4	0	0	0	0	0	9	54	0	0	0	20	8	181	817
8:45 AM	1	76	0	5	0	0	0	0	0	10	53	0	0	0	27	3	175	804
Count Total	1	762	0	24	0	0	0	0	0	166	422	0	0	0	151	33	1,559	0
Peak Hour	0	426	0	11	0	0	0	0	0	86	205	0	0	0	75	17	820	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	6	0	2	2	10	0	0	0	0	0	0	0	0	0	0
7:15 AM	5	0	1	2	8	0	0	0	0	0	0	0	0	0	0
7:30 AM	6	0	3	2	11	0	0	0	0	0	0	0	0	0	0
7:45 AM	5	0	5	2	12	0	0	0	0	0	0	0	0	0	0
8:00 AM	2	0	2	5	9	0	0	0	0	0	0	0	0	0	0
8:15 AM	10	0	6	2	18	0	0	0	0	0	0	0	0	0	0
8:30 AM	7	0	3	1	11	0	0	1	0	1	0	0	0	0	0
8:45 AM	9	0	7	1	17	0	0	0	0	0	0	0	0	0	0
Count Total	50	0	29	17	96	0	0	1	0	1	0	0	0	0	0
Peak Hr	23	0	16	11	50	0	0	0	0	0	0	0	0	0	0

LOCATION: Front Street near NE Crescent Dr

Peds on Crosswalk			Bikes on Crosswalk			WEST SIDEWALK				EAST SIDEWALK					
Time	EB	WB	Time	EB	WB	Time	NB PEDS	SB PEDS	NB BIKES	SB BIKES	Time	NB PEDS	SB PEDS	NB BIKES	SB BIKES
7:00 AM	0	0	7:00 AM	0	0	7:00 AM	0	0	0	0	7:00 AM	0	0	0	0
7:15 AM	0	0	7:15 AM	0	0	7:15 AM	0	0	0	0	7:15 AM	1	0	0	0
7:30 AM	0	0	7:30 AM	0	0	7:30 AM	0	0	0	0	7:30 AM	0	1	0	0
7:45 AM	0	0	7:45 AM	0	0	7:45 AM	0	1	0	0	7:45 AM	1	0	0	0
8:00 AM	0	0	8:00 AM	0	0	8:00 AM	0	0	0	0	8:00 AM	1	1	0	0
8:15 AM	0	0	8:15 AM	0	0	8:15 AM	0	0	0	0	8:15 AM	0	1	0	1
8:30 AM	0	0	8:30 AM	0	0	8:30 AM	0	0	0	0	8:30 AM	1	0	0	0
8:45 AM	0	0	8:45 AM	0	0	8:45 AM	0	2	0	0	8:45 AM	1	1	0	0
4:00 PM	0	0	4:00 PM	0	0	4:00 PM	1	0	1	0	4:00 PM	2	0	0	1
4:15 PM	0	1	4:15 PM	0	0	4:15 PM	1	0	1	0	4:15 PM	1	0	0	0
4:30 PM	0	0	4:30 PM	0	0	4:30 PM	0	0	0	0	4:30 PM	0	1	0	1
4:45 PM	0	0	4:45 PM	0	0	4:45 PM	0	0	0	0	4:45 PM	0	1	0	0
5:00 PM	0	0	5:00 PM	0	0	5:00 PM	1	0	0	0	5:00 PM	3	3	0	0
5:15 PM	0	0	5:15 PM	0	0	5:15 PM	1	0	0	0	5:15 PM	0	0	0	0
5:30 PM	0	1	5:30 PM	1	0	5:30 PM	0	1	0	0	5:30 PM	1	1	0	0
5:45 PM	0	1	5:45 PM	0	0	5:45 PM	0	0	0	0	5:45 PM	1	3	0	0

LOCATION: Front St north of Creek PI

Peds on Crosswalk			Bikes on Crosswalk			WEST SIDEWALK				EAST SIDEWALK					
Time	EB	WB	Time	EB	WB	Time	NB PEDS	SB PEDS	NB BIKES	SB BIKES	Time	NB PEDS	SB PEDS	NB BIKES	SB BIKES
7:00 AM	0	0	7:00 AM	0	0	7:00 AM	0	0	0	0	7:00 AM	1	1	0	0
7:15 AM	1	0	7:15 AM	0	0	7:15 AM	0	0	0	0	7:15 AM	0	1	0	0
7:30 AM	0	0	7:30 AM	0	0	7:30 AM	0	0	0	0	7:30 AM	0	1	0	0
7:45 AM	0	0	7:45 AM	0	0	7:45 AM	0	0	0	0	7:45 AM	0	1	0	0
8:00 AM	0	0	8:00 AM	0	0	8:00 AM	0	0	0	0	8:00 AM	1	1	0	0
8:15 AM	0	0	8:15 AM	0	0	8:15 AM	0	1	0	0	8:15 AM	0	0	0	1
8:30 AM	0	0	8:30 AM	0	0	8:30 AM	0	0	0	0	8:30 AM	2	1	0	0
8:45 AM	2	1	8:45 AM	0	0	8:45 AM	0	0	0	0	8:45 AM	1	1	0	0
4:00 PM	1	0	4:00 PM	0	0	4:00 PM	1	1	2	0	4:00 PM	1	0	0	1
4:15 PM	0	1	4:15 PM	0	0	4:15 PM	1	1	0	0	4:15 PM	1	0	0	0
4:30 PM	0	1	4:30 PM	0	0	4:30 PM	0	0	0	0	4:30 PM	0	1	0	1
4:45 PM	2	0	4:45 PM	0	0	4:45 PM	0	0	0	0	4:45 PM	1	3	0	0
5:00 PM	0	1	5:00 PM	0	0	5:00 PM	2	3	0	0	5:00 PM	3	4	0	0
5:15 PM	0	2	5:15 PM	0	0	5:15 PM	5	3	0	0	5:15 PM	0	2	0	0
5:30 PM	0	2	5:30 PM	0	0	5:30 PM	0	2	0	0	5:30 PM	2	2	0	0
5:45 PM	2	1	5:45 PM	0	0	5:45 PM	0	5	0	0	5:45 PM	1	2	0	0

LOCATION: Front St south of NW Dogwood St

Peds on Crosswalk			Bikes on Crosswalk			WEST SIDEWALK				EAST SIDEWALK						
Time	EB	WB	Time	EB	WB	Total Peds	Time	NB PEDS	SB PEDS	NB BIKES	SB BIKES	Time	NB PEDS	SB PEDS	NB BIKES	SB BIKES
7:00 AM	2	0	7:00 AM	0	0	4	7:00 AM	0	1	0	0	7:00 AM	1	0	0	0
7:15 AM	0	0	7:15 AM	0	0	0	7:15 AM	0	0	0	0	7:15 AM	0	0	0	0
7:30 AM	1	0	7:30 AM	0	0	2	7:30 AM	0	1	0	0	7:30 AM	0	0	0	0
7:45 AM	1	0	7:45 AM	0	0	1	7:45 AM	0	0	0	0	7:45 AM	0	0	0	0
8:00 AM	1	2	8:00 AM	0	0	5	8:00 AM	0	0	0	0	8:00 AM	1	1	0	0
8:15 AM	0	1	8:15 AM	0	0	4	8:15 AM	0	2	0	0	8:15 AM	1	0	0	0
8:30 AM	0	0	8:30 AM	0	0	1	8:30 AM	0	0	0	0	8:30 AM	1	0	0	0
8:45 AM	1	1	8:45 AM	0	0	9	8:45 AM	1	1	0	0	8:45 AM	2	3	1	0
4:00 PM	1	6	4:00 PM	0	0	17	4:00 PM	2	2	0	1	4:00 PM	1	5	0	0
4:15 PM	0	2	4:15 PM	0	0	15	4:15 PM	4	5	0	0	4:15 PM	4	0	0	0
4:30 PM	1	1	4:30 PM	0	0	5	4:30 PM	0	1	1	0	4:30 PM	2	0	0	1
4:45 PM	5	4	4:45 PM	0	0	16	4:45 PM	1	1	0	0	4:45 PM	1	4	0	0
5:00 PM	4	5	5:00 PM	0	0	23	5:00 PM	0	6	0	0	5:00 PM	1	7	0	0
5:15 PM	5	3	5:15 PM	0	0	26	5:15 PM	8	2	0	0	5:15 PM	5	3	0	0
5:30 PM	7	0	5:30 PM	0	0	24	5:30 PM	4	7	0	0	5:30 PM	1	5	0	0
5:45 PM	5	7	5:45 PM	0	0	28	5:45 PM	4	4	0	0	5:45 PM	3	5	0	0

LOCATION: Front St south of Alder St

Peds on Crosswalk			Bikes on Crosswalk			WEST SIDEWALK				EAST SIDEWALK					
Time	EB	WB	Time	EB	WB	Time	NB PEDS	SB PEDS	NB BIKES	SB BIKES	Time	NB PEDS	SB PEDS	NB BIKES	SB BIKES
7:00 AM	1	0	7:00 AM	0	0	7:00 AM	0	1	0	0	7:00 AM	1	0	0	0
7:15 AM	0	0	7:15 AM	0	0	7:15 AM	0	0	0	0	7:15 AM	0	0	0	0
7:30 AM	0	0	7:30 AM	0	0	7:30 AM	0	0	0	0	7:30 AM	0	0	0	0
7:45 AM	0	0	7:45 AM	0	0	7:45 AM	0	0	0	0	7:45 AM	1	0	0	0
8:00 AM	0	0	8:00 AM	0	0	8:00 AM	0	0	0	0	8:00 AM	2	1	0	0
8:15 AM	0	1	8:15 AM	0	0	8:15 AM	0	0	0	0	8:15 AM	1	0	0	0
8:30 AM	0	0	8:30 AM	0	0	8:30 AM	0	1	0	0	8:30 AM	0	0	0	0
8:45 AM	3	1	8:45 AM	0	0	8:45 AM	0	0	0	0	8:45 AM	15	0	0	0
4:00 PM	10	3	4:00 PM	0	0	4:00 PM	2	4	0	0	4:00 PM	2	2	0	0
4:15 PM	4	13	4:15 PM	0	0	4:15 PM	1	1	0	0	4:15 PM	3	1	0	0
4:30 PM	4	3	4:30 PM	0	1	4:30 PM	2	1	0	0	4:30 PM	2	9	0	0
4:45 PM	2	2	4:45 PM	0	0	4:45 PM	1	1	0	0	4:45 PM	0	4	0	0
5:00 PM	12	9	5:00 PM	0	0	5:00 PM	1	3	0	0	5:00 PM	8	5	0	0
5:15 PM	5	6	5:15 PM	0	0	5:15 PM	5	3	0	0	5:15 PM	5	13	0	0
5:30 PM	3	4	5:30 PM	0	0	5:30 PM	8	3	0	0	5:30 PM	7	9	0	0
5:45 PM	1	1	5:45 PM	0	0	5:45 PM	2	7	0	0	5:45 PM	4	4	0	0

Vehicle Classification Report Summary

Location: FRONT ST S/O NW HOLLY ST
Count Direction: Northbound / Southbound
Date Range: 4/25/2017 to 4/27/2017
Site Code: 01

	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Study Total														
Northbound	99	21,212	5,117	16	2,144	75	0	11	23	3	2	0	3	28,705
Percent	0.3%	73.9%	17.8%	0.1%	7.5%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	85	17,153	4,384	17	2,158	65	0	5	18	10	1	0	10	23,906
Percent	0.4%	71.8%	18.3%	0.1%	9.0%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100%
Total	184	38,365	9,501	33	4,302	140	0	16	41	13	3	0	13	52,611
Percent	0.3%	72.9%	18.1%	0.1%	8.2%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Location: FRONT ST S/O NW HOLLY ST
Date Range: 4/25/2017 to 4/27/2017
Site Code: 01

Tuesday, April 25, 2017
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	28	3	0	2	0	0	0	0	0	0	0	0	33
1:00 AM	0	12	2	0	2	0	0	0	0	0	0	0	0	16
2:00 AM	0	19	1	0	2	0	0	0	0	0	0	0	0	22
3:00 AM	1	35	10	0	6	0	0	0	1	0	0	0	0	53
4:00 AM	0	99	29	0	12	0	0	0	0	0	0	0	0	140
5:00 AM	2	383	108	0	61	1	0	0	1	0	0	0	0	556
6:00 AM	2	525	148	0	98	2	0	0	0	0	1	0	0	776
7:00 AM	1	509	123	0	52	0	0	3	1	0	0	0	0	689
8:00 AM	0	484	116	1	52	2	0	2	0	0	0	0	0	657
9:00 AM	2	494	140	0	61	1	0	0	2	0	0	0	0	700
10:00 AM	0	463	121	0	45	3	0	1	0	0	0	0	0	633
11:00 AM	2	445	129	0	55	4	0	0	0	1	0	0	0	636
12:00 PM	1	397	109	0	34	1	0	0	0	0	0	0	0	542
1:00 PM	0	379	90	1	32	0	0	0	0	0	0	0	0	502
2:00 PM	2	377	91	0	45	1	0	0	0	0	0	0	0	516
3:00 PM	3	429	96	0	40	2	0	0	0	0	0	0	0	570
4:00 PM	3	362	63	0	37	2	0	0	0	0	0	0	0	467
5:00 PM	1	361	73	0	28	0	0	0	0	0	0	0	0	463
6:00 PM	2	347	77	0	23	0	0	0	0	0	0	0	0	449
7:00 PM	1	319	52	0	21	1	0	0	0	0	0	0	0	394
8:00 PM	0	259	42	0	11	0	0	0	0	0	0	0	0	312
9:00 PM	2	201	21	1	10	2	0	0	1	0	0	0	0	238
10:00 PM	1	98	15	0	4	1	0	0	0	0	0	0	0	119
11:00 PM	0	51	6	0	3	0	0	0	0	0	0	0	0	60
Total	26	7,076	1,665	3	736	23	0	6	6	1	1	0	0	9,543
Percent	0.3%	74.1%	17.4%	0.0%	7.7%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: FRONT ST S/O NW HOLLY ST
Date Range: 4/25/2017 to 4/27/2017
Site Code: 01

Tuesday, April 25, 2017
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	36	6	0	4	0	0	0	0	0	0	0	0	46
1:00 AM	1	13	3	0	0	0	0	0	1	0	0	0	0	18
2:00 AM	0	15	4	0	1	0	0	0	0	0	0	0	0	20
3:00 AM	1	14	4	0	1	1	0	0	0	0	0	0	0	21
4:00 AM	1	28	3	0	2	1	0	0	1	1	0	0	0	37
5:00 AM	1	49	14	0	10	1	0	0	0	0	0	0	0	75
6:00 AM	3	198	53	0	32	1	0	0	1	0	0	0	0	288
7:00 AM	0	260	71	0	43	2	0	0	0	1	0	0	0	377
8:00 AM	1	263	67	0	44	1	0	0	0	0	0	0	0	376
9:00 AM	2	369	129	0	42	3	0	0	1	0	0	0	0	546
10:00 AM	2	404	110	0	53	3	0	0	0	0	0	0	0	572
11:00 AM	2	362	94	0	53	1	0	0	0	0	0	0	0	512
12:00 PM	1	431	106	1	70	1	0	0	0	0	0	0	0	610
1:00 PM	2	426	121	0	57	2	0	0	0	0	0	0	1	609
2:00 PM	1	374	99	0	55	0	0	0	0	0	0	0	0	529
3:00 PM	0	318	76	0	55	1	0	0	0	0	0	0	1	451
4:00 PM	2	114	21	0	17	0	0	0	0	0	1	0	0	155
5:00 PM	1	128	24	0	21	0	0	0	0	0	0	0	0	174
6:00 PM	0	419	101	0	36	1	0	0	0	0	0	0	1	558
7:00 PM	1	388	88	0	27	0	0	0	0	0	0	0	0	504
8:00 PM	0	323	53	0	25	0	0	0	0	0	0	0	0	401
9:00 PM	0	243	44	0	13	0	0	0	0	0	0	0	0	300
10:00 PM	2	141	26	0	14	1	0	0	0	0	0	0	1	185
11:00 PM	1	66	15	0	4	0	0	0	0	0	0	0	0	86
Total	25	5,382	1,332	1	679	20	0	0	4	2	1	0	4	7,450
Percent	0.3%	72.2%	17.9%	0.0%	9.1%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	

Location: FRONT ST S/O NW HOLLY ST
Date Range: 4/25/2017 to 4/27/2017
Site Code: 01

Wednesday, April 26, 2017
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	31	3	0	3	0	0	0	1	0	0	0	0	38
1:00 AM	0	16	1	0	1	0	0	0	0	0	0	0	0	18
2:00 AM	0	15	5	0	1	0	0	0	1	0	0	0	0	22
3:00 AM	0	40	10	0	3	1	0	0	0	1	0	0	0	55
4:00 AM	0	90	26	0	12	1	0	0	0	0	0	0	0	129
5:00 AM	1	390	104	0	56	0	0	0	1	0	0	0	0	552
6:00 AM	3	551	156	0	86	3	0	0	0	0	0	0	0	799
7:00 AM	2	484	147	0	50	3	0	1	1	0	0	0	0	688
8:00 AM	5	487	124	1	49	2	0	0	2	0	0	0	0	670
9:00 AM	3	464	128	2	52	5	0	0	0	0	0	0	0	654
10:00 AM	1	452	125	0	50	1	0	0	0	0	0	0	0	629
11:00 AM	1	398	130	0	48	3	0	1	2	0	0	0	0	583
12:00 PM	1	430	120	0	47	1	0	0	1	0	0	0	0	600
1:00 PM	4	394	99	1	52	5	0	0	0	0	0	0	0	555
2:00 PM	3	404	91	1	38	2	0	0	1	0	0	0	0	540
3:00 PM	7	409	101	0	42	2	0	0	0	0	0	0	0	561
4:00 PM	1	407	99	1	21	1	0	0	0	0	0	0	0	530
5:00 PM	1	372	77	0	24	0	0	0	0	0	0	0	0	474
6:00 PM	0	344	71	1	22	0	0	0	0	0	0	0	0	438
7:00 PM	1	288	51	0	18	2	0	0	0	0	0	0	0	360
8:00 PM	0	257	39	0	13	0	0	0	0	0	0	0	0	309
9:00 PM	2	154	26	0	6	1	0	0	0	0	0	0	0	189
10:00 PM	1	86	13	0	4	0	0	0	0	0	0	0	0	104
11:00 PM	0	45	5	0	2	0	0	0	0	0	0	0	0	52
Total	37	7,008	1,751	7	700	33	0	2	10	1	0	0	0	9,549
Percent	0.4%	73.4%	18.3%	0.1%	7.3%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: FRONT ST S/O NW HOLLY ST
Date Range: 4/25/2017 to 4/27/2017
Site Code: 01

Wednesday, April 26, 2017
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	40	7	0	0	0	0	0	0	0	0	0	0	48
1:00 AM	0	14	7	0	0	0	0	0	0	0	0	0	0	21
2:00 AM	0	18	2	0	2	0	0	0	0	0	0	0	0	22
3:00 AM	0	19	5	0	2	1	0	0	0	0	0	0	0	27
4:00 AM	0	20	5	0	1	1	0	1	1	0	0	0	0	29
5:00 AM	0	43	19	0	10	0	0	0	0	0	0	0	0	72
6:00 AM	4	190	37	0	23	2	0	0	0	0	0	0	0	256
7:00 AM	1	230	60	0	44	2	0	0	1	0	0	0	1	339
8:00 AM	3	280	80	1	42	2	0	1	0	1	0	0	0	410
9:00 AM	1	422	123	0	61	4	0	0	0	0	0	0	1	612
10:00 AM	0	363	106	0	68	1	0	0	1	0	0	0	0	539
11:00 AM	0	381	105	1	48	2	0	0	0	0	0	0	0	537
12:00 PM	0	418	122	1	80	3	0	0	0	0	0	0	0	624
1:00 PM	1	459	119	1	59	0	0	0	1	0	0	0	1	641
2:00 PM	2	441	123	1	59	2	0	0	1	0	0	0	1	630
3:00 PM	2	338	105	0	45	1	0	0	0	0	0	0	0	491
4:00 PM	0	415	120	1	42	0	0	0	0	0	0	0	0	578
5:00 PM	1	374	85	0	33	0	0	0	0	1	0	0	0	494
6:00 PM	1	435	91	0	36	0	0	0	0	1	0	0	0	564
7:00 PM	4	371	90	0	31	0	0	0	0	0	0	0	0	496
8:00 PM	1	310	63	0	33	0	0	0	0	0	0	0	0	407
9:00 PM	1	214	30	0	11	0	0	0	0	0	0	0	0	256
10:00 PM	0	135	15	0	5	1	0	0	0	0	0	0	0	156
11:00 PM	1	84	13	0	6	0	0	0	0	0	0	0	0	104
Total	24	6,014	1,532	6	741	22	0	2	5	3	0	0	4	8,353
Percent	0.3%	72.0%	18.3%	0.1%	8.9%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: FRONT ST S/O NW HOLLY ST
Date Range: 4/25/2017 to 4/27/2017
Site Code: 01

Thursday, April 27, 2017
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	28	6	0	1	0	0	0	0	0	0	0	0	35
1:00 AM	0	20	2	0	2	0	0	0	0	0	0	0	0	24
2:00 AM	0	25	3	0	2	0	0	0	0	0	0	0	0	30
3:00 AM	1	30	7	0	6	0	0	0	0	0	0	0	0	44
4:00 AM	1	94	22	0	13	0	0	0	0	0	0	0	0	130
5:00 AM	0	345	118	0	59	3	0	0	0	0	0	0	0	525
6:00 AM	4	542	130	0	73	2	0	0	1	0	0	0	1	753
7:00 AM	1	466	138	1	64	1	0	0	1	0	0	0	1	673
8:00 AM	1	496	136	1	60	3	0	0	1	0	0	0	0	698
9:00 AM	0	501	111	0	57	0	0	1	0	0	0	0	1	671
10:00 AM	1	443	120	1	67	0	0	0	1	0	0	0	0	633
11:00 AM	1	438	121	1	37	0	0	0	1	0	0	0	0	599
12:00 PM	5	391	112	0	39	4	0	0	0	1	0	0	0	552
1:00 PM	3	409	92	0	41	1	0	0	0	0	0	0	0	546
2:00 PM	0	396	108	0	29	0	0	0	2	0	1	0	0	536
3:00 PM	6	392	96	1	34	1	0	0	0	0	0	0	0	530
4:00 PM	2	358	73	1	22	0	0	1	0	0	0	0	0	457
5:00 PM	4	369	78	0	24	0	0	0	0	0	0	0	0	475
6:00 PM	2	365	58	0	21	2	0	0	0	0	0	0	0	448
7:00 PM	0	340	55	0	25	0	0	0	0	0	0	0	0	420
8:00 PM	2	298	46	0	10	1	0	1	0	0	0	0	0	358
9:00 PM	2	211	45	0	17	1	0	0	0	0	0	0	0	276
10:00 PM	0	112	11	0	4	0	0	0	0	0	0	0	0	127
11:00 PM	0	59	13	0	1	0	0	0	0	0	0	0	0	73
Total	36	7,128	1,701	6	708	19	0	3	7	1	1	0	3	9,613
Percent	0.4%	74.1%	17.7%	0.1%	7.4%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: FRONT ST S/O NW HOLLY ST
Date Range: 4/25/2017 to 4/27/2017
Site Code: 01

Thursday, April 27, 2017
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	37	11	0	1	0	0	0	0	0	0	0	0	49
1:00 AM	0	25	9	0	1	0	0	0	0	0	0	0	0	35
2:00 AM	0	15	3	0	1	1	0	0	0	1	0	0	0	21
3:00 AM	0	14	1	0	2	1	0	0	0	0	0	0	0	18
4:00 AM	0	16	3	0	1	0	0	0	0	0	0	0	0	20
5:00 AM	1	59	13	1	11	2	0	0	1	1	0	0	1	90
6:00 AM	6	280	59	1	26	3	0	0	2	0	0	0	0	377
7:00 AM	1	280	76	0	47	3	0	0	0	2	0	0	0	409
8:00 AM	0	282	70	0	38	0	0	0	1	1	0	0	0	392
9:00 AM	2	294	88	2	49	1	0	0	0	0	0	0	0	436
10:00 AM	1	345	94	1	42	2	0	1	2	0	0	0	0	488
11:00 AM	2	408	115	1	57	3	0	1	0	0	0	0	0	587
12:00 PM	2	397	116	1	69	1	0	0	0	0	0	0	0	586
1:00 PM	2	410	126	3	71	0	0	0	1	0	0	0	1	614
2:00 PM	4	404	118	0	60	2	0	0	1	0	0	0	0	589
3:00 PM	2	327	117	0	62	2	0	0	0	0	0	0	0	510
4:00 PM	1	349	120	0	50	0	0	0	0	0	0	0	0	520
5:00 PM	3	195	43	0	18	1	0	0	0	0	0	0	0	260
6:00 PM	4	414	92	0	34	0	0	0	0	0	0	0	0	544
7:00 PM	2	416	105	0	40	1	0	1	0	0	0	0	0	565
8:00 PM	0	297	62	0	27	0	0	0	0	0	0	0	0	386
9:00 PM	1	250	40	0	17	0	0	0	0	0	0	0	0	308
10:00 PM	1	137	26	0	8	0	0	0	0	0	0	0	0	172
11:00 PM	1	106	13	0	6	0	0	0	1	0	0	0	0	127
Total	36	5,757	1,520	10	738	23	0	3	9	5	0	0	2	8,103
Percent	0.4%	71.0%	18.8%	0.1%	9.1%	0.3%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	

Location: FRONT ST S/O NW HOLLY ST
Date Range: 4/25/2017 to 4/27/2017
Site Code: 01

**Total Study Average
 Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	29	4	0	2	0	0	0	0	0	0	0	0	35
1:00 AM	0	16	2	0	2	0	0	0	0	0	0	0	0	20
2:00 AM	0	20	3	0	2	0	0	0	0	0	0	0	0	25
3:00 AM	1	35	9	0	5	0	0	0	0	0	0	0	0	50
4:00 AM	0	94	26	0	12	0	0	0	0	0	0	0	0	132
5:00 AM	1	373	110	0	59	1	0	0	1	0	0	0	0	545
6:00 AM	3	539	145	0	86	2	0	0	0	0	0	0	0	775
7:00 AM	1	486	136	0	55	1	0	1	1	0	0	0	0	681
8:00 AM	2	489	125	1	54	2	0	1	1	0	0	0	0	675
9:00 AM	2	486	126	1	57	2	0	0	1	0	0	0	0	675
10:00 AM	1	453	122	0	54	1	0	0	0	0	0	0	0	631
11:00 AM	1	427	127	0	47	2	0	0	1	0	0	0	0	605
12:00 PM	2	406	114	0	40	2	0	0	0	0	0	0	0	564
1:00 PM	2	394	94	1	42	2	0	0	0	0	0	0	0	535
2:00 PM	2	392	97	0	37	1	0	0	1	0	0	0	0	530
3:00 PM	5	410	98	0	39	2	0	0	0	0	0	0	0	554
4:00 PM	2	376	78	1	27	1	0	0	0	0	0	0	0	485
5:00 PM	2	367	76	0	25	0	0	0	0	0	0	0	0	470
6:00 PM	1	352	69	0	22	1	0	0	0	0	0	0	0	445
7:00 PM	1	316	53	0	21	1	0	0	0	0	0	0	0	392
8:00 PM	1	271	42	0	11	0	0	0	0	0	0	0	0	325
9:00 PM	2	189	31	0	11	1	0	0	0	0	0	0	0	234
10:00 PM	1	99	13	0	4	0	0	0	0	0	0	0	0	117
11:00 PM	0	52	8	0	2	0	0	0	0	0	0	0	0	62
Total	33	7,071	1,708	4	716	22	0	2	6	0	0	0	0	9,562
Percent	0.3%	73.9%	17.9%	0.0%	7.5%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: FRONT ST S/O NW HOLLY ST
Date Range: 4/25/2017 to 4/27/2017
Site Code: 01

**Total Study Average
 Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	38	8	0	2	0	0	0	0	0	0	0	0	48
1:00 AM	0	17	6	0	0	0	0	0	0	0	0	0	0	23
2:00 AM	0	16	3	0	1	0	0	0	0	0	0	0	0	20
3:00 AM	0	16	3	0	2	1	0	0	0	0	0	0	0	22
4:00 AM	0	21	4	0	1	1	0	0	1	0	0	0	0	28
5:00 AM	1	50	15	0	10	1	0	0	0	0	0	0	0	77
6:00 AM	4	223	50	0	27	2	0	0	1	0	0	0	0	307
7:00 AM	1	257	69	0	45	2	0	0	0	1	0	0	0	375
8:00 AM	1	275	72	0	41	1	0	0	0	1	0	0	0	391
9:00 AM	2	362	113	1	51	3	0	0	0	0	0	0	0	532
10:00 AM	1	371	103	0	54	2	0	0	1	0	0	0	0	532
11:00 AM	1	384	105	1	53	2	0	0	0	0	0	0	0	546
12:00 PM	1	415	115	1	73	2	0	0	0	0	0	0	0	607
1:00 PM	2	432	122	1	62	1	0	0	1	0	0	0	1	622
2:00 PM	2	406	113	0	58	1	0	0	1	0	0	0	0	581
3:00 PM	1	328	99	0	54	1	0	0	0	0	0	0	0	483
4:00 PM	1	293	87	0	36	0	0	0	0	0	0	0	0	417
5:00 PM	2	232	51	0	24	0	0	0	0	0	0	0	0	309
6:00 PM	2	423	95	0	35	0	0	0	0	0	0	0	0	555
7:00 PM	2	392	94	0	33	0	0	0	0	0	0	0	0	521
8:00 PM	0	310	59	0	28	0	0	0	0	0	0	0	0	397
9:00 PM	1	236	38	0	14	0	0	0	0	0	0	0	0	289
10:00 PM	1	138	22	0	9	1	0	0	0	0	0	0	0	171
11:00 PM	1	85	14	0	5	0	0	0	0	0	0	0	0	105
Total	27	5,720	1,460	4	718	21	0	0	5	2	0	0	1	7,958
Percent	0.3%	71.9%	18.3%	0.1%	9.0%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: FRONT ST S/O NW HOLLY ST
Date Range: 4/25/2017 to 4/27/2017
Site Code: 01

**3-Day (Tuesday - Thursday) Average
 Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	30	3	0	3	0	0	0	1	0	0	0	0	36
1:00 AM	0	14	2	0	2	0	0	0	0	0	0	0	0	17
2:00 AM	0	17	3	0	2	0	0	0	1	0	0	0	0	22
3:00 AM	1	38	10	0	5	1	0	0	1	1	0	0	0	54
4:00 AM	0	95	28	0	12	1	0	0	0	0	0	0	0	135
5:00 AM	2	387	106	0	59	1	0	0	1	0	0	0	0	554
6:00 AM	3	538	152	0	92	3	0	0	0	0	1	0	0	788
7:00 AM	2	497	135	0	51	2	0	2	1	0	0	0	0	689
8:00 AM	3	486	120	1	51	2	0	1	1	0	0	0	0	664
9:00 AM	3	479	134	1	57	3	0	0	1	0	0	0	0	677
10:00 AM	1	458	123	0	48	2	0	1	0	0	0	0	0	631
11:00 AM	2	422	130	0	52	4	0	1	1	1	0	0	0	610
12:00 PM	1	414	115	0	41	1	0	0	1	0	0	0	0	571
1:00 PM	2	387	95	1	42	3	0	0	0	0	0	0	0	529
2:00 PM	3	391	91	1	42	2	0	0	1	0	0	0	0	528
3:00 PM	5	419	99	0	41	2	0	0	0	0	0	0	0	566
4:00 PM	2	385	81	1	29	2	0	0	0	0	0	0	0	499
5:00 PM	1	367	75	0	26	0	0	0	0	0	0	0	0	469
6:00 PM	1	346	74	1	23	0	0	0	0	0	0	0	0	444
7:00 PM	1	304	52	0	20	2	0	0	0	0	0	0	0	377
8:00 PM	0	258	41	0	12	0	0	0	0	0	0	0	0	311
9:00 PM	2	178	24	1	8	2	0	0	1	0	0	0	0	214
10:00 PM	1	92	14	0	4	1	0	0	0	0	0	0	0	112
11:00 PM	0	48	6	0	3	0	0	0	0	0	0	0	0	56
Total	32	7,042	1,708	5	718	28	0	4	8	1	1	0	0	9,546
Percent	0.3%	73.8%	17.9%	0.1%	7.5%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: FRONT ST S/O NW HOLLY ST
Date Range: 4/25/2017 to 4/27/2017
Site Code: 01

3-Day (Tuesday - Thursday) Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	38	7	0	2	0	0	0	0	0	0	0	0	47
1:00 AM	1	14	5	0	0	0	0	0	1	0	0	0	0	20
2:00 AM	0	17	3	0	2	0	0	0	0	0	0	0	0	21
3:00 AM	1	17	5	0	2	1	0	0	0	0	0	0	0	24
4:00 AM	1	24	4	0	2	1	0	1	1	1	0	0	0	33
5:00 AM	1	46	17	0	10	1	0	0	0	0	0	0	0	74
6:00 AM	4	194	45	0	28	2	0	0	1	0	0	0	0	272
7:00 AM	1	245	66	0	44	2	0	0	1	1	0	0	1	358
8:00 AM	2	272	74	1	43	2	0	1	0	1	0	0	0	393
9:00 AM	2	396	126	0	52	4	0	0	1	0	0	0	1	579
10:00 AM	1	384	108	0	61	2	0	0	1	0	0	0	0	556
11:00 AM	1	372	100	1	51	2	0	0	0	0	0	0	0	525
12:00 PM	1	425	114	1	75	2	0	0	0	0	0	0	0	617
1:00 PM	2	443	120	1	58	1	0	0	1	0	0	0	1	625
2:00 PM	2	408	111	1	57	1	0	0	1	0	0	0	1	580
3:00 PM	1	328	91	0	50	1	0	0	0	0	0	0	1	471
4:00 PM	1	265	71	1	30	0	0	0	0	0	1	0	0	367
5:00 PM	1	251	55	0	27	0	0	0	0	1	0	0	0	334
6:00 PM	1	427	96	0	36	1	0	0	0	1	0	0	1	561
7:00 PM	3	380	89	0	29	0	0	0	0	0	0	0	0	500
8:00 PM	1	317	58	0	29	0	0	0	0	0	0	0	0	404
9:00 PM	1	229	37	0	12	0	0	0	0	0	0	0	0	278
10:00 PM	1	138	21	0	10	1	0	0	0	0	0	0	1	171
11:00 PM	1	75	14	0	5	0	0	0	0	0	0	0	0	95
Total	25	5,698	1,432	4	710	21	0	1	5	3	1	0	4	7,902
Percent	0.3%	72.1%	18.1%	0.0%	9.0%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	

Vehicle Speed Report Summary

Location: FRONT ST S/O NW HOLLY ST
Count Direction: Northbound / Southbound
Date Range: 4/25/2017 to 4/27/2017
Site Code: 01

	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Study Total																		
Northbound	202	481	377	2,387	10,504	11,329	2,987	373	57	8	0	0	0	0	0	0	0	28,705
Percent	0.7%	1.7%	1.3%	8.3%	36.6%	39.5%	10.4%	1.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	1,269	893	1,519	6,245	9,909	3,502	512	52	4	1	0	0	0	0	0	0	0	23,906
Percent	5.3%	3.7%	6.4%	26.1%	41.4%	14.6%	2.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	1,471	1,374	1,896	8,632	20,413	14,831	3,499	425	61	9	0	0	0	0	0	0	0	52,611
Percent	2.8%	2.6%	3.6%	16.4%	38.8%	28.2%	6.7%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Northbound			Northbound		
50th Percentile (Median)	30.0	mph	Mean (Average) Speed	29.8	mph
85th Percentile	34.2	mph	10 mph Pace	25.3 - 35.3	mph
95th Percentile	37.1	mph	Percent in Pace	76.2	%
Southbound			Southbound		
50th Percentile (Median)	25.8	mph	Mean (Average) Speed	24.9	mph
85th Percentile	30.3	mph	10 mph Pace	21.6 - 31.6	mph
95th Percentile	33.2	mph	Percent in Pace	69.8	%

Location: FRONT ST S/O NW HOLLY ST
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 01

Tuesday, April 25, 2017
 Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	2	5	12	13	0	0	0	0	0	0	0	0	0	0	33
1:00 AM	0	0	1	1	3	10	1	0	0	0	0	0	0	0	0	0	0	16
2:00 AM	0	0	0	1	9	9	3	0	0	0	0	0	0	0	0	0	0	22
3:00 AM	1	1	2	3	14	25	6	1	0	0	0	0	0	0	0	0	0	53
4:00 AM	0	1	3	2	31	70	26	7	0	0	0	0	0	0	0	0	0	140
5:00 AM	1	2	7	14	115	340	70	6	1	0	0	0	0	0	0	0	0	556
6:00 AM	4	7	3	9	225	366	143	15	4	0	0	0	0	0	0	0	0	776
7:00 AM	2	16	2	25	178	301	139	20	5	1	0	0	0	0	0	0	0	689
8:00 AM	0	14	5	26	193	312	94	12	1	0	0	0	0	0	0	0	0	657
9:00 AM	9	9	5	66	224	303	75	9	0	0	0	0	0	0	0	0	0	700
10:00 AM	1	13	7	47	291	212	56	6	0	0	0	0	0	0	0	0	0	633
11:00 AM	2	15	23	80	288	190	32	5	1	0	0	0	0	0	0	0	0	636
12:00 PM	0	8	4	61	253	180	32	3	1	0	0	0	0	0	0	0	0	542
1:00 PM	1	5	8	58	225	165	32	4	3	1	0	0	0	0	0	0	0	502
2:00 PM	1	7	3	68	193	203	34	7	0	0	0	0	0	0	0	0	0	516
3:00 PM	1	14	4	88	271	161	28	2	1	0	0	0	0	0	0	0	0	570
4:00 PM	0	10	7	73	203	142	30	2	0	0	0	0	0	0	0	0	0	467
5:00 PM	1	9	10	72	189	163	16	3	0	0	0	0	0	0	0	0	0	463
6:00 PM	3	6	8	52	191	158	26	5	0	0	0	0	0	0	0	0	0	449
7:00 PM	4	0	3	28	191	136	28	4	0	0	0	0	0	0	0	0	0	394
8:00 PM	0	1	0	38	149	96	23	3	2	0	0	0	0	0	0	0	0	312
9:00 PM	6	4	5	12	91	101	16	2	1	0	0	0	0	0	0	0	0	238
10:00 PM	4	1	0	5	49	41	18	1	0	0	0	0	0	0	0	0	0	119
11:00 PM	0	0	0	3	16	27	12	1	0	1	0	0	0	0	0	0	0	60
Total	41	143	111	834	3,597	3,723	953	118	20	3	0	0	0	0	0	0	0	9,543
Percent	0.4%	1.5%	1.2%	8.7%	37.7%	39.0%	10.0%	1.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	29.9 mph	Mean (Average) Speed	29.9 mph
85th Percentile	34.3 mph	10 mph Pace	25.3 - 35.3 mph
95th Percentile	36.9 mph	Percent in Pace	76.8 %

Location: FRONT ST S/O NW HOLLY ST
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 01

Tuesday, April 25, 2017
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	0	4	25	12	4	0	0	0	0	0	0	0	0	0	0	46
1:00 AM	0	0	0	2	13	2	0	1	0	0	0	0	0	0	0	0	0	18
2:00 AM	0	0	0	2	9	7	2	0	0	0	0	0	0	0	0	0	0	20
3:00 AM	4	0	0	3	5	7	1	1	0	0	0	0	0	0	0	0	0	21
4:00 AM	3	6	2	4	7	11	4	0	0	0	0	0	0	0	0	0	0	37
5:00 AM	3	1	2	5	37	22	5	0	0	0	0	0	0	0	0	0	0	75
6:00 AM	4	5	8	52	138	67	13	1	0	0	0	0	0	0	0	0	0	288
7:00 AM	2	3	9	77	181	87	15	3	0	0	0	0	0	0	0	0	0	377
8:00 AM	0	1	4	69	179	103	18	0	2	0	0	0	0	0	0	0	0	376
9:00 AM	0	3	21	174	274	64	9	1	0	0	0	0	0	0	0	0	0	546
10:00 AM	5	5	26	194	257	72	11	2	0	0	0	0	0	0	0	0	0	572
11:00 AM	1	15	41	152	228	68	7	0	0	0	0	0	0	0	0	0	0	512
12:00 PM	0	5	33	225	288	50	9	0	0	0	0	0	0	0	0	0	0	610
1:00 PM	9	4	51	220	276	44	5	0	0	0	0	0	0	0	0	0	0	609
2:00 PM	102	44	59	143	145	34	2	0	0	0	0	0	0	0	0	0	0	529
3:00 PM	105	105	71	87	67	15	1	0	0	0	0	0	0	0	0	0	0	451
4:00 PM	121	25	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	155
5:00 PM	137	27	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	174
6:00 PM	36	13	48	187	201	61	12	0	0	0	0	0	0	0	0	0	0	558
7:00 PM	0	0	20	126	271	79	7	1	0	0	0	0	0	0	0	0	0	504
8:00 PM	0	0	14	123	202	51	10	1	0	0	0	0	0	0	0	0	0	401
9:00 PM	6	0	6	73	161	51	3	0	0	0	0	0	0	0	0	0	0	300
10:00 PM	4	3	1	33	95	45	4	0	0	0	0	0	0	0	0	0	0	185
11:00 PM	0	0	4	9	47	22	2	2	0	0	0	0	0	0	0	0	0	86
Total	542	266	437	1,964	3,108	974	144	13	2	0	0	0	0	0	0	0	0	7,450
Percent	7.3%	3.6%	5.9%	26.4%	41.7%	13.1%	1.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	25.7 mph	Mean (Average) Speed	24.4 mph
85th Percentile	29.9 mph	10 mph Pace	21.3 - 31.3 mph
95th Percentile	32.8 mph	Percent in Pace	70 %

Location: FRONT ST S/O NW HOLLY ST
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 01

Wednesday, April 26, 2017
 Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	2	1	1	3	8	11	11	1	0	0	0	0	0	0	0	0	0	38
1:00 AM	0	0	1	2	6	6	3	0	0	0	0	0	0	0	0	0	0	18
2:00 AM	0	0	0	4	7	7	2	2	0	0	0	0	0	0	0	0	0	22
3:00 AM	1	1	1	4	10	26	11	1	0	0	0	0	0	0	0	0	0	55
4:00 AM	0	0	0	4	36	63	21	3	2	0	0	0	0	0	0	0	0	129
5:00 AM	2	5	5	7	133	297	94	7	0	2	0	0	0	0	0	0	0	552
6:00 AM	3	21	4	17	167	398	165	23	1	0	0	0	0	0	0	0	0	799
7:00 AM	5	16	13	31	199	308	104	10	2	0	0	0	0	0	0	0	0	688
8:00 AM	6	7	1	35	149	316	128	24	4	0	0	0	0	0	0	0	0	670
9:00 AM	6	21	6	62	269	230	55	5	0	0	0	0	0	0	0	0	0	654
10:00 AM	1	10	4	60	279	222	44	8	1	0	0	0	0	0	0	0	0	629
11:00 AM	6	8	16	70	220	214	45	4	0	0	0	0	0	0	0	0	0	583
12:00 PM	0	9	8	69	280	201	29	3	1	0	0	0	0	0	0	0	0	600
1:00 PM	2	18	8	59	199	212	53	4	0	0	0	0	0	0	0	0	0	555
2:00 PM	5	18	6	36	207	201	56	7	4	0	0	0	0	0	0	0	0	540
3:00 PM	20	7	28	84	234	145	40	2	1	0	0	0	0	0	0	0	0	561
4:00 PM	2	5	20	91	235	150	25	1	1	0	0	0	0	0	0	0	0	530
5:00 PM	1	12	11	79	194	147	27	3	0	0	0	0	0	0	0	0	0	474
6:00 PM	1	6	3	52	184	149	38	5	0	0	0	0	0	0	0	0	0	438
7:00 PM	2	10	4	33	141	131	31	7	1	0	0	0	0	0	0	0	0	360
8:00 PM	0	0	0	18	131	132	28	0	0	0	0	0	0	0	0	0	0	309
9:00 PM	3	4	2	10	78	67	22	1	2	0	0	0	0	0	0	0	0	189
10:00 PM	0	1	0	8	33	46	14	2	0	0	0	0	0	0	0	0	0	104
11:00 PM	0	0	0	0	10	27	11	4	0	0	0	0	0	0	0	0	0	52
Total	68	180	142	838	3,409	3,706	1,057	127	20	2	0	0	0	0	0	0	0	9,549
Percent	0.7%	1.9%	1.5%	8.8%	35.7%	38.8%	11.1%	1.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	30.0 mph	Mean (Average) Speed	29.8 mph
85th Percentile	34.4 mph	10 mph Pace	25.3 - 35.3 mph
95th Percentile	37.2 mph	Percent in Pace	74.7 %

Location: FRONT ST S/O NW HOLLY ST
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 01

Wednesday, April 26, 2017
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	0	13	19	11	4	0	0	0	0	0	0	0	0	0	0	48
1:00 AM	0	0	0	3	11	6	1	0	0	0	0	0	0	0	0	0	0	21
2:00 AM	0	0	1	1	10	5	4	1	0	0	0	0	0	0	0	0	0	22
3:00 AM	1	0	4	3	10	8	1	0	0	0	0	0	0	0	0	0	0	27
4:00 AM	1	0	0	2	14	8	3	1	0	0	0	0	0	0	0	0	0	29
5:00 AM	0	1	0	8	29	24	9	1	0	0	0	0	0	0	0	0	0	72
6:00 AM	10	6	3	26	101	90	17	3	0	0	0	0	0	0	0	0	0	256
7:00 AM	7	0	9	54	157	90	18	4	0	0	0	0	0	0	0	0	0	339
8:00 AM	6	3	18	68	197	94	22	2	0	0	0	0	0	0	0	0	0	410
9:00 AM	4	11	44	253	238	52	9	1	0	0	0	0	0	0	0	0	0	612
10:00 AM	1	2	16	152	269	89	10	0	0	0	0	0	0	0	0	0	0	539
11:00 AM	3	1	22	150	266	90	4	1	0	0	0	0	0	0	0	0	0	537
12:00 PM	0	5	35	244	270	64	6	0	0	0	0	0	0	0	0	0	0	624
1:00 PM	11	17	61	210	272	64	5	1	0	0	0	0	0	0	0	0	0	641
2:00 PM	51	43	82	190	192	66	6	0	0	0	0	0	0	0	0	0	0	630
3:00 PM	130	115	98	75	57	13	2	1	0	0	0	0	0	0	0	0	0	491
4:00 PM	0	2	39	199	235	90	12	1	0	0	0	0	0	0	0	0	0	578
5:00 PM	49	32	24	98	203	79	9	0	0	0	0	0	0	0	0	0	0	494
6:00 PM	4	8	12	135	293	99	11	2	0	0	0	0	0	0	0	0	0	564
7:00 PM	4	2	15	136	251	75	12	1	0	0	0	0	0	0	0	0	0	496
8:00 PM	0	0	6	114	206	72	8	1	0	0	0	0	0	0	0	0	0	407
9:00 PM	0	0	1	46	124	73	8	3	1	0	0	0	0	0	0	0	0	256
10:00 PM	0	4	0	20	80	43	7	1	0	1	0	0	0	0	0	0	0	156
11:00 PM	0	0	0	8	50	33	12	1	0	0	0	0	0	0	0	0	0	104
Total	282	253	490	2,208	3,554	1,338	200	26	1	1	0	0	0	0	0	0	0	8,353
Percent	3.4%	3.0%	5.9%	26.4%	42.5%	16.0%	2.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	26.1 mph	Mean (Average) Speed	25.5 mph
85th Percentile	30.6 mph	10 mph Pace	21.6 - 31.6 mph
95th Percentile	33.5 mph	Percent in Pace	71.4 %

Location: FRONT ST S/O NW HOLLY ST
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 01

Thursday, April 27, 2017
 Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	9	22	2	0	0	0	0	0	0	0	0	0	0	35
1:00 AM	0	0	1	2	5	10	4	2	0	0	0	0	0	0	0	0	0	24
2:00 AM	0	3	0	1	8	11	7	0	0	0	0	0	0	0	0	0	0	30
3:00 AM	0	0	1	3	15	15	10	0	0	0	0	0	0	0	0	0	0	44
4:00 AM	0	2	1	2	33	68	18	5	0	1	0	0	0	0	0	0	0	130
5:00 AM	7	4	4	4	127	296	80	3	0	0	0	0	0	0	0	0	0	525
6:00 AM	9	11	10	23	189	379	114	14	4	0	0	0	0	0	0	0	0	753
7:00 AM	7	15	4	23	160	317	129	15	2	1	0	0	0	0	0	0	0	673
8:00 AM	11	13	4	27	203	320	103	15	2	0	0	0	0	0	0	0	0	698
9:00 AM	3	8	9	57	239	284	66	4	1	0	0	0	0	0	0	0	0	671
10:00 AM	0	19	14	72	234	232	55	7	0	0	0	0	0	0	0	0	0	633
11:00 AM	0	8	6	47	271	223	39	5	0	0	0	0	0	0	0	0	0	599
12:00 PM	8	12	10	59	216	212	26	8	0	1	0	0	0	0	0	0	0	552
1:00 PM	1	15	16	60	268	150	28	7	1	0	0	0	0	0	0	0	0	546
2:00 PM	3	6	12	76	206	189	36	7	1	0	0	0	0	0	0	0	0	536
3:00 PM	10	9	3	41	211	205	44	6	1	0	0	0	0	0	0	0	0	530
4:00 PM	2	8	4	59	184	155	40	4	1	0	0	0	0	0	0	0	0	457
5:00 PM	13	8	12	48	179	180	30	5	0	0	0	0	0	0	0	0	0	475
6:00 PM	4	9	4	33	195	166	29	6	2	0	0	0	0	0	0	0	0	448
7:00 PM	1	3	1	22	204	162	24	3	0	0	0	0	0	0	0	0	0	420
8:00 PM	7	2	3	32	161	128	21	4	0	0	0	0	0	0	0	0	0	358
9:00 PM	7	3	3	14	106	105	34	2	2	0	0	0	0	0	0	0	0	276
10:00 PM	0	0	2	5	49	47	21	3	0	0	0	0	0	0	0	0	0	127
11:00 PM	0	0	0	3	26	24	17	3	0	0	0	0	0	0	0	0	0	73
Total	93	158	124	715	3,498	3,900	977	128	17	3	0	0	0	0	0	0	0	9,613
Percent	1.0%	1.6%	1.3%	7.4%	36.4%	40.6%	10.2%	1.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	30.1 mph	Mean (Average) Speed	29.9 mph
85th Percentile	34.3 mph	10 mph Pace	25.6 - 35.6 mph
95th Percentile	36.9 mph	Percent in Pace	77.2 %

Location: FRONT ST S/O NW HOLLY ST
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 01

Thursday, April 27, 2017
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	7	20	17	5	0	0	0	0	0	0	0	0	0	0	49
1:00 AM	0	1	0	1	16	15	2	0	0	0	0	0	0	0	0	0	0	35
2:00 AM	2	1	0	2	10	4	1	1	0	0	0	0	0	0	0	0	0	21
3:00 AM	0	0	0	2	12	3	0	1	0	0	0	0	0	0	0	0	0	18
4:00 AM	1	0	0	1	11	4	2	0	1	0	0	0	0	0	0	0	0	20
5:00 AM	4	2	1	9	39	30	5	0	0	0	0	0	0	0	0	0	0	90
6:00 AM	18	19	28	75	149	75	11	2	0	0	0	0	0	0	0	0	0	377
7:00 AM	9	13	52	96	159	68	11	1	0	0	0	0	0	0	0	0	0	409
8:00 AM	0	2	4	56	201	105	22	2	0	0	0	0	0	0	0	0	0	392
9:00 AM	0	2	16	72	246	89	11	0	0	0	0	0	0	0	0	0	0	436
10:00 AM	1	1	25	124	245	84	8	0	0	0	0	0	0	0	0	0	0	488
11:00 AM	4	4	24	192	265	89	9	0	0	0	0	0	0	0	0	0	0	587
12:00 PM	0	2	27	180	289	78	8	2	0	0	0	0	0	0	0	0	0	586
1:00 PM	6	11	48	237	237	62	12	1	0	0	0	0	0	0	0	0	0	614
2:00 PM	69	72	70	172	147	52	7	0	0	0	0	0	0	0	0	0	0	589
3:00 PM	76	60	65	131	144	30	4	0	0	0	0	0	0	0	0	0	0	510
4:00 PM	16	41	68	149	200	44	2	0	0	0	0	0	0	0	0	0	0	520
5:00 PM	136	63	17	34	9	1	0	0	0	0	0	0	0	0	0	0	0	260
6:00 PM	88	47	89	112	144	58	6	0	0	0	0	0	0	0	0	0	0	544
7:00 PM	14	24	38	191	225	64	8	1	0	0	0	0	0	0	0	0	0	565
8:00 PM	1	1	10	121	187	59	7	0	0	0	0	0	0	0	0	0	0	386
9:00 PM	0	0	7	77	149	64	10	1	0	0	0	0	0	0	0	0	0	308
10:00 PM	0	6	3	12	86	54	10	1	0	0	0	0	0	0	0	0	0	172
11:00 PM	0	2	0	20	57	41	7	0	0	0	0	0	0	0	0	0	0	127
Total	445	374	592	2,073	3,247	1,190	168	13	1	0	0	0	0	0	0	0	0	8,103
Percent	5.5%	4.6%	7.3%	25.6%	40.1%	14.7%	2.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	25.7 mph	Mean (Average) Speed	24.7 mph
85th Percentile	30.2 mph	10 mph Pace	21.5 - 31.5 mph
95th Percentile	33.2 mph	Percent in Pace	68.2 %

Location: FRONT ST S/O NW HOLLY ST
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 01

**Total Study Average
 Northbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	1	0	1	2	7	15	9	0	0	0	0	0	0	0	0	0	0	35
1:00 AM	0	0	1	2	5	9	3	1	0	0	0	0	0	0	0	0	0	21
2:00 AM	0	1	0	2	8	9	4	1	0	0	0	0	0	0	0	0	0	25
3:00 AM	1	1	1	3	13	22	9	1	0	0	0	0	0	0	0	0	0	51
4:00 AM	0	1	1	3	33	67	22	5	1	0	0	0	0	0	0	0	0	133
5:00 AM	3	4	5	8	125	311	81	5	0	1	0	0	0	0	0	0	0	543
6:00 AM	5	13	6	16	194	381	141	17	3	0	0	0	0	0	0	0	0	776
7:00 AM	5	16	6	26	179	309	124	15	3	1	0	0	0	0	0	0	0	684
8:00 AM	6	11	3	29	182	316	108	17	2	0	0	0	0	0	0	0	0	674
9:00 AM	6	13	7	62	244	272	65	6	0	0	0	0	0	0	0	0	0	675
10:00 AM	1	14	8	60	268	222	52	7	0	0	0	0	0	0	0	0	0	632
11:00 AM	3	10	15	66	260	209	39	5	0	0	0	0	0	0	0	0	0	607
12:00 PM	3	10	7	63	250	198	29	5	1	0	0	0	0	0	0	0	0	566
1:00 PM	1	13	11	59	231	176	38	5	1	0	0	0	0	0	0	0	0	535
2:00 PM	3	10	7	60	202	198	42	7	2	0	0	0	0	0	0	0	0	531
3:00 PM	10	10	12	71	239	170	37	3	1	0	0	0	0	0	0	0	0	553
4:00 PM	1	8	10	74	207	149	32	2	1	0	0	0	0	0	0	0	0	484
5:00 PM	5	10	11	66	187	163	24	4	0	0	0	0	0	0	0	0	0	470
6:00 PM	3	7	5	46	190	158	31	5	1	0	0	0	0	0	0	0	0	446
7:00 PM	2	4	3	28	179	143	28	5	0	0	0	0	0	0	0	0	0	392
8:00 PM	2	1	1	29	147	119	24	2	1	0	0	0	0	0	0	0	0	326
9:00 PM	5	4	3	12	92	91	24	2	2	0	0	0	0	0	0	0	0	235
10:00 PM	1	1	1	6	44	45	18	2	0	0	0	0	0	0	0	0	0	118
11:00 PM	0	0	0	2	17	26	13	3	0	0	0	0	0	0	0	0	0	61
Total	67	162	125	795	3,503	3,778	997	125	19	2	0	0	0	0	0	0	0	9,573
Percent	0.7%	1.7%	1.3%	8.3%	36.6%	39.5%	10.4%	1.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	30.0 mph	Mean (Average) Speed	29.8 mph
85th Percentile	34.2 mph	10 mph Pace	25.3 - 35.3 mph
95th Percentile	37.1 mph	Percent in Pace	76.2 %

Location: FRONT ST S/O NW HOLLY ST
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 01

**Total Study Average
 Southbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	0	8	21	13	4	0	0	0	0	0	0	0	0	0	0	47
1:00 AM	0	0	0	2	13	8	1	0	0	0	0	0	0	0	0	0	0	24
2:00 AM	1	0	0	2	10	5	2	1	0	0	0	0	0	0	0	0	0	21
3:00 AM	2	0	1	3	9	6	1	1	0	0	0	0	0	0	0	0	0	23
4:00 AM	2	2	1	2	11	8	3	0	0	0	0	0	0	0	0	0	0	29
5:00 AM	2	1	1	7	35	25	6	0	0	0	0	0	0	0	0	0	0	77
6:00 AM	11	10	13	51	129	77	14	2	0	0	0	0	0	0	0	0	0	307
7:00 AM	6	5	23	76	166	82	15	3	0	0	0	0	0	0	0	0	0	376
8:00 AM	2	2	9	64	192	101	21	1	1	0	0	0	0	0	0	0	0	393
9:00 AM	1	5	27	166	253	68	10	1	0	0	0	0	0	0	0	0	0	531
10:00 AM	2	3	22	157	257	82	10	1	0	0	0	0	0	0	0	0	0	534
11:00 AM	3	7	29	165	253	82	7	0	0	0	0	0	0	0	0	0	0	546
12:00 PM	0	4	32	216	282	64	8	1	0	0	0	0	0	0	0	0	0	607
1:00 PM	9	11	53	222	262	57	7	1	0	0	0	0	0	0	0	0	0	622
2:00 PM	74	53	70	168	161	51	5	0	0	0	0	0	0	0	0	0	0	582
3:00 PM	104	93	78	98	89	19	2	0	0	0	0	0	0	0	0	0	0	483
4:00 PM	46	23	38	116	145	45	5	0	0	0	0	0	0	0	0	0	0	418
5:00 PM	107	41	17	44	71	27	3	0	0	0	0	0	0	0	0	0	0	310
6:00 PM	43	23	50	145	213	73	10	1	0	0	0	0	0	0	0	0	0	558
7:00 PM	6	9	24	151	249	73	9	1	0	0	0	0	0	0	0	0	0	522
8:00 PM	0	0	10	119	198	61	8	1	0	0	0	0	0	0	0	0	0	397
9:00 PM	2	0	5	65	145	63	7	1	0	0	0	0	0	0	0	0	0	288
10:00 PM	1	4	1	22	87	47	7	1	0	0	0	0	0	0	0	0	0	170
11:00 PM	0	1	1	12	51	32	7	1	0	0	0	0	0	0	0	0	0	105
Total	424	298	505	2,081	3,302	1,169	172	18	1	0	0	0	0	0	0	0	0	7,970
Percent	5.3%	3.7%	6.3%	26.1%	41.4%	14.7%	2.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	25.8 mph	Mean (Average) Speed	24.9 mph
85th Percentile	30.3 mph	10 mph Pace	21.6 - 31.6 mph
95th Percentile	33.2 mph	Percent in Pace	69.8 %

Location: FRONT ST S/O NW HOLLY ST
 Date Range: 4/25/2017 - 5/1/2017
 Site Code: 01

Time	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average						
	4/25/2017			4/26/2017			4/27/2017			4/28/2017			4/29/2017			4/30/2017			5/1/2017									
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	
12:00 AM	33	46	79	38	48	86	35	49	84	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	35	48	83
1:00 AM	16	18	34	18	21	39	24	35	59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	25	44
2:00 AM	22	20	42	22	22	44	30	21	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25	21	46
3:00 AM	53	21	74	55	27	82	44	18	62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	22	73
4:00 AM	140	37	177	129	29	158	130	20	150	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	133	29	162
5:00 AM	556	75	631	552	72	624	525	90	615	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	544	79	623
6:00 AM	776	288	1,064	799	256	1,055	753	377	1,130	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	776	307	1,083
7:00 AM	689	377	1,066	688	339	1,027	673	409	1,082	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	683	375	1,058
8:00 AM	657	376	1,033	670	410	1,080	698	392	1,090	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	675	393	1,068
9:00 AM	700	546	1,246	654	612	1,266	671	436	1,107	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	675	531	1,206
10:00 AM	633	572	1,205	629	539	1,168	633	488	1,121	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	632	533	1,165
11:00 AM	636	512	1,148	583	537	1,120	599	587	1,186	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	606	545	1,151
12:00 PM	542	610	1,152	600	624	1,224	552	586	1,138	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	565	607	1,171
1:00 PM	502	609	1,111	555	641	1,196	546	614	1,160	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	534	621	1,156
2:00 PM	516	529	1,045	540	630	1,170	536	589	1,125	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	531	583	1,113
3:00 PM	570	451	1,021	561	491	1,052	530	510	1,040	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	554	484	1,038
4:00 PM	467	155	622	530	578	1,108	457	520	977	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	485	418	902
5:00 PM	463	174	637	474	494	968	475	260	735	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	471	309	780
6:00 PM	449	558	1,007	438	564	1,002	448	544	992	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	445	555	1,000
7:00 PM	394	504	898	360	496	856	420	565	985	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	391	522	913
8:00 PM	312	401	713	309	407	716	358	386	744	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	326	398	724
9:00 PM	238	300	538	189	256	445	276	308	584	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	234	288	522
10:00 PM	119	185	304	104	156	260	127	172	299	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	117	171	288
11:00 PM	60	86	146	52	104	156	73	127	200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	106	167
Total	9,543	7,450	16,993	9,549	8,353	17,902	9,613	8,103	17,716	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9,568	7,969	17,537
Percent	56%	44%	-	53%	47%	-	54%	46%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55%	45%	-

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

Vehicle Classification Report Summary

Location: NEWPORT WAY NW N/O W SUNSET WY
Count Direction: Northbound / Southbound
Date Range: 4/25/2017 to 4/27/2017
Site Code: 02

	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Study Total														
Northbound	42	13,457	2,200	1	930	23	0	2	3	3	0	0	0	16,661
Percent	0.3%	80.8%	13.2%	0.0%	5.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	37	13,954	2,558	9	1,080	35	0	0	4	4	0	0	6	17,687
Percent	0.2%	78.9%	14.5%	0.1%	6.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	79	27,411	4,758	10	2,010	58	0	2	7	7	0	0	6	34,348
Percent	0.2%	79.8%	13.9%	0.0%	5.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Location: NEWPORT WAY NW N/O W SUNSET WY
Date Range: 4/25/2017 to 4/27/2017
Site Code: 02

Tuesday, April 25, 2017
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
1:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
2:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
3:00 AM	0	16	2	0	0	0	0	0	0	0	0	0	0	18
4:00 AM	0	38	8	0	5	0	0	0	0	0	0	0	0	51
5:00 AM	0	165	23	0	12	0	0	0	0	0	0	0	0	200
6:00 AM	2	303	58	0	19	0	0	0	0	0	0	0	0	382
7:00 AM	2	420	82	0	38	0	0	0	0	1	0	0	0	543
8:00 AM	1	453	64	0	36	2	0	0	0	0	0	0	0	556
9:00 AM	2	418	78	0	21	1	0	0	1	0	0	0	0	521
10:00 AM	0	250	74	0	24	1	0	0	0	0	0	0	0	349
11:00 AM	0	246	36	0	17	2	0	0	0	0	0	0	0	301
12:00 PM	0	270	48	0	22	1	0	0	0	0	0	0	0	341
1:00 PM	3	227	30	0	16	1	0	0	0	0	0	0	0	277
2:00 PM	3	313	41	0	23	0	0	0	0	0	0	0	0	380
3:00 PM	1	237	36	0	19	1	0	0	0	0	0	0	0	294
4:00 PM	1	185	32	0	9	0	0	0	0	0	0	0	0	227
5:00 PM	1	194	21	0	5	0	0	0	0	0	0	0	0	221
6:00 PM	1	202	28	0	7	0	0	0	0	0	0	0	0	238
7:00 PM	0	168	20	0	8	0	0	0	0	0	0	0	0	196
8:00 PM	0	116	21	0	7	0	0	0	0	0	0	0	0	144
9:00 PM	0	78	12	0	3	0	0	0	0	0	0	0	0	93
10:00 PM	0	26	3	0	2	0	0	0	0	0	0	0	0	31
11:00 PM	0	17	2	0	2	0	0	0	0	0	0	0	0	21
Total	17	4,365	722	0	295	9	0	0	1	1	0	0	0	5,410
Percent	0.3%	80.7%	13.3%	0.0%	5.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: NEWPORT WAY NW N/O W SUNSET WY
Date Range: 4/25/2017 to 4/27/2017
Site Code: 02

Tuesday, April 25, 2017
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	9	1	0	1	0	0	0	0	0	0	0	0	11
1:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
2:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	0	6	2	0	1	0	0	0	0	0	0	0	0	9
4:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
5:00 AM	0	23	6	0	1	0	0	0	0	0	0	0	0	30
6:00 AM	0	91	20	0	8	0	0	0	0	0	0	0	0	119
7:00 AM	0	119	24	0	13	2	0	0	0	0	0	0	0	158
8:00 AM	0	172	46	0	19	3	0	0	0	0	0	0	1	241
9:00 AM	0	184	52	1	17	3	0	0	0	0	0	0	0	257
10:00 AM	2	238	43	0	16	1	0	0	0	0	0	0	0	300
11:00 AM	2	193	54	0	32	0	0	0	0	0	0	0	0	281
12:00 PM	1	237	47	0	19	0	0	0	0	0	0	0	0	304
1:00 PM	0	271	49	0	27	1	0	0	0	0	0	0	1	349
2:00 PM	1	413	75	0	34	0	0	0	0	0	0	0	0	523
3:00 PM	1	544	90	0	42	3	0	0	1	0	0	0	0	681
4:00 PM	4	365	47	0	20	0	0	0	1	0	0	0	0	437
5:00 PM	1	516	56	0	20	0	0	0	0	1	0	0	0	594
6:00 PM	2	494	79	0	26	2	0	0	0	0	0	0	0	603
7:00 PM	0	307	51	0	23	0	0	0	0	0	0	0	0	381
8:00 PM	1	164	23	0	7	0	0	0	0	1	0	0	0	196
9:00 PM	0	126	15	0	8	0	0	0	0	0	0	0	0	149
10:00 PM	0	69	7	0	3	0	0	0	0	0	0	0	0	79
11:00 PM	0	33	5	0	4	0	0	0	0	0	0	0	0	42
Total	15	4,588	795	1	341	15	0	0	2	2	0	0	2	5,761
Percent	0.3%	79.6%	13.8%	0.0%	5.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: NEWPORT WAY NW N/O W SUNSET WY
Date Range: 4/25/2017 to 4/27/2017
Site Code: 02

Wednesday, April 26, 2017
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	13
1:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
3:00 AM	0	15	2	0	0	1	0	0	0	0	0	0	0	18
4:00 AM	0	34	6	0	5	0	0	0	0	0	0	0	0	45
5:00 AM	0	153	22	0	12	0	0	0	0	0	0	0	0	187
6:00 AM	2	299	57	0	24	0	0	0	0	0	0	0	0	382
7:00 AM	1	398	70	0	33	0	0	0	0	0	0	0	0	502
8:00 AM	0	434	82	0	35	1	0	0	0	0	0	0	0	552
9:00 AM	1	393	55	0	23	0	0	0	0	0	0	0	0	472
10:00 AM	1	299	50	0	23	1	0	0	0	0	0	0	0	374
11:00 AM	0	263	33	0	17	3	0	0	0	0	0	0	0	316
12:00 PM	2	292	55	1	20	1	0	0	0	0	0	0	0	371
1:00 PM	2	250	33	0	16	0	0	0	0	0	0	0	0	301
2:00 PM	1	271	38	0	14	0	0	0	0	0	0	0	0	324
3:00 PM	2	281	37	0	25	1	0	0	0	0	0	0	0	346
4:00 PM	0	277	53	0	8	0	0	0	0	0	0	0	0	338
5:00 PM	0	257	28	0	14	0	0	0	0	0	0	0	0	299
6:00 PM	1	263	37	0	8	0	0	0	0	0	0	0	0	309
7:00 PM	2	163	24	0	9	0	0	0	0	0	0	0	0	198
8:00 PM	0	134	12	0	3	0	0	0	0	0	0	0	0	149
9:00 PM	0	60	9	0	1	0	0	0	0	0	0	0	0	70
10:00 PM	1	30	4	0	3	0	0	0	0	0	0	0	0	38
11:00 PM	0	16	1	0	1	0	0	0	0	0	0	0	0	18
Total	16	4,601	711	1	294	8	0	0	0	0	0	0	0	5,631
Percent	0.3%	81.7%	12.6%	0.0%	5.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: NEWPORT WAY NW N/O W SUNSET WY
Date Range: 4/25/2017 to 4/27/2017
Site Code: 02

Wednesday, April 26, 2017
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	15	0	0	1	0	0	0	0	0	0	0	0	16
1:00 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
2:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
3:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
5:00 AM	0	22	4	0	2	0	0	0	0	0	0	0	0	28
6:00 AM	0	70	13	0	6	0	0	0	0	0	0	0	0	89
7:00 AM	0	117	32	0	6	3	0	0	0	0	0	0	0	158
8:00 AM	0	190	44	0	14	1	0	0	0	0	0	0	0	249
9:00 AM	0	251	49	2	19	3	0	0	0	0	0	0	0	324
10:00 AM	0	182	40	0	16	2	0	0	0	0	0	0	0	240
11:00 AM	1	214	48	0	21	1	0	0	0	0	0	0	0	285
12:00 PM	2	297	55	0	32	0	0	0	1	0	0	0	0	387
1:00 PM	1	317	73	0	29	1	0	0	0	0	0	0	0	421
2:00 PM	0	381	91	1	28	0	0	0	0	1	0	0	0	502
3:00 PM	1	468	109	0	39	1	0	0	0	0	0	0	0	618
4:00 PM	0	452	76	0	46	0	0	0	1	0	0	0	0	575
5:00 PM	3	474	86	0	38	0	0	0	0	0	0	0	0	601
6:00 PM	0	429	73	0	23	0	0	0	0	0	0	0	0	525
7:00 PM	1	295	59	0	13	1	0	0	0	0	0	0	0	369
8:00 PM	0	206	26	0	11	0	0	0	0	0	0	0	0	243
9:00 PM	1	149	22	0	10	0	0	0	0	0	0	0	0	182
10:00 PM	0	78	8	0	5	0	0	0	0	0	0	0	0	91
11:00 PM	0	43	4	0	2	0	0	0	0	0	0	0	0	49
Total	10	4,679	914	3	362	13	0	0	2	1	0	0	0	5,984
Percent	0.2%	78.2%	15.3%	0.1%	6.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: NEWPORT WAY NW N/O W SUNSET WY
Date Range: 4/25/2017 to 4/27/2017
Site Code: 02

Thursday, April 27, 2017
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
1:00 AM	1	3	1	0	0	0	0	0	0	0	0	0	0	5
2:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	0	20	3	0	2	0	0	0	0	0	0	0	0	25
4:00 AM	0	35	7	0	5	0	0	0	0	0	0	0	0	47
5:00 AM	0	164	31	0	10	0	0	0	0	0	0	0	0	205
6:00 AM	0	292	45	0	34	0	0	0	0	0	0	0	0	371
7:00 AM	0	445	72	0	31	0	0	0	0	0	0	0	0	548
8:00 AM	1	460	77	0	36	1	0	0	1	1	0	0	0	577
9:00 AM	0	372	63	0	26	2	0	0	0	0	0	0	0	463
10:00 AM	2	266	53	0	20	0	0	0	0	0	0	0	0	341
11:00 AM	1	256	65	0	18	0	0	0	0	0	0	0	0	340
12:00 PM	0	243	48	0	19	1	0	0	0	0	0	0	0	311
1:00 PM	0	204	45	0	23	1	0	0	0	0	0	0	0	273
2:00 PM	0	300	41	0	25	0	0	1	0	0	0	0	0	367
3:00 PM	0	242	58	0	18	0	0	0	1	0	0	0	0	319
4:00 PM	0	237	44	0	22	0	0	1	0	0	0	0	0	304
5:00 PM	1	218	21	0	15	1	0	0	0	1	0	0	0	257
6:00 PM	0	225	35	0	13	0	0	0	0	0	0	0	0	273
7:00 PM	2	190	22	0	7	0	0	0	0	0	0	0	0	221
8:00 PM	0	144	21	0	7	0	0	0	0	0	0	0	0	172
9:00 PM	0	97	9	0	6	0	0	0	0	0	0	0	0	112
10:00 PM	1	47	5	0	3	0	0	0	0	0	0	0	0	56
11:00 PM	0	18	1	0	1	0	0	0	0	0	0	0	0	20
Total	9	4,491	767	0	341	6	0	2	2	2	0	0	0	5,620
Percent	0.2%	79.9%	13.6%	0.0%	6.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: NEWPORT WAY NW N/O W SUNSET WY
Date Range: 4/25/2017 to 4/27/2017
Site Code: 02

Thursday, April 27, 2017
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	17	2	0	1	0	0	0	0	0	0	0	0	20
1:00 AM	0	8	1	0	2	0	0	0	0	0	0	0	0	11
2:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	3	3	0	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	7	0	0	1	0	0	0	0	0	0	0	0	8
5:00 AM	0	20	6	0	2	0	0	0	0	0	0	0	0	28
6:00 AM	0	111	14	0	4	1	0	0	0	0	0	0	0	130
7:00 AM	0	174	33	1	15	0	0	0	0	0	0	0	1	224
8:00 AM	1	139	36	1	11	0	0	0	0	0	0	0	0	188
9:00 AM	1	154	30	0	23	0	0	0	0	0	0	0	0	208
10:00 AM	1	166	32	1	14	0	0	0	0	0	0	0	0	214
11:00 AM	0	212	43	0	17	0	0	0	0	0	0	0	2	274
12:00 PM	0	289	47	1	17	0	0	0	0	0	0	0	0	354
1:00 PM	0	271	56	0	27	0	0	0	0	0	0	0	0	354
2:00 PM	0	356	72	1	30	1	0	0	0	0	0	0	0	460
3:00 PM	3	465	96	0	52	3	0	0	0	1	0	0	0	620
4:00 PM	3	451	93	0	38	0	0	0	0	0	0	0	1	586
5:00 PM	0	523	77	0	38	0	0	0	0	0	0	0	0	638
6:00 PM	1	477	71	0	27	2	0	0	0	0	0	0	0	578
7:00 PM	1	337	73	0	29	0	0	0	0	0	0	0	0	440
8:00 PM	0	208	33	0	14	0	0	0	0	0	0	0	0	255
9:00 PM	0	149	16	0	7	0	0	0	0	0	0	0	0	172
10:00 PM	1	91	9	0	5	0	0	0	0	0	0	0	0	106
11:00 PM	0	53	6	0	3	0	0	0	0	0	0	0	0	62
Total	12	4,687	849	5	377	7	0	0	0	1	0	0	4	5,942
Percent	0.2%	78.9%	14.3%	0.1%	6.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	

Location: NEWPORT WAY NW N/O W SUNSET WY
Date Range: 4/25/2017 to 4/27/2017
Site Code: 02

**Total Study Average
 Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
1:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
2:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	17	2	0	1	0	0	0	0	0	0	0	0	20
4:00 AM	0	36	7	0	5	0	0	0	0	0	0	0	0	48
5:00 AM	0	161	25	0	11	0	0	0	0	0	0	0	0	197
6:00 AM	1	298	53	0	26	0	0	0	0	0	0	0	0	378
7:00 AM	1	421	75	0	34	0	0	0	0	0	0	0	0	531
8:00 AM	1	449	74	0	36	1	0	0	0	0	0	0	0	561
9:00 AM	1	394	65	0	23	1	0	0	0	0	0	0	0	484
10:00 AM	1	272	59	0	22	1	0	0	0	0	0	0	0	355
11:00 AM	0	255	45	0	17	2	0	0	0	0	0	0	0	319
12:00 PM	1	268	50	0	20	1	0	0	0	0	0	0	0	340
1:00 PM	2	227	36	0	18	1	0	0	0	0	0	0	0	284
2:00 PM	1	295	40	0	21	0	0	0	0	0	0	0	0	357
3:00 PM	1	253	44	0	21	1	0	0	0	0	0	0	0	320
4:00 PM	0	233	43	0	13	0	0	0	0	0	0	0	0	289
5:00 PM	1	223	23	0	11	0	0	0	0	0	0	0	0	258
6:00 PM	1	230	33	0	9	0	0	0	0	0	0	0	0	273
7:00 PM	1	174	22	0	8	0	0	0	0	0	0	0	0	205
8:00 PM	0	131	18	0	6	0	0	0	0	0	0	0	0	155
9:00 PM	0	78	10	0	3	0	0	0	0	0	0	0	0	91
10:00 PM	1	34	4	0	3	0	0	0	0	0	0	0	0	42
11:00 PM	0	17	1	0	1	0	0	0	0	0	0	0	0	19
Total	14	4,485	731	0	309	8	0	0	0	0	0	0	0	5,547
Percent	0.3%	80.9%	13.2%	0.0%	5.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: NEWPORT WAY NW N/O W SUNSET WY
Date Range: 4/25/2017 to 4/27/2017
Site Code: 02

**Total Study Average
 Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	14	1	0	1	0	0	0	0	0	0	0	0	16
1:00 AM	0	8	1	0	1	0	0	0	0	0	0	0	0	10
2:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
4:00 AM	0	6	1	0	1	0	0	0	0	0	0	0	0	8
5:00 AM	0	22	5	0	2	0	0	0	0	0	0	0	0	29
6:00 AM	0	91	16	0	6	0	0	0	0	0	0	0	0	113
7:00 AM	0	137	30	0	11	2	0	0	0	0	0	0	0	180
8:00 AM	0	167	42	0	15	1	0	0	0	0	0	0	0	225
9:00 AM	0	196	44	1	20	2	0	0	0	0	0	0	0	263
10:00 AM	1	195	38	0	15	1	0	0	0	0	0	0	0	250
11:00 AM	1	206	48	0	23	0	0	0	0	0	0	0	1	279
12:00 PM	1	274	50	0	23	0	0	0	0	0	0	0	0	348
1:00 PM	0	286	59	0	28	1	0	0	0	0	0	0	0	374
2:00 PM	0	383	79	1	31	0	0	0	0	0	0	0	0	494
3:00 PM	2	492	98	0	44	2	0	0	0	0	0	0	0	638
4:00 PM	2	423	72	0	35	0	0	0	1	0	0	0	0	533
5:00 PM	1	504	73	0	32	0	0	0	0	0	0	0	0	610
6:00 PM	1	467	74	0	25	1	0	0	0	0	0	0	0	568
7:00 PM	1	313	61	0	22	0	0	0	0	0	0	0	0	397
8:00 PM	0	193	27	0	11	0	0	0	0	0	0	0	0	231
9:00 PM	0	141	18	0	8	0	0	0	0	0	0	0	0	167
10:00 PM	0	79	8	0	4	0	0	0	0	0	0	0	0	91
11:00 PM	0	43	5	0	3	0	0	0	0	0	0	0	0	51
Total	10	4,651	852	2	361	10	0	0	1	0	0	0	1	5,888
Percent	0.2%	79.0%	14.5%	0.0%	6.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: NEWPORT WAY NW N/O W SUNSET WY
Date Range: 4/25/2017 to 4/27/2017
Site Code: 02

**3-Day (Tuesday - Thursday) Average
 Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	11
1:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
2:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
3:00 AM	0	16	2	0	0	1	0	0	0	0	0	0	0	18
4:00 AM	0	36	7	0	5	0	0	0	0	0	0	0	0	48
5:00 AM	0	159	23	0	12	0	0	0	0	0	0	0	0	194
6:00 AM	2	301	58	0	22	0	0	0	0	0	0	0	0	382
7:00 AM	2	409	76	0	36	0	0	0	0	1	0	0	0	523
8:00 AM	1	444	73	0	36	2	0	0	0	0	0	0	0	554
9:00 AM	2	406	67	0	22	1	0	0	1	0	0	0	0	497
10:00 AM	1	275	62	0	24	1	0	0	0	0	0	0	0	362
11:00 AM	0	255	35	0	17	3	0	0	0	0	0	0	0	309
12:00 PM	1	281	52	1	21	1	0	0	0	0	0	0	0	356
1:00 PM	3	239	32	0	16	1	0	0	0	0	0	0	0	289
2:00 PM	2	292	40	0	19	0	0	0	0	0	0	0	0	352
3:00 PM	2	259	37	0	22	1	0	0	0	0	0	0	0	320
4:00 PM	1	231	43	0	9	0	0	0	0	0	0	0	0	283
5:00 PM	1	226	25	0	10	0	0	0	0	0	0	0	0	260
6:00 PM	1	233	33	0	8	0	0	0	0	0	0	0	0	274
7:00 PM	1	166	22	0	9	0	0	0	0	0	0	0	0	197
8:00 PM	0	125	17	0	5	0	0	0	0	0	0	0	0	147
9:00 PM	0	69	11	0	2	0	0	0	0	0	0	0	0	82
10:00 PM	1	28	4	0	3	0	0	0	0	0	0	0	0	35
11:00 PM	0	17	2	0	2	0	0	0	0	0	0	0	0	20
Total	17	4,483	717	1	295	9	0	0	1	1	0	0	0	5,521
Percent	0.3%	81.2%	13.0%	0.0%	5.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: NEWPORT WAY NW N/O W SUNSET WY
Date Range: 4/25/2017 to 4/27/2017
Site Code: 02

**3-Day (Tuesday - Thursday) Average
 Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	12	1	0	1	0	0	0	0	0	0	0	0	14
1:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
2:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
3:00 AM	0	6	1	0	1	0	0	0	0	0	0	0	0	8
4:00 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
5:00 AM	0	23	5	0	2	0	0	0	0	0	0	0	0	29
6:00 AM	0	81	17	0	7	0	0	0	0	0	0	0	0	104
7:00 AM	0	118	28	0	10	3	0	0	0	0	0	0	0	158
8:00 AM	0	181	45	0	17	2	0	0	0	0	0	0	1	245
9:00 AM	0	218	51	2	18	3	0	0	0	0	0	0	0	291
10:00 AM	1	210	42	0	16	2	0	0	0	0	0	0	0	270
11:00 AM	2	204	51	0	27	1	0	0	0	0	0	0	0	283
12:00 PM	2	267	51	0	26	0	0	0	1	0	0	0	0	346
1:00 PM	1	294	61	0	28	1	0	0	0	0	0	0	1	385
2:00 PM	1	397	83	1	31	0	0	0	0	1	0	0	0	513
3:00 PM	1	506	100	0	41	2	0	0	1	0	0	0	0	650
4:00 PM	2	409	62	0	33	0	0	0	1	0	0	0	0	506
5:00 PM	2	495	71	0	29	0	0	0	0	1	0	0	0	598
6:00 PM	1	462	76	0	25	1	0	0	0	0	0	0	0	564
7:00 PM	1	301	55	0	18	1	0	0	0	0	0	0	0	375
8:00 PM	1	185	25	0	9	0	0	0	0	1	0	0	0	220
9:00 PM	1	138	19	0	9	0	0	0	0	0	0	0	0	166
10:00 PM	0	74	8	0	4	0	0	0	0	0	0	0	0	85
11:00 PM	0	38	5	0	3	0	0	0	0	0	0	0	0	46
Total	13	4,634	855	2	352	14	0	0	2	2	0	0	1	5,873
Percent	0.2%	78.9%	14.6%	0.0%	6.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Vehicle Speed Report Summary

Location: NEWPORT WAY NW N/O W SUNSET WY
Count Direction: Northbound / Southbound
Date Range: 4/25/2017 to 4/27/2017
Site Code: 02

	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Study Total																		
Northbound	10	21	76	1,044	6,989	6,973	1,442	97	9	0	0	0	0	0	0	0	0	16,661
Percent	0.1%	0.1%	0.5%	6.3%	41.9%	41.9%	8.7%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	578	959	1,641	4,138	6,722	3,124	471	42	9	1	0	1	1	0	0	0	0	17,687
Percent	3.3%	5.4%	9.3%	23.4%	38.0%	17.7%	2.7%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	588	980	1,717	5,182	13,711	10,097	1,913	139	18	1	0	1	1	0	0	0	0	34,348
Percent	1.7%	2.9%	5.0%	15.1%	39.9%	29.4%	5.6%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Northbound			Northbound		
50th Percentile (Median)	30.0	mph	Mean (Average) Speed	30.2	mph
85th Percentile	33.9	mph	10 mph Pace	25.1 - 35.1	mph
95th Percentile	36.2	mph	Percent in Pace	83.6	%
Southbound			Southbound		
50th Percentile (Median)	25.9	mph	Mean (Average) Speed	25.1	mph
85th Percentile	30.8	mph	10 mph Pace	22.0 - 32.0	mph
95th Percentile	33.7	mph	Percent in Pace	65.2	%

Location: NEWPORT WAY NW N/O W SUNSET WY
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 02

Tuesday, April 25, 2017
 Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
1:00 AM	0	0	0	0	3	2	2	0	0	0	0	0	0	0	0	0	0	7
2:00 AM	0	0	0	0	6	3	1	0	0	0	0	0	0	0	0	0	0	10
3:00 AM	0	0	0	1	5	11	1	0	0	0	0	0	0	0	0	0	0	18
4:00 AM	0	0	0	1	3	28	17	1	1	0	0	0	0	0	0	0	0	51
5:00 AM	0	0	0	1	23	130	43	3	0	0	0	0	0	0	0	0	0	200
6:00 AM	0	0	0	6	95	201	73	6	1	0	0	0	0	0	0	0	0	382
7:00 AM	1	0	4	41	216	237	41	3	0	0	0	0	0	0	0	0	0	543
8:00 AM	0	0	2	37	279	206	31	1	0	0	0	0	0	0	0	0	0	556
9:00 AM	0	0	3	40	213	232	33	0	0	0	0	0	0	0	0	0	0	521
10:00 AM	1	3	1	29	174	119	21	1	0	0	0	0	0	0	0	0	0	349
11:00 AM	0	0	2	30	146	109	14	0	0	0	0	0	0	0	0	0	0	301
12:00 PM	0	0	0	19	162	133	24	3	0	0	0	0	0	0	0	0	0	341
1:00 PM	3	7	10	20	110	108	19	0	0	0	0	0	0	0	0	0	0	277
2:00 PM	0	2	2	38	175	129	31	3	0	0	0	0	0	0	0	0	0	380
3:00 PM	1	3	1	54	119	106	10	0	0	0	0	0	0	0	0	0	0	294
4:00 PM	2	0	6	32	110	70	6	1	0	0	0	0	0	0	0	0	0	227
5:00 PM	0	0	2	17	110	78	14	0	0	0	0	0	0	0	0	0	0	221
6:00 PM	0	0	0	9	98	105	26	0	0	0	0	0	0	0	0	0	0	238
7:00 PM	0	0	2	8	87	78	20	1	0	0	0	0	0	0	0	0	0	196
8:00 PM	0	0	0	7	63	63	10	1	0	0	0	0	0	0	0	0	0	144
9:00 PM	0	0	0	8	38	36	9	2	0	0	0	0	0	0	0	0	0	93
10:00 PM	0	0	0	1	20	8	1	1	0	0	0	0	0	0	0	0	0	31
11:00 PM	0	0	0	1	8	11	1	0	0	0	0	0	0	0	0	0	0	21
Total	8	15	35	400	2,269	2,206	448	27	2	0	0	0	0	0	0	0	0	5,410
Percent	0.1%	0.3%	0.6%	7.4%	41.9%	40.8%	8.3%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	29.8 mph	Mean (Average) Speed	29.9 mph
85th Percentile	33.6 mph	10 mph Pace	25.1 - 35.1 mph
95th Percentile	36.2 mph	Percent in Pace	82.5 %

Location: NEWPORT WAY NW N/O W SUNSET WY
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 02

Tuesday, April 25, 2017
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	1	6	2	0	0	0	0	0	0	0	0	0	0	11
1:00 AM	0	0	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	5
2:00 AM	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	0	0	0	2	3	2	2	0	0	0	0	0	0	0	0	0	0	9
4:00 AM	0	0	0	0	2	5	1	0	0	0	0	0	0	0	0	0	0	8
5:00 AM	0	0	0	1	19	9	1	0	0	0	0	0	0	0	0	0	0	30
6:00 AM	0	0	1	7	53	43	13	2	0	0	0	0	0	0	0	0	0	119
7:00 AM	0	0	3	32	81	32	7	1	2	0	0	0	0	0	0	0	0	158
8:00 AM	0	0	13	48	124	49	5	2	0	0	0	0	0	0	0	0	0	241
9:00 AM	0	1	5	60	148	38	5	0	0	0	0	0	0	0	0	0	0	257
10:00 AM	0	3	27	102	128	38	2	0	0	0	0	0	0	0	0	0	0	300
11:00 AM	0	1	15	88	136	38	3	0	0	0	0	0	0	0	0	0	0	281
12:00 PM	0	0	4	92	142	60	6	0	0	0	0	0	0	0	0	0	0	304
1:00 PM	0	2	14	112	153	61	7	0	0	0	0	0	0	0	0	0	0	349
2:00 PM	2	26	91	149	197	51	7	0	0	0	0	0	0	0	0	0	0	523
3:00 PM	29	130	176	162	121	59	4	0	0	0	0	0	0	0	0	0	0	681
4:00 PM	210	120	81	15	8	1	2	0	0	0	0	0	0	0	0	0	0	437
5:00 PM	176	169	115	63	43	25	3	0	0	0	0	0	0	0	0	0	0	594
6:00 PM	4	34	68	142	216	119	19	1	0	0	0	0	0	0	0	0	0	603
7:00 PM	0	3	7	67	173	116	14	1	0	0	0	0	0	0	0	0	0	381
8:00 PM	0	0	3	38	81	62	10	2	0	0	0	0	0	0	0	0	0	196
9:00 PM	0	0	2	23	65	51	8	0	0	0	0	0	0	0	0	0	0	149
10:00 PM	0	0	0	7	30	30	12	0	0	0	0	0	0	0	0	0	0	79
11:00 PM	0	0	0	2	13	16	7	3	1	0	0	0	0	0	0	0	0	42
Total	421	489	625	1,214	1,941	915	140	12	3	1	0	0	0	0	0	0	0	5,761
Percent	7.3%	8.5%	10.8%	21.1%	33.7%	15.9%	2.4%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	25.2 mph	Mean (Average) Speed	23.7 mph
85th Percentile	30.5 mph	10 mph Pace	21.7 - 31.7 mph
95th Percentile	33.5 mph	Percent in Pace	58.3 %

Location: NEWPORT WAY NW N/O W SUNSET WY
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 02

Wednesday, April 26, 2017
 Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	3	9	0	1	0	0	0	0	0	0	0	0	0	13
1:00 AM	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	5
3:00 AM	0	0	0	0	4	11	2	1	0	0	0	0	0	0	0	0	0	18
4:00 AM	0	0	0	0	5	22	14	4	0	0	0	0	0	0	0	0	0	45
5:00 AM	0	0	1	1	26	110	44	5	0	0	0	0	0	0	0	0	0	187
6:00 AM	0	0	1	6	76	200	92	7	0	0	0	0	0	0	0	0	0	382
7:00 AM	0	0	1	25	171	257	45	3	0	0	0	0	0	0	0	0	0	502
8:00 AM	0	0	0	31	279	207	35	0	0	0	0	0	0	0	0	0	0	552
9:00 AM	0	0	2	30	215	191	33	1	0	0	0	0	0	0	0	0	0	472
10:00 AM	0	0	1	15	161	166	31	0	0	0	0	0	0	0	0	0	0	374
11:00 AM	0	0	0	14	152	122	28	0	0	0	0	0	0	0	0	0	0	316
12:00 PM	0	0	1	21	193	137	17	2	0	0	0	0	0	0	0	0	0	371
1:00 PM	0	0	4	38	153	94	10	1	1	0	0	0	0	0	0	0	0	301
2:00 PM	0	1	0	21	155	119	27	1	0	0	0	0	0	0	0	0	0	324
3:00 PM	0	0	0	24	175	117	29	1	0	0	0	0	0	0	0	0	0	346
4:00 PM	0	0	0	16	149	138	34	1	0	0	0	0	0	0	0	0	0	338
5:00 PM	0	0	1	23	111	135	28	1	0	0	0	0	0	0	0	0	0	299
6:00 PM	0	0	3	19	111	137	34	5	0	0	0	0	0	0	0	0	0	309
7:00 PM	0	0	0	17	81	77	21	2	0	0	0	0	0	0	0	0	0	198
8:00 PM	0	0	0	10	76	56	6	0	1	0	0	0	0	0	0	0	0	149
9:00 PM	0	0	0	3	28	33	5	1	0	0	0	0	0	0	0	0	0	70
10:00 PM	0	0	1	5	16	12	4	0	0	0	0	0	0	0	0	0	0	38
11:00 PM	0	0	0	0	9	4	4	1	0	0	0	0	0	0	0	0	0	18
Total	0	1	16	320	2,352	2,357	545	38	2	0	0	0	0	0	0	0	0	5,631
Percent	0.0%	0.0%	0.3%	5.7%	41.8%	41.9%	9.7%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	30.1 mph	Mean (Average) Speed	30.4 mph
85th Percentile	33.9 mph	10 mph Pace	25.5 - 35.5 mph
95th Percentile	36.3 mph	Percent in Pace	83.7 %

Location: NEWPORT WAY NW N/O W SUNSET WY
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 02

Wednesday, April 26, 2017
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	2	6	7	0	1	0	0	0	0	0	0	0	0	16
1:00 AM	0	0	0	0	4	6	2	0	0	0	0	0	0	0	0	0	0	12
2:00 AM	0	0	0	0	3	4	2	0	0	0	0	0	0	0	0	0	0	9
3:00 AM	0	0	0	1	2	1	2	0	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	5
5:00 AM	0	0	0	2	10	12	4	0	0	0	0	0	0	0	0	0	0	28
6:00 AM	0	0	1	13	33	30	12	0	0	0	0	0	0	0	0	0	0	89
7:00 AM	0	0	2	11	88	53	4	0	0	0	0	0	0	0	0	0	0	158
8:00 AM	0	0	3	74	126	41	4	1	0	0	0	0	0	0	0	0	0	249
9:00 AM	0	3	18	106	150	45	2	0	0	0	0	0	0	0	0	0	0	324
10:00 AM	0	0	5	66	129	37	3	0	0	0	0	0	0	0	0	0	0	240
11:00 AM	0	0	9	82	137	49	7	1	0	0	0	0	0	0	0	0	0	285
12:00 PM	1	5	34	125	173	44	5	0	0	0	0	0	0	0	0	0	0	387
1:00 PM	1	8	22	122	211	51	4	2	0	0	0	0	0	0	0	0	0	421
2:00 PM	3	14	55	160	198	65	7	0	0	0	0	0	0	0	0	0	0	502
3:00 PM	13	58	132	178	165	64	7	0	0	0	0	0	1	0	0	0	0	618
4:00 PM	1	13	76	151	201	113	19	1	0	0	0	0	0	0	0	0	0	575
5:00 PM	16	64	85	146	188	83	18	1	0	0	0	0	0	0	0	0	0	601
6:00 PM	1	9	33	119	212	137	13	0	1	0	0	0	0	0	0	0	0	525
7:00 PM	3	8	18	82	184	65	8	1	0	0	0	0	0	0	0	0	0	369
8:00 PM	0	0	4	26	131	73	8	0	1	0	0	0	0	0	0	0	0	243
9:00 PM	0	0	1	20	81	68	12	0	0	0	0	0	0	0	0	0	0	182
10:00 PM	0	0	1	8	25	45	10	1	1	0	0	0	0	0	0	0	0	91
11:00 PM	0	0	0	6	15	17	8	3	0	0	0	0	0	0	0	0	0	49
Total	39	182	499	1,499	2,469	1,111	169	11	4	0	0	0	1	0	0	0	0	5,984
Percent	0.7%	3.0%	8.3%	25.1%	41.3%	18.6%	2.8%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	26.3 mph	Mean (Average) Speed	26 mph
85th Percentile	30.9 mph	10 mph Pace	22.0 - 32.0 mph
95th Percentile	34.0 mph	Percent in Pace	70.1 %

Location: NEWPORT WAY NW N/O W SUNSET WY
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 02

Thursday, April 27, 2017
 Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	2	5	1	1	0	0	0	0	0	0	0	0	0	9
1:00 AM	0	1	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	5
2:00 AM	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	0	0	0	1	4	12	6	2	0	0	0	0	0	0	0	0	0	25
4:00 AM	0	0	0	0	6	26	15	0	0	0	0	0	0	0	0	0	0	47
5:00 AM	0	0	0	0	28	137	36	3	1	0	0	0	0	0	0	0	0	205
6:00 AM	1	1	2	8	74	230	53	2	0	0	0	0	0	0	0	0	0	371
7:00 AM	0	0	1	36	241	232	37	1	0	0	0	0	0	0	0	0	0	548
8:00 AM	0	0	0	30	273	239	32	3	0	0	0	0	0	0	0	0	0	577
9:00 AM	0	0	4	26	220	186	25	2	0	0	0	0	0	0	0	0	0	463
10:00 AM	0	2	1	24	151	142	17	4	0	0	0	0	0	0	0	0	0	341
11:00 AM	0	0	1	34	163	121	19	1	1	0	0	0	0	0	0	0	0	340
12:00 PM	0	0	0	15	168	108	19	1	0	0	0	0	0	0	0	0	0	311
1:00 PM	0	0	1	13	143	96	19	1	0	0	0	0	0	0	0	0	0	273
2:00 PM	0	0	4	19	138	182	22	2	0	0	0	0	0	0	0	0	0	367
3:00 PM	1	0	5	35	162	93	21	0	2	0	0	0	0	0	0	0	0	319
4:00 PM	0	0	1	19	125	123	34	2	0	0	0	0	0	0	0	0	0	304
5:00 PM	0	1	0	13	103	117	21	2	0	0	0	0	0	0	0	0	0	257
6:00 PM	0	0	0	15	99	123	35	1	0	0	0	0	0	0	0	0	0	273
7:00 PM	0	0	0	10	92	104	15	0	0	0	0	0	0	0	0	0	0	221
8:00 PM	0	0	2	9	84	68	6	3	0	0	0	0	0	0	0	0	0	172
9:00 PM	0	0	2	12	57	33	7	1	0	0	0	0	0	0	0	0	0	112
10:00 PM	0	0	1	3	25	20	7	0	0	0	0	0	0	0	0	0	0	56
11:00 PM	0	0	0	1	7	10	2	0	0	0	0	0	0	0	0	0	0	20
Total	2	5	25	324	2,368	2,410	449	32	5	0	0	0	0	0	0	0	0	5,620
Percent	0.0%	0.1%	0.4%	5.8%	42.1%	42.9%	8.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	30.0 mph	Mean (Average) Speed	30.2 mph
85th Percentile	33.9 mph	10 mph Pace	25.1 - 35.1 mph
95th Percentile	36.0 mph	Percent in Pace	84.9 %

Location: NEWPORT WAY NW N/O W SUNSET WY
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 02

Thursday, April 27, 2017
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	8	6	5	0	1	0	0	0	0	0	0	0	0	20
1:00 AM	0	0	0	0	5	6	0	0	0	0	0	0	0	0	0	0	0	11
2:00 AM	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	0	0	0	3	3	2	0	0	0	0	0	0	0	0	0	0	8
5:00 AM	0	0	0	0	13	12	3	0	0	0	0	0	0	0	0	0	0	28
6:00 AM	0	0	2	22	65	36	5	0	0	0	0	0	0	0	0	0	0	130
7:00 AM	4	5	18	55	97	41	3	1	0	0	0	0	0	0	0	0	0	224
8:00 AM	1	2	4	41	97	38	5	0	0	0	0	0	0	0	0	0	0	188
9:00 AM	0	0	2	52	119	33	2	0	0	0	0	0	0	0	0	0	0	208
10:00 AM	0	1	7	50	118	32	6	0	0	0	0	0	0	0	0	0	0	214
11:00 AM	1	2	12	78	129	44	8	0	0	0	0	0	0	0	0	0	0	274
12:00 PM	1	2	14	106	176	53	2	0	0	0	0	0	0	0	0	0	0	354
1:00 PM	0	1	6	114	168	60	5	0	0	0	0	0	0	0	0	0	0	354
2:00 PM	3	25	56	133	176	56	8	2	0	0	0	1	0	0	0	0	0	460
3:00 PM	6	43	123	202	176	65	4	1	0	0	0	0	0	0	0	0	0	620
4:00 PM	9	35	47	166	201	110	15	3	0	0	0	0	0	0	0	0	0	586
5:00 PM	91	141	111	116	113	47	16	3	0	0	0	0	0	0	0	0	0	638
6:00 PM	2	25	61	123	215	135	15	2	0	0	0	0	0	0	0	0	0	578
7:00 PM	0	6	50	86	184	101	13	0	0	0	0	0	0	0	0	0	0	440
8:00 PM	0	0	4	40	120	73	17	1	0	0	0	0	0	0	0	0	0	255
9:00 PM	0	0	0	17	71	68	11	4	1	0	0	0	0	0	0	0	0	172
10:00 PM	0	0	0	20	29	46	11	0	0	0	0	0	0	0	0	0	0	106
11:00 PM	0	0	0	4	21	29	6	2	0	0	0	0	0	0	0	0	0	62
Total	118	288	517	1,425	2,312	1,098	162	19	2	0	0	1	0	0	0	0	0	5,942
Percent	2.0%	4.8%	8.7%	24.0%	38.9%	18.5%	2.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	26.2 mph	Mean (Average) Speed	25.6 mph
85th Percentile	31.0 mph	10 mph Pace	22.0 - 32.0 mph
95th Percentile	33.9 mph	Percent in Pace	67.2 %

Location: NEWPORT WAY NW N/O W SUNSET WY
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 02

**Total Study Average
Northbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	4	6	0	1	0	0	0	0	0	0	0	0	0	11
1:00 AM	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	5
2:00 AM	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	0	0	1	4	11	3	1	0	0	0	0	0	0	0	0	0	20
4:00 AM	0	0	0	0	5	25	15	2	0	0	0	0	0	0	0	0	0	47
5:00 AM	0	0	0	1	26	126	41	4	0	0	0	0	0	0	0	0	0	198
6:00 AM	0	0	1	7	82	210	73	5	0	0	0	0	0	0	0	0	0	378
7:00 AM	0	0	2	34	209	242	41	2	0	0	0	0	0	0	0	0	0	530
8:00 AM	0	0	1	33	277	217	33	1	0	0	0	0	0	0	0	0	0	562
9:00 AM	0	0	3	32	216	203	30	1	0	0	0	0	0	0	0	0	0	485
10:00 AM	0	2	1	23	162	142	23	2	0	0	0	0	0	0	0	0	0	355
11:00 AM	0	0	1	26	154	117	20	0	0	0	0	0	0	0	0	0	0	318
12:00 PM	0	0	0	18	174	126	20	2	0	0	0	0	0	0	0	0	0	340
1:00 PM	1	2	5	24	135	99	16	1	0	0	0	0	0	0	0	0	0	283
2:00 PM	0	1	2	26	156	143	27	2	0	0	0	0	0	0	0	0	0	357
3:00 PM	1	1	2	38	152	105	20	0	1	0	0	0	0	0	0	0	0	320
4:00 PM	1	0	2	22	128	110	25	1	0	0	0	0	0	0	0	0	0	289
5:00 PM	0	0	1	18	108	110	21	1	0	0	0	0	0	0	0	0	0	259
6:00 PM	0	0	1	14	103	122	32	2	0	0	0	0	0	0	0	0	0	274
7:00 PM	0	0	1	12	87	86	19	1	0	0	0	0	0	0	0	0	0	206
8:00 PM	0	0	1	9	74	62	7	1	0	0	0	0	0	0	0	0	0	154
9:00 PM	0	0	1	8	41	34	7	1	0	0	0	0	0	0	0	0	0	92
10:00 PM	0	0	1	3	20	13	4	0	0	0	0	0	0	0	0	0	0	41
11:00 PM	0	0	0	1	8	8	2	0	0	0	0	0	0	0	0	0	0	19
Total	3	6	26	351	2,330	2,320	481	31	1	0	0	0	0	0	0	0	0	5,549
Percent	0.1%	0.1%	0.5%	6.3%	42.0%	41.8%	8.7%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	30.0 mph	Mean (Average) Speed	30.2 mph
85th Percentile	33.9 mph	10 mph Pace	25.1 - 35.1 mph
95th Percentile	36.2 mph	Percent in Pace	83.6 %

Location: NEWPORT WAY NW N/O W SUNSET WY
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 02

**Total Study Average
 Southbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	4	6	5	0	1	0	0	0	0	0	0	0	0	17
1:00 AM	0	0	0	0	4	4	1	0	0	0	0	0	0	0	0	0	0	9
2:00 AM	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	6
5:00 AM	0	0	0	1	14	11	3	0	0	0	0	0	0	0	0	0	0	29
6:00 AM	0	0	1	14	50	36	10	1	0	0	0	0	0	0	0	0	0	112
7:00 AM	1	2	8	33	89	42	5	1	1	0	0	0	0	0	0	0	0	182
8:00 AM	0	1	7	54	116	43	5	1	0	0	0	0	0	0	0	0	0	227
9:00 AM	0	1	8	73	139	39	3	0	0	0	0	0	0	0	0	0	0	263
10:00 AM	0	1	13	73	125	36	4	0	0	0	0	0	0	0	0	0	0	252
11:00 AM	0	1	12	83	134	44	6	0	0	0	0	0	0	0	0	0	0	280
12:00 PM	1	2	17	108	164	52	4	0	0	0	0	0	0	0	0	0	0	348
1:00 PM	0	4	14	116	177	57	5	1	0	0	0	0	0	0	0	0	0	374
2:00 PM	3	22	67	147	190	57	7	1	0	0	0	0	0	0	0	0	0	494
3:00 PM	16	77	144	181	154	63	5	0	0	0	0	0	0	0	0	0	0	640
4:00 PM	73	56	68	111	137	75	12	1	0	0	0	0	0	0	0	0	0	533
5:00 PM	94	125	104	108	115	52	12	1	0	0	0	0	0	0	0	0	0	611
6:00 PM	2	23	54	128	214	130	16	1	0	0	0	0	0	0	0	0	0	568
7:00 PM	1	6	25	78	180	94	12	1	0	0	0	0	0	0	0	0	0	397
8:00 PM	0	0	4	35	111	69	12	1	0	0	0	0	0	0	0	0	0	232
9:00 PM	0	0	1	20	72	62	10	1	0	0	0	0	0	0	0	0	0	166
10:00 PM	0	0	0	12	28	40	11	0	0	0	0	0	0	0	0	0	0	91
11:00 PM	0	0	0	4	16	21	7	3	0	0	0	0	0	0	0	0	0	51
Total	191	321	547	1,381	2,240	1,040	158	14	2	0	0	0	0	0	0	0	0	5,894
Percent	3.2%	5.4%	9.3%	23.4%	38.0%	17.6%	2.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	25.9 mph	Mean (Average) Speed	25.1 mph
85th Percentile	30.8 mph	10 mph Pace	22.0 - 32.0 mph
95th Percentile	33.7 mph	Percent in Pace	65.2 %



Location: NEWPORT WAY NW N/O W SUNSET WY
 Date Range: 4/25/2017 - 5/1/2017
 Site Code: 02

Time	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average		
	4/25/2017			4/26/2017			4/27/2017			4/28/2017			4/29/2017			4/30/2017			5/1/2017					
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	9	11	20	13	16	29	9	20	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 AM	7	5	12	4	12	16	5	11	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 AM	10	4	14	5	9	14	4	6	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 AM	18	9	27	18	6	24	25	6	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 AM	51	8	59	45	5	50	47	8	55	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 AM	200	30	230	187	28	215	205	28	233	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM	382	119	501	382	89	471	371	130	501	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	543	158	701	502	158	660	548	224	772	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 AM	556	241	797	552	249	801	577	188	765	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 AM	521	257	778	472	324	796	463	208	671	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	349	300	649	374	240	614	341	214	555	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	301	281	582	316	285	601	340	274	614	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	341	304	645	371	387	758	311	354	665	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 PM	277	349	626	301	421	722	273	354	627	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	380	523	903	324	502	826	367	460	827	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	294	681	975	346	618	964	319	620	939	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	227	437	664	338	575	913	304	586	890	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	221	594	815	299	601	900	257	638	895	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 PM	238	603	841	309	525	834	273	578	851	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 PM	196	381	577	198	369	567	221	440	661	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 PM	144	196	340	149	243	392	172	255	427	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 PM	93	149	242	70	182	252	112	172	284	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 PM	31	79	110	38	91	129	56	106	162	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 PM	21	42	63	18	49	67	20	62	82	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	5,410	5,761	11,171	5,631	5,984	11,615	5,620	5,942	11,562	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Percent	48%	52%	-	48%	52%	-	49%	51%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Vehicle Classification Report Summary

Location: E SUNSET WY / S/O 1-90 EB RAMPS
Count Direction: Northbound / Southbound
Date Range: 4/25/2017 to 4/27/2017
Site Code: 03

	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Study Total														
Northbound	41	21,077	2,891	12	1,277	42	0	7	13	9	1	0	6	25,376
Percent	0.2%	83.1%	11.4%	0.0%	5.0%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	84	20,595	3,585	15	1,556	89	0	2	17	18	0	0	4	25,965
Percent	0.3%	79.3%	13.8%	0.1%	6.0%	0.3%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	100%
Total	125	41,672	6,476	27	2,833	131	0	9	30	27	1	0	10	51,341
Percent	0.2%	81.2%	12.6%	0.1%	5.5%	0.3%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Location: E SUNSET WY / S/O 1-90 EB RAMPS
Date Range: 4/25/2017 to 4/27/2017
Site Code: 03

Tuesday, April 25, 2017
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	13	1	0	1	0	0	0	0	0	0	0	0	15
1:00 AM	0	16	3	0	1	0	0	0	0	0	0	0	0	20
2:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
3:00 AM	0	13	1	0	2	0	0	0	0	0	0	0	0	16
4:00 AM	0	36	10	0	2	0	0	0	0	0	0	0	0	48
5:00 AM	1	127	22	0	15	1	0	0	0	0	0	0	0	166
6:00 AM	2	399	68	0	69	2	0	0	1	0	0	0	0	541
7:00 AM	0	506	63	0	39	2	0	0	0	0	0	0	0	610
8:00 AM	1	484	66	0	31	1	0	0	0	0	0	0	0	583
9:00 AM	2	443	93	1	27	1	0	0	0	0	0	0	2	569
10:00 AM	0	432	71	0	26	0	0	0	0	1	0	0	0	530
11:00 AM	1	318	42	0	26	1	0	0	0	0	0	0	0	388
12:00 PM	1	378	61	1	20	0	0	0	0	0	0	0	0	461
1:00 PM	0	336	51	0	37	1	0	0	0	0	0	0	0	425
2:00 PM	1	592	59	0	23	2	0	0	0	0	0	0	1	678
3:00 PM	3	525	56	0	20	3	0	0	1	1	0	0	0	609
4:00 PM	1	454	44	0	15	1	0	0	0	0	0	0	0	515
5:00 PM	3	507	61	0	15	3	0	0	0	0	0	0	0	589
6:00 PM	1	508	55	0	11	0	0	1	0	0	0	0	0	576
7:00 PM	1	399	60	0	9	0	0	0	0	0	0	0	0	469
8:00 PM	0	337	54	0	13	0	0	0	0	0	0	0	0	404
9:00 PM	0	169	18	0	4	0	0	0	0	0	0	0	0	191
10:00 PM	0	73	10	0	6	0	0	0	0	0	0	0	0	89
11:00 PM	1	28	1	0	2	0	0	0	0	0	0	0	0	32
Total	19	7,097	971	2	414	18	0	1	2	2	0	0	3	8,529
Percent	0.2%	83.2%	11.4%	0.0%	4.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: E SUNSET WY / S/O 1-90 EB RAMPS
Date Range: 4/25/2017 to 4/27/2017
Site Code: 03

Tuesday, April 25, 2017
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	31	4	0	3	0	0	0	0	0	0	0	0	38
1:00 AM	0	11	5	0	0	0	0	0	0	0	0	0	0	16
2:00 AM	0	8	3	0	0	0	0	0	0	0	0	0	0	11
3:00 AM	0	5	3	0	2	0	0	0	0	0	0	0	0	10
4:00 AM	0	16	3	0	4	0	0	0	0	0	0	0	0	23
5:00 AM	2	51	12	0	4	1	0	0	0	0	0	0	0	70
6:00 AM	2	246	24	1	17	0	0	0	0	0	0	0	0	290
7:00 AM	1	288	41	0	17	1	0	0	0	0	0	0	0	348
8:00 AM	0	430	78	1	41	1	0	0	2	0	0	0	0	553
9:00 AM	0	451	75	0	41	0	0	0	0	0	0	0	0	567
10:00 AM	3	475	91	0	27	1	0	0	2	1	0	0	0	600
11:00 AM	3	296	63	1	22	1	0	0	0	0	0	0	0	386
12:00 PM	1	329	60	1	26	0	0	0	0	0	0	0	0	417
1:00 PM	1	325	79	1	33	0	0	0	1	0	0	0	1	441
2:00 PM	0	477	93	0	49	2	0	0	1	0	0	0	0	622
3:00 PM	5	678	96	0	67	7	0	0	1	2	0	0	0	856
4:00 PM	2	735	130	0	44	4	0	0	1	1	0	0	0	917
5:00 PM	7	687	126	0	47	5	0	0	1	2	0	0	0	875
6:00 PM	2	616	109	0	26	0	0	0	0	0	0	0	0	753
7:00 PM	1	365	58	0	17	0	0	0	0	0	0	0	0	441
8:00 PM	0	196	42	0	14	0	0	0	0	0	0	0	0	252
9:00 PM	1	157	24	0	7	0	0	0	0	0	0	0	0	189
10:00 PM	0	71	8	0	5	0	0	0	0	0	0	0	0	84
11:00 PM	0	37	6	0	2	0	0	0	0	0	0	0	0	45
Total	31	6,981	1,233	5	515	23	0	0	9	6	0	0	1	8,804
Percent	0.4%	79.3%	14.0%	0.1%	5.8%	0.3%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	

Location: E SUNSET WY / S/O 1-90 EB RAMPS
Date Range: 4/25/2017 to 4/27/2017
Site Code: 03

Wednesday, April 26, 2017
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	23	1	0	2	0	0	0	0	0	0	0	0	26
1:00 AM	1	15	2	0	2	0	0	0	0	0	0	0	0	20
2:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
3:00 AM	0	17	3	0	0	0	0	0	0	0	0	0	0	20
4:00 AM	0	32	8	0	2	0	0	0	1	0	0	0	0	43
5:00 AM	0	144	29	0	11	0	0	0	1	0	0	0	0	185
6:00 AM	0	344	53	0	32	0	0	0	0	0	0	0	1	430
7:00 AM	2	471	72	0	40	1	0	0	0	1	0	0	0	587
8:00 AM	2	508	82	0	39	0	0	0	1	0	0	0	0	632
9:00 AM	0	476	66	0	37	1	0	0	0	1	0	0	0	581
10:00 AM	0	375	73	0	32	0	0	2	0	0	0	0	0	482
11:00 AM	2	359	52	0	17	1	0	0	0	0	0	0	0	431
12:00 PM	1	426	79	1	40	0	0	0	0	0	0	0	0	547
1:00 PM	0	361	49	0	22	0	0	0	0	0	0	0	0	432
2:00 PM	1	369	50	0	22	1	0	0	0	0	0	0	0	443
3:00 PM	0	532	64	0	36	3	0	0	0	1	0	0	0	636
4:00 PM	0	608	45	0	28	1	0	0	0	0	0	0	0	682
5:00 PM	0	562	43	0	13	2	0	0	0	1	0	0	0	621
6:00 PM	1	470	66	0	15	0	0	0	0	0	0	0	0	552
7:00 PM	1	331	43	0	16	0	0	0	0	0	0	0	0	391
8:00 PM	0	262	34	0	11	0	0	0	0	0	0	0	0	307
9:00 PM	0	146	15	0	4	0	0	0	0	0	0	0	0	165
10:00 PM	0	70	4	0	4	0	0	0	0	0	0	0	0	78
11:00 PM	0	38	3	0	4	0	0	0	0	0	0	0	0	45
Total	11	6,947	937	1	429	10	0	2	3	4	0	0	1	8,345
Percent	0.1%	83.2%	11.2%	0.0%	5.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: E SUNSET WY / S/O 1-90 EB RAMPS
Date Range: 4/25/2017 to 4/27/2017
Site Code: 03

Wednesday, April 26, 2017
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	20	4	0	0	0	0	0	0	0	0	0	0	24
1:00 AM	0	23	4	0	0	0	0	0	0	0	0	0	0	27
2:00 AM	0	13	0	0	1	0	0	0	0	0	0	0	0	14
3:00 AM	0	9	4	0	1	0	0	0	0	0	0	0	0	14
4:00 AM	0	29	5	0	5	0	0	0	0	0	0	0	0	39
5:00 AM	2	37	9	0	5	0	0	0	0	0	0	0	0	53
6:00 AM	0	138	26	0	15	0	0	0	0	0	0	0	0	179
7:00 AM	0	367	58	0	17	2	0	0	0	2	0	0	0	446
8:00 AM	0	479	90	1	38	2	0	0	0	0	0	0	0	610
9:00 AM	5	515	102	0	41	0	0	0	0	0	0	0	0	663
10:00 AM	1	310	59	1	36	1	0	0	0	0	0	0	0	408
11:00 AM	2	282	67	0	33	0	0	0	1	0	0	0	0	385
12:00 PM	4	342	67	0	20	0	0	0	0	0	0	0	0	433
1:00 PM	0	360	79	0	60	1	0	0	0	0	0	0	0	500
2:00 PM	0	452	99	0	56	1	0	0	0	0	0	0	0	608
3:00 PM	2	599	85	0	59	2	0	0	0	1	0	0	0	748
4:00 PM	5	669	88	0	50	8	0	1	0	1	0	0	1	823
5:00 PM	6	690	77	0	28	13	0	0	0	1	0	0	0	815
6:00 PM	1	557	86	1	27	0	0	0	0	0	0	0	0	672
7:00 PM	0	307	67	0	22	0	0	0	0	0	0	0	0	396
8:00 PM	0	223	46	0	17	0	0	0	0	0	0	0	0	286
9:00 PM	0	164	21	0	7	0	0	0	0	0	0	0	0	192
10:00 PM	0	82	7	0	3	0	0	0	0	0	0	0	0	92
11:00 PM	0	52	7	0	0	0	0	0	0	0	0	0	0	59
Total	28	6,719	1,157	3	541	30	0	1	1	5	0	0	1	8,486
Percent	0.3%	79.2%	13.6%	0.0%	6.4%	0.4%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	

Location: E SUNSET WY / S/O 1-90 EB RAMPS
Date Range: 4/25/2017 to 4/27/2017
Site Code: 03

Thursday, April 27, 2017
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	20	5	0	1	0	0	0	0	0	0	0	0	26
1:00 AM	0	15	1	0	1	0	0	0	0	0	0	0	0	17
2:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
3:00 AM	0	11	2	0	1	0	0	0	0	0	0	0	0	14
4:00 AM	0	35	7	0	4	0	0	0	0	0	0	0	0	46
5:00 AM	0	139	26	0	9	1	0	0	0	0	0	0	0	175
6:00 AM	0	367	70	0	67	0	0	0	1	0	0	0	0	505
7:00 AM	0	535	76	1	35	3	0	0	1	0	0	0	0	651
8:00 AM	1	521	96	1	35	1	0	2	0	1	0	0	1	659
9:00 AM	1	371	73	1	21	1	0	0	3	0	0	0	0	471
10:00 AM	2	356	55	1	32	1	0	0	0	0	0	0	0	447
11:00 AM	0	334	51	0	22	0	0	0	0	0	0	0	1	408
12:00 PM	3	288	57	0	21	1	0	0	0	0	0	0	0	370
1:00 PM	0	300	47	2	43	1	0	1	0	0	0	0	0	394
2:00 PM	0	597	64	3	29	1	0	1	1	1	0	0	0	697
3:00 PM	0	560	64	0	26	1	0	0	0	0	1	0	0	652
4:00 PM	1	417	38	0	14	1	0	0	0	0	0	0	0	471
5:00 PM	1	575	54	0	21	1	0	0	0	0	0	0	0	652
6:00 PM	0	530	59	0	17	0	0	0	0	0	0	0	0	606
7:00 PM	0	420	59	0	14	0	0	0	0	1	0	0	0	494
8:00 PM	0	278	31	0	8	0	0	0	0	0	0	0	0	317
9:00 PM	1	253	36	0	7	1	0	0	0	0	0	0	0	298
10:00 PM	1	67	8	0	3	0	0	0	0	0	0	0	0	79
11:00 PM	0	33	4	0	3	0	0	0	2	0	0	0	0	42
Total	11	7,033	983	9	434	14	0	4	8	3	1	0	2	8,502
Percent	0.1%	82.7%	11.6%	0.1%	5.1%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: E SUNSET WY / S/O 1-90 EB RAMPS
Date Range: 4/25/2017 to 4/27/2017
Site Code: 03

Thursday, April 27, 2017
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	27	3	0	1	0	0	0	0	0	0	0	0	31
1:00 AM	0	21	1	0	0	0	0	0	0	0	0	0	0	22
2:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
3:00 AM	0	4	2	0	1	0	0	0	0	0	0	0	0	7
4:00 AM	0	11	1	0	4	0	0	0	0	0	0	0	0	16
5:00 AM	2	64	14	0	6	0	0	0	0	0	0	0	0	86
6:00 AM	0	352	55	0	15	1	0	0	0	0	0	0	0	423
7:00 AM	0	281	45	0	22	0	0	0	0	0	0	0	0	348
8:00 AM	2	369	83	0	46	0	0	0	0	1	0	0	1	502
9:00 AM	0	318	49	0	35	0	0	0	0	1	0	0	0	403
10:00 AM	0	260	59	0	22	1	0	0	0	0	0	0	1	343
11:00 AM	2	273	71	1	25	0	0	0	0	0	0	0	0	372
12:00 PM	0	330	61	0	25	1	0	0	0	1	0	0	0	418
1:00 PM	2	330	73	3	30	1	0	0	0	0	0	0	0	439
2:00 PM	5	567	86	2	48	2	0	0	0	0	0	0	0	710
3:00 PM	3	625	96	0	51	7	0	0	2	4	0	0	0	788
4:00 PM	4	712	127	1	58	12	0	0	3	0	0	0	0	917
5:00 PM	1	745	110	0	36	9	0	1	2	0	0	0	0	904
6:00 PM	0	635	85	0	27	2	0	0	0	0	0	0	0	749
7:00 PM	2	447	83	0	23	0	0	0	0	0	0	0	0	555
8:00 PM	1	221	42	0	13	0	0	0	0	0	0	0	0	277
9:00 PM	1	150	31	0	7	0	0	0	0	0	0	0	0	189
10:00 PM	0	100	11	0	5	0	0	0	0	0	0	0	0	116
11:00 PM	0	41	7	0	0	0	0	0	0	0	0	0	0	48
Total	25	6,895	1,195	7	500	36	0	1	7	7	0	0	2	8,675
Percent	0.3%	79.5%	13.8%	0.1%	5.8%	0.4%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	

Location: E SUNSET WY / S/O 1-90 EB RAMPS
Date Range: 4/25/2017 to 4/27/2017
Site Code: 03

**Total Study Average
Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	19	2	0	1	0	0	0	0	0	0	0	0	22
1:00 AM	0	15	2	0	1	0	0	0	0	0	0	0	0	18
2:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
3:00 AM	0	14	2	0	1	0	0	0	0	0	0	0	0	17
4:00 AM	0	34	8	0	3	0	0	0	0	0	0	0	0	45
5:00 AM	0	137	26	0	12	1	0	0	0	0	0	0	0	176
6:00 AM	1	370	64	0	56	1	0	0	1	0	0	0	0	493
7:00 AM	1	504	70	0	38	2	0	0	0	0	0	0	0	615
8:00 AM	1	504	81	0	35	1	0	1	0	0	0	0	0	623
9:00 AM	1	430	77	1	28	1	0	0	1	0	0	0	1	540
10:00 AM	1	388	66	0	30	0	0	1	0	0	0	0	0	486
11:00 AM	1	337	48	0	22	1	0	0	0	0	0	0	0	409
12:00 PM	2	364	66	1	27	0	0	0	0	0	0	0	0	460
1:00 PM	0	332	49	1	34	1	0	0	0	0	0	0	0	417
2:00 PM	1	519	58	1	25	1	0	0	0	0	0	0	0	605
3:00 PM	1	539	61	0	27	2	0	0	0	1	0	0	0	631
4:00 PM	1	493	42	0	19	1	0	0	0	0	0	0	0	556
5:00 PM	1	548	53	0	16	2	0	0	0	0	0	0	0	620
6:00 PM	1	503	60	0	14	0	0	0	0	0	0	0	0	578
7:00 PM	1	383	54	0	13	0	0	0	0	0	0	0	0	451
8:00 PM	0	292	40	0	11	0	0	0	0	0	0	0	0	343
9:00 PM	0	189	23	0	5	0	0	0	0	0	0	0	0	217
10:00 PM	0	70	7	0	4	0	0	0	0	0	0	0	0	81
11:00 PM	0	33	3	0	3	0	0	0	1	0	0	0	0	40
Total	14	7,025	963	4	425	14	0	2	3	1	0	0	1	8,452
Percent	0.2%	83.1%	11.4%	0.0%	5.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: E SUNSET WY / S/O 1-90 EB RAMPS
Date Range: 4/25/2017 to 4/27/2017
Site Code: 03

**Total Study Average
 Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	26	4	0	1	0	0	0	0	0	0	0	0	31
1:00 AM	0	18	3	0	0	0	0	0	0	0	0	0	0	21
2:00 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
3:00 AM	0	6	3	0	1	0	0	0	0	0	0	0	0	10
4:00 AM	0	19	3	0	4	0	0	0	0	0	0	0	0	26
5:00 AM	2	51	12	0	5	0	0	0	0	0	0	0	0	70
6:00 AM	1	245	35	0	16	0	0	0	0	0	0	0	0	297
7:00 AM	0	312	48	0	19	1	0	0	0	1	0	0	0	381
8:00 AM	1	426	84	1	42	1	0	0	1	0	0	0	0	556
9:00 AM	2	428	75	0	39	0	0	0	0	0	0	0	0	544
10:00 AM	1	348	70	0	28	1	0	0	1	0	0	0	0	449
11:00 AM	2	284	67	1	27	0	0	0	0	0	0	0	0	381
12:00 PM	2	334	63	0	24	0	0	0	0	0	0	0	0	423
1:00 PM	1	338	77	1	41	1	0	0	0	0	0	0	0	459
2:00 PM	2	499	93	1	51	2	0	0	0	0	0	0	0	648
3:00 PM	3	634	92	0	59	5	0	0	1	2	0	0	0	796
4:00 PM	4	705	115	0	51	8	0	0	1	1	0	0	0	885
5:00 PM	5	707	104	0	37	9	0	0	1	1	0	0	0	864
6:00 PM	1	603	93	0	27	1	0	0	0	0	0	0	0	725
7:00 PM	1	373	69	0	21	0	0	0	0	0	0	0	0	464
8:00 PM	0	213	43	0	15	0	0	0	0	0	0	0	0	271
9:00 PM	1	157	25	0	7	0	0	0	0	0	0	0	0	190
10:00 PM	0	84	9	0	4	0	0	0	0	0	0	0	0	97
11:00 PM	0	43	7	0	1	0	0	0	0	0	0	0	0	51
Total	29	6,864	1,195	4	520	29	0	0	5	5	0	0	0	8,651
Percent	0.3%	79.3%	13.8%	0.0%	6.0%	0.3%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: E SUNSET WY / S/O 1-90 EB RAMPS
Date Range: 4/25/2017 to 4/27/2017
Site Code: 03

**3-Day (Tuesday - Thursday) Average
 Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	18	1	0	2	0	0	0	0	0	0	0	0	21
1:00 AM	1	16	3	0	2	0	0	0	0	0	0	0	0	20
2:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
3:00 AM	0	15	2	0	1	0	0	0	0	0	0	0	0	18
4:00 AM	0	34	9	0	2	0	0	0	1	0	0	0	0	46
5:00 AM	1	136	26	0	13	1	0	0	1	0	0	0	0	176
6:00 AM	1	372	61	0	51	1	0	0	1	0	0	0	1	486
7:00 AM	1	489	68	0	40	2	0	0	0	1	0	0	0	599
8:00 AM	2	496	74	0	35	1	0	0	1	0	0	0	0	608
9:00 AM	1	460	80	1	32	1	0	0	0	1	0	0	1	575
10:00 AM	0	404	72	0	29	0	0	1	0	1	0	0	0	506
11:00 AM	2	339	47	0	22	1	0	0	0	0	0	0	0	410
12:00 PM	1	402	70	1	30	0	0	0	0	0	0	0	0	504
1:00 PM	0	349	50	0	30	1	0	0	0	0	0	0	0	429
2:00 PM	1	481	55	0	23	2	0	0	0	0	0	0	1	561
3:00 PM	2	529	60	0	28	3	0	0	1	1	0	0	0	623
4:00 PM	1	531	45	0	22	1	0	0	0	0	0	0	0	599
5:00 PM	2	535	52	0	14	3	0	0	0	1	0	0	0	605
6:00 PM	1	489	61	0	13	0	0	1	0	0	0	0	0	564
7:00 PM	1	365	52	0	13	0	0	0	0	0	0	0	0	430
8:00 PM	0	300	44	0	12	0	0	0	0	0	0	0	0	356
9:00 PM	0	158	17	0	4	0	0	0	0	0	0	0	0	178
10:00 PM	0	72	7	0	5	0	0	0	0	0	0	0	0	84
11:00 PM	1	33	2	0	3	0	0	0	0	0	0	0	0	39
Total	15	7,022	954	2	422	14	0	2	3	3	0	0	2	8,437
Percent	0.2%	83.2%	11.3%	0.0%	5.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: E SUNSET WY / S/O 1-90 EB RAMPS
Date Range: 4/25/2017 to 4/27/2017
Site Code: 03

**3-Day (Tuesday - Thursday) Average
 Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	26	4	0	2	0	0	0	0	0	0	0	0	31
1:00 AM	0	17	5	0	0	0	0	0	0	0	0	0	0	22
2:00 AM	0	11	2	0	1	0	0	0	0	0	0	0	0	13
3:00 AM	0	7	4	0	2	0	0	0	0	0	0	0	0	12
4:00 AM	0	23	4	0	5	0	0	0	0	0	0	0	0	31
5:00 AM	2	44	11	0	5	1	0	0	0	0	0	0	0	62
6:00 AM	1	192	25	1	16	0	0	0	0	0	0	0	0	235
7:00 AM	1	328	50	0	17	2	0	0	0	1	0	0	0	397
8:00 AM	0	455	84	1	40	2	0	0	1	0	0	0	0	582
9:00 AM	3	483	89	0	41	0	0	0	0	0	0	0	0	615
10:00 AM	2	393	75	1	32	1	0	0	1	1	0	0	0	504
11:00 AM	3	289	65	1	28	1	0	0	1	0	0	0	0	386
12:00 PM	3	336	64	1	23	0	0	0	0	0	0	0	0	425
1:00 PM	1	343	79	1	47	1	0	0	1	0	0	0	1	471
2:00 PM	0	465	96	0	53	2	0	0	1	0	0	0	0	615
3:00 PM	4	639	91	0	63	5	0	0	1	2	0	0	0	802
4:00 PM	4	702	109	0	47	6	0	1	1	1	0	0	1	870
5:00 PM	7	689	102	0	38	9	0	0	1	2	0	0	0	845
6:00 PM	2	587	98	1	27	0	0	0	0	0	0	0	0	713
7:00 PM	1	336	63	0	20	0	0	0	0	0	0	0	0	419
8:00 PM	0	210	44	0	16	0	0	0	0	0	0	0	0	269
9:00 PM	1	161	23	0	7	0	0	0	0	0	0	0	0	191
10:00 PM	0	77	8	0	4	0	0	0	0	0	0	0	0	88
11:00 PM	0	45	7	0	1	0	0	0	0	0	0	0	0	52
Total	30	6,850	1,195	4	528	27	0	1	5	6	0	0	1	8,645
Percent	0.3%	79.2%	13.8%	0.0%	6.1%	0.3%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	

Vehicle Speed Report Summary

Location: E SUNSET WY / S/O 1-90 EB RAMPS
Count Direction: Northbound / Southbound
Date Range: 4/25/2017 to 4/27/2017
Site Code: 03

	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Study Total																		
Northbound	172	279	626	1,823	9,490	10,412	2,341	206	23	2	2	0	0	0	0	0	0	25,376
Percent	0.7%	1.1%	2.5%	7.2%	37.4%	41.0%	9.2%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	2,553	2,102	1,002	2,804	8,196	6,925	2,127	223	20	6	1	1	1	1	3	0	0	25,965
Percent	9.8%	8.1%	3.9%	10.8%	31.6%	26.7%	8.2%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	2,725	2,381	1,628	4,627	17,686	17,337	4,468	429	43	8	3	1	1	1	3	0	0	51,341
Percent	5.3%	4.6%	3.2%	9.0%	34.4%	33.8%	8.7%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Northbound			Northbound		
50th Percentile (Median)	30.0	mph	Mean (Average) Speed	29.7	mph
85th Percentile	33.9	mph	10 mph Pace	25.4 - 35.4	mph
95th Percentile	36.4	mph	Percent in Pace	78.3	%
Southbound			Southbound		
50th Percentile (Median)	27.8	mph	Mean (Average) Speed	25.7	mph
85th Percentile	33.3	mph	10 mph Pace	24.7 - 34.7	mph
95th Percentile	36.4	mph	Percent in Pace	58.2	%

Location: E SUNSET WY / S/O 1-90 EB RAMPS
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 03

Tuesday, April 25, 2017
 Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	2	5	6	2	0	0	0	0	0	0	0	0	0	15
1:00 AM	0	0	0	1	8	6	4	0	1	0	0	0	0	0	0	0	0	20
2:00 AM	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	5
3:00 AM	0	0	0	1	3	5	6	1	0	0	0	0	0	0	0	0	0	16
4:00 AM	0	0	0	1	14	23	9	1	0	0	0	0	0	0	0	0	0	48
5:00 AM	0	0	0	2	47	81	31	5	0	0	0	0	0	0	0	0	0	166
6:00 AM	0	1	8	27	251	210	43	1	0	0	0	0	0	0	0	0	0	541
7:00 AM	0	5	6	32	267	261	37	2	0	0	0	0	0	0	0	0	0	610
8:00 AM	0	3	4	38	226	268	43	1	0	0	0	0	0	0	0	0	0	583
9:00 AM	0	0	2	35	224	262	44	1	1	0	0	0	0	0	0	0	0	569
10:00 AM	1	2	3	47	221	225	31	0	0	0	0	0	0	0	0	0	0	530
11:00 AM	0	2	1	15	152	166	47	5	0	0	0	0	0	0	0	0	0	388
12:00 PM	0	0	1	12	148	228	68	4	0	0	0	0	0	0	0	0	0	461
1:00 PM	0	0	3	27	191	153	49	2	0	0	0	0	0	0	0	0	0	425
2:00 PM	4	14	83	77	254	219	25	2	0	0	0	0	0	0	0	0	0	678
3:00 PM	24	14	43	81	255	174	16	1	0	0	1	0	0	0	0	0	0	609
4:00 PM	15	15	26	37	210	191	21	0	0	0	0	0	0	0	0	0	0	515
5:00 PM	9	28	25	42	170	249	59	7	0	0	0	0	0	0	0	0	0	589
6:00 PM	0	0	1	27	178	291	69	10	0	0	0	0	0	0	0	0	0	576
7:00 PM	0	0	8	12	151	241	51	6	0	0	0	0	0	0	0	0	0	469
8:00 PM	0	0	1	11	132	217	41	2	0	0	0	0	0	0	0	0	0	404
9:00 PM	0	0	0	10	79	83	19	0	0	0	0	0	0	0	0	0	0	191
10:00 PM	0	0	0	2	26	43	14	4	0	0	0	0	0	0	0	0	0	89
11:00 PM	0	0	1	1	12	11	5	1	1	0	0	0	0	0	0	0	0	32
Total	53	84	216	538	3,222	3,616	738	58	3	0	1	0	0	0	0	0	0	8,529
Percent	0.6%	1.0%	2.5%	6.3%	37.8%	42.4%	8.7%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	30.0 mph	Mean (Average) Speed	29.7 mph
85th Percentile	33.8 mph	10 mph Pace	25.1 - 35.1 mph
95th Percentile	36.2 mph	Percent in Pace	80.0 %

Location: E SUNSET WY / S/O 1-90 EB RAMPS
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 03

Tuesday, April 25, 2017
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	10	18	6	3	0	0	0	0	0	0	0	0	0	38
1:00 AM	0	0	0	2	6	4	4	0	0	0	0	0	0	0	0	0	0	16
2:00 AM	0	0	0	1	4	3	3	0	0	0	0	0	0	0	0	0	0	11
3:00 AM	0	0	0	0	2	4	3	1	0	0	0	0	0	0	0	0	0	10
4:00 AM	0	0	0	1	11	5	5	1	0	0	0	0	0	0	0	0	0	23
5:00 AM	0	0	0	3	31	26	8	2	0	0	0	0	0	0	0	0	0	70
6:00 AM	0	2	13	35	122	94	21	2	1	0	0	0	0	0	0	0	0	290
7:00 AM	0	1	5	27	132	142	36	5	0	0	0	0	0	0	0	0	0	348
8:00 AM	0	2	11	111	232	156	40	1	0	0	0	0	0	0	0	0	0	553
9:00 AM	0	0	4	73	261	187	40	2	0	0	0	0	0	0	0	0	0	567
10:00 AM	71	107	35	79	166	116	21	4	1	0	0	0	0	0	0	0	0	600
11:00 AM	0	1	3	38	167	134	39	4	0	0	0	0	0	0	0	0	0	386
12:00 PM	0	5	5	47	179	117	57	7	0	0	0	0	0	0	0	0	0	417
1:00 PM	0	0	4	53	172	167	41	3	1	0	0	0	0	0	0	0	0	441
2:00 PM	9	18	55	106	270	129	32	2	1	0	0	0	0	0	0	0	0	622
3:00 PM	463	254	66	36	21	14	2	0	0	0	0	0	0	0	0	0	0	856
4:00 PM	166	210	90	130	205	100	11	4	0	1	0	0	0	0	0	0	0	917
5:00 PM	69	121	62	123	260	175	59	5	0	0	0	0	1	0	0	0	0	875
6:00 PM	0	0	4	59	328	266	89	7	0	0	0	0	0	0	0	0	0	753
7:00 PM	0	0	0	34	154	192	55	5	1	0	0	0	0	0	0	0	0	441
8:00 PM	0	0	0	18	66	119	44	4	1	0	0	0	0	0	0	0	0	252
9:00 PM	0	0	1	16	68	70	30	4	0	0	0	0	0	0	0	0	0	189
10:00 PM	0	0	0	5	18	33	24	3	0	1	0	0	0	0	0	0	0	84
11:00 PM	0	0	0	1	20	12	11	1	0	0	0	0	0	0	0	0	0	45
Total	778	721	358	999	2,905	2,283	681	70	6	2	0	0	1	0	0	0	0	8,804
Percent	8.8%	8.2%	4.1%	11.3%	33.0%	25.9%	7.7%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	27.8 mph	Mean (Average) Speed	25.7 mph
85th Percentile	33.2 mph	10 mph Pace	24.2 - 34.2 mph
95th Percentile	36.2 mph	Percent in Pace	59.3 %

Location: E SUNSET WY / S/O 1-90 EB RAMPS
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 03

Wednesday, April 26, 2017
 Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	6	13	5	1	1	0	0	0	0	0	0	0	0	26
1:00 AM	0	0	0	1	10	7	1	1	0	0	0	0	0	0	0	0	0	20
2:00 AM	0	0	0	0	2	4	3	0	0	0	0	0	0	0	0	0	0	9
3:00 AM	0	0	0	1	7	5	7	0	0	0	0	0	0	0	0	0	0	20
4:00 AM	0	0	0	1	15	20	7	0	0	0	0	0	0	0	0	0	0	43
5:00 AM	0	0	0	5	44	93	39	4	0	0	0	0	0	0	0	0	0	185
6:00 AM	0	0	1	15	133	225	52	3	1	0	0	0	0	0	0	0	0	430
7:00 AM	0	0	0	47	225	258	55	1	1	0	0	0	0	0	0	0	0	587
8:00 AM	0	6	6	48	271	264	34	3	0	0	0	0	0	0	0	0	0	632
9:00 AM	0	0	2	36	236	251	55	1	0	0	0	0	0	0	0	0	0	581
10:00 AM	0	0	4	31	192	204	43	8	0	0	0	0	0	0	0	0	0	482
11:00 AM	0	0	3	21	142	190	64	11	0	0	0	0	0	0	0	0	0	431
12:00 PM	0	1	1	31	211	256	43	4	0	0	0	0	0	0	0	0	0	547
1:00 PM	0	0	6	29	155	171	59	11	1	0	0	0	0	0	0	0	0	432
2:00 PM	0	0	3	17	138	212	66	7	0	0	0	0	0	0	0	0	0	443
3:00 PM	5	11	23	65	232	248	47	4	1	0	0	0	0	0	0	0	0	636
4:00 PM	15	35	99	193	234	94	11	1	0	0	0	0	0	0	0	0	0	682
5:00 PM	29	23	54	97	245	148	22	1	2	0	0	0	0	0	0	0	0	621
6:00 PM	1	2	3	15	175	276	68	8	4	0	0	0	0	0	0	0	0	552
7:00 PM	0	0	0	13	113	199	60	5	0	1	0	0	0	0	0	0	0	391
8:00 PM	0	0	1	12	95	151	38	9	1	0	0	0	0	0	0	0	0	307
9:00 PM	0	0	0	12	57	67	26	3	0	0	0	0	0	0	0	0	0	165
10:00 PM	0	0	0	5	37	26	10	0	0	0	0	0	0	0	0	0	0	78
11:00 PM	0	0	0	1	15	22	5	1	0	0	1	0	0	0	0	0	0	45
Total	50	78	206	696	2,990	3,404	820	87	12	1	1	0	0	0	0	0	0	8,345
Percent	0.6%	0.9%	2.5%	8.3%	35.8%	40.8%	9.8%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	30.0 mph	Mean (Average) Speed	29.8 mph
85th Percentile	34.0 mph	10 mph Pace	25.5 - 35.5 mph
95th Percentile	36.8 mph	Percent in Pace	76.8 %

Location: E SUNSET WY / S/O 1-90 EB RAMPS
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 03

Wednesday, April 26, 2017
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	4	12	5	1	0	0	0	0	0	0	0	0	0	24
1:00 AM	0	0	0	4	9	9	3	2	0	0	0	0	0	0	0	0	0	27
2:00 AM	0	0	0	3	0	4	7	0	0	0	0	0	0	0	0	0	0	14
3:00 AM	0	0	0	1	2	2	9	0	0	0	0	0	0	0	0	0	0	14
4:00 AM	0	0	0	4	9	11	13	2	0	0	0	0	0	0	0	0	0	39
5:00 AM	0	0	0	5	18	21	9	0	0	0	0	0	0	0	0	0	0	53
6:00 AM	0	0	0	19	67	69	21	2	1	0	0	0	0	0	0	0	0	179
7:00 AM	0	0	1	39	202	163	37	4	0	0	0	0	0	0	0	0	0	446
8:00 AM	2	1	21	106	264	177	38	1	0	0	0	0	0	0	0	0	0	610
9:00 AM	0	0	19	147	273	180	41	2	1	0	0	0	0	0	0	0	0	663
10:00 AM	0	0	3	48	164	150	39	4	0	0	0	0	0	0	0	0	0	408
11:00 AM	0	1	4	44	169	120	41	5	1	0	0	0	0	0	0	0	0	385
12:00 PM	0	0	3	41	157	176	50	6	0	0	0	0	0	0	0	0	0	433
1:00 PM	0	0	5	57	184	181	67	6	0	0	0	0	0	0	0	0	0	500
2:00 PM	0	11	11	58	217	232	71	8	0	0	0	0	0	0	0	0	0	608
3:00 PM	5	13	37	108	307	225	49	3	1	0	0	0	0	0	0	0	0	748
4:00 PM	365	217	55	71	89	24	1	0	0	1	0	0	0	0	0	0	0	823
5:00 PM	361	235	77	48	43	37	11	0	3	0	0	0	0	0	0	0	0	815
6:00 PM	1	3	9	64	243	269	79	3	0	1	0	0	0	0	0	0	0	672
7:00 PM	0	0	1	22	152	160	59	2	0	0	0	0	0	0	0	0	0	396
8:00 PM	0	0	5	17	62	135	55	10	1	1	0	0	0	0	0	0	0	286
9:00 PM	0	0	0	8	63	82	34	4	0	0	1	0	0	0	0	0	0	192
10:00 PM	0	0	0	3	20	35	28	4	1	1	0	0	0	0	0	0	0	92
11:00 PM	0	0	0	2	11	32	9	5	0	0	0	0	0	0	0	0	0	59
Total	734	481	251	921	2,729	2,506	776	74	9	4	1	0	0	0	0	0	0	8,486
Percent	8.6%	5.7%	3.0%	10.9%	32.2%	29.5%	9.1%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	28.5 mph	Mean (Average) Speed	26.6 mph
85th Percentile	33.8 mph	10 mph Pace	24.8 - 34.8 mph
95th Percentile	36.6 mph	Percent in Pace	61.7 %

Location: E SUNSET WY / S/O 1-90 EB RAMPS
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 03

Thursday, April 27, 2017
 Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	4	15	3	2	0	0	0	0	0	0	0	0	0	26
1:00 AM	0	0	0	0	8	2	6	1	0	0	0	0	0	0	0	0	0	17
2:00 AM	0	0	0	0	4	2	5	0	0	0	0	0	0	0	0	0	0	11
3:00 AM	0	0	0	1	3	3	7	0	0	0	0	0	0	0	0	0	0	14
4:00 AM	0	0	1	4	14	17	8	2	0	0	0	0	0	0	0	0	0	46
5:00 AM	0	0	0	4	44	92	34	1	0	0	0	0	0	0	0	0	0	175
6:00 AM	0	1	1	24	221	215	42	0	1	0	0	0	0	0	0	0	0	505
7:00 AM	1	10	5	33	274	282	42	3	1	0	0	0	0	0	0	0	0	651
8:00 AM	0	1	8	52	251	310	34	2	1	0	0	0	0	0	0	0	0	659
9:00 AM	0	0	0	18	177	215	56	5	0	0	0	0	0	0	0	0	0	471
10:00 AM	0	1	1	19	186	184	52	4	0	0	0	0	0	0	0	0	0	447
11:00 AM	0	0	4	12	114	184	84	8	1	1	0	0	0	0	0	0	0	408
12:00 PM	0	0	0	12	149	156	49	3	1	0	0	0	0	0	0	0	0	370
1:00 PM	0	6	8	31	157	155	33	4	0	0	0	0	0	0	0	0	0	394
2:00 PM	9	30	57	110	283	183	23	2	0	0	0	0	0	0	0	0	0	697
3:00 PM	15	21	48	95	266	165	39	1	2	0	0	0	0	0	0	0	0	652
4:00 PM	19	8	11	38	200	163	28	3	1	0	0	0	0	0	0	0	0	471
5:00 PM	19	27	45	61	250	214	32	4	0	0	0	0	0	0	0	0	0	652
6:00 PM	6	12	7	23	250	243	64	1	0	0	0	0	0	0	0	0	0	606
7:00 PM	0	0	4	10	171	247	59	3	0	0	0	0	0	0	0	0	0	494
8:00 PM	0	0	2	17	115	153	26	4	0	0	0	0	0	0	0	0	0	317
9:00 PM	0	0	2	16	102	134	40	4	0	0	0	0	0	0	0	0	0	298
10:00 PM	0	0	0	4	20	41	12	2	0	0	0	0	0	0	0	0	0	79
11:00 PM	0	0	0	3	15	17	5	2	0	0	0	0	0	0	0	0	0	42
Total	69	117	204	589	3,278	3,392	783	61	8	1	0	0	0	0	0	0	0	8,502
Percent	0.8%	1.4%	2.4%	6.9%	38.6%	39.9%	9.2%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	29.9 mph	Mean (Average) Speed	29.6 mph
85th Percentile	33.8 mph	10 mph Pace	25.3 - 35.3 mph
95th Percentile	36.4 mph	Percent in Pace	78.3 %

Location: E SUNSET WY / S/O 1-90 EB RAMPS
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 03

Thursday, April 27, 2017
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	4	4	12	9	2	0	0	0	0	0	0	0	0	0	31
1:00 AM	0	0	0	0	8	4	9	1	0	0	0	0	0	0	0	0	0	22
2:00 AM	0	0	0	3	3	3	2	1	0	0	0	0	0	0	0	0	0	12
3:00 AM	0	0	0	0	2	1	4	0	0	0	0	0	0	0	0	0	0	7
4:00 AM	0	0	0	2	6	6	2	0	0	0	0	0	0	0	0	0	0	16
5:00 AM	0	0	0	2	34	35	15	0	0	0	0	0	0	0	0	0	0	86
6:00 AM	0	3	29	97	173	98	23	0	0	0	0	0	0	0	0	0	0	423
7:00 AM	0	1	12	41	129	115	45	5	0	0	0	0	0	0	0	0	0	348
8:00 AM	1	5	7	83	212	158	32	4	0	0	0	0	0	0	0	0	0	502
9:00 AM	0	0	5	42	162	149	37	7	0	0	0	0	0	0	1	0	0	403
10:00 AM	0	3	4	40	136	124	34	1	1	0	0	0	0	0	0	0	0	343
11:00 AM	0	0	4	30	141	143	50	4	0	0	0	0	0	0	0	0	0	372
12:00 PM	0	0	2	29	166	156	61	4	0	0	0	0	0	0	0	0	0	418
1:00 PM	1	11	11	36	208	135	33	4	0	0	0	0	0	0	0	0	0	439
2:00 PM	44	62	79	132	203	154	34	2	0	0	0	0	0	0	0	0	0	710
3:00 PM	232	153	40	59	194	93	14	1	1	0	0	1	0	0	0	0	0	788
4:00 PM	352	371	79	48	48	17	2	0	0	0	0	0	0	0	0	0	0	917
5:00 PM	254	180	53	83	185	122	22	2	0	0	0	0	0	1	2	0	0	904
6:00 PM	157	111	60	80	148	140	46	5	2	0	0	0	0	0	0	0	0	749
7:00 PM	0	0	3	40	214	207	80	10	1	0	0	0	0	0	0	0	0	555
8:00 PM	0	0	4	16	83	117	47	10	0	0	0	0	0	0	0	0	0	277
9:00 PM	0	0	1	13	53	80	35	7	0	0	0	0	0	0	0	0	0	189
10:00 PM	0	0	0	3	38	49	20	6	0	0	0	0	0	0	0	0	0	116
11:00 PM	0	0	0	1	12	18	14	3	0	0	0	0	0	0	0	0	0	48
Total	1,041	900	393	884	2,562	2,136	670	79	5	0	0	1	0	1	3	0	0	8,675
Percent	12.0%	10.4%	4.5%	10.2%	29.5%	24.6%	7.7%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	27.4 mph	Mean (Average) Speed	24.7 mph
85th Percentile	33.2 mph	10 mph Pace	24.9 - 34.9 mph
95th Percentile	36.5 mph	Percent in Pace	54 %

Location: E SUNSET WY / S/O 1-90 EB RAMPS
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 03

**Total Study Average
Northbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	4	11	5	2	0	0	0	0	0	0	0	0	0	23
1:00 AM	0	0	0	1	9	5	4	1	0	0	0	0	0	0	0	0	0	20
2:00 AM	0	0	0	0	2	3	3	0	0	0	0	0	0	0	0	0	0	8
3:00 AM	0	0	0	1	4	4	7	0	0	0	0	0	0	0	0	0	0	16
4:00 AM	0	0	0	2	14	20	8	1	0	0	0	0	0	0	0	0	0	45
5:00 AM	0	0	0	4	45	89	35	3	0	0	0	0	0	0	0	0	0	176
6:00 AM	0	1	3	22	202	217	46	1	1	0	0	0	0	0	0	0	0	493
7:00 AM	0	5	4	37	255	267	45	2	1	0	0	0	0	0	0	0	0	616
8:00 AM	0	3	6	46	249	281	37	2	0	0	0	0	0	0	0	0	0	624
9:00 AM	0	0	1	30	212	243	52	2	0	0	0	0	0	0	0	0	0	540
10:00 AM	0	1	3	32	200	204	42	4	0	0	0	0	0	0	0	0	0	486
11:00 AM	0	1	3	16	136	180	65	8	0	0	0	0	0	0	0	0	0	409
12:00 PM	0	0	1	18	169	213	53	4	0	0	0	0	0	0	0	0	0	458
1:00 PM	0	2	6	29	168	160	47	6	0	0	0	0	0	0	0	0	0	418
2:00 PM	4	15	48	68	225	205	38	4	0	0	0	0	0	0	0	0	0	607
3:00 PM	15	15	38	80	251	196	34	2	1	0	0	0	0	0	0	0	0	632
4:00 PM	16	19	45	89	215	149	20	1	0	0	0	0	0	0	0	0	0	554
5:00 PM	19	26	41	67	222	204	38	4	1	0	0	0	0	0	0	0	0	622
6:00 PM	2	5	4	22	201	270	67	6	1	0	0	0	0	0	0	0	0	578
7:00 PM	0	0	4	12	145	229	57	5	0	0	0	0	0	0	0	0	0	452
8:00 PM	0	0	1	13	114	174	35	5	0	0	0	0	0	0	0	0	0	342
9:00 PM	0	0	1	13	79	95	28	2	0	0	0	0	0	0	0	0	0	218
10:00 PM	0	0	0	4	28	37	12	2	0	0	0	0	0	0	0	0	0	83
11:00 PM	0	0	0	2	14	17	5	1	0	0	0	0	0	0	0	0	0	39
Total	56	93	209	609	3,163	3,473	783	68	5	0	0	0	0	0	0	0	0	8,459
Percent	0.7%	1.1%	2.5%	7.2%	37.4%	41.1%	9.3%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	30.0 mph	Mean (Average) Speed	29.7 mph
85th Percentile	33.9 mph	10 mph Pace	25.4 - 35.4 mph
95th Percentile	36.4 mph	Percent in Pace	78.3 %

Location: E SUNSET WY / S/O 1-90 EB RAMPS
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 03

**Total Study Average
 Southbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	6	14	7	2	0	0	0	0	0	0	0	0	0	31
1:00 AM	0	0	0	2	8	6	5	1	0	0	0	0	0	0	0	0	0	22
2:00 AM	0	0	0	2	2	3	4	0	0	0	0	0	0	0	0	0	0	11
3:00 AM	0	0	0	0	2	2	5	0	0	0	0	0	0	0	0	0	0	9
4:00 AM	0	0	0	2	9	7	7	1	0	0	0	0	0	0	0	0	0	26
5:00 AM	0	0	0	3	28	27	11	1	0	0	0	0	0	0	0	0	0	70
6:00 AM	0	2	14	50	121	87	22	1	1	0	0	0	0	0	0	0	0	298
7:00 AM	0	1	6	36	154	140	39	5	0	0	0	0	0	0	0	0	0	381
8:00 AM	1	3	13	100	236	164	37	2	0	0	0	0	0	0	0	0	0	556
9:00 AM	0	0	9	87	232	172	39	4	0	0	0	0	0	0	0	0	0	543
10:00 AM	24	37	14	56	155	130	31	3	1	0	0	0	0	0	0	0	0	451
11:00 AM	0	1	4	37	159	132	43	4	0	0	0	0	0	0	0	0	0	380
12:00 PM	0	2	3	39	167	150	56	6	0	0	0	0	0	0	0	0	0	423
1:00 PM	0	4	7	49	188	161	47	4	0	0	0	0	0	0	0	0	0	460
2:00 PM	18	30	48	99	230	172	46	4	0	0	0	0	0	0	0	0	0	647
3:00 PM	233	140	48	68	174	111	22	1	1	0	0	0	0	0	0	0	0	798
4:00 PM	294	266	75	83	114	47	5	1	0	1	0	0	0	0	0	0	0	886
5:00 PM	228	179	64	85	163	111	31	2	1	0	0	0	0	0	1	0	0	865
6:00 PM	53	38	24	68	240	225	71	5	1	0	0	0	0	0	0	0	0	725
7:00 PM	0	0	1	32	173	186	65	6	1	0	0	0	0	0	0	0	0	464
8:00 PM	0	0	3	17	70	124	49	8	1	0	0	0	0	0	0	0	0	272
9:00 PM	0	0	1	12	61	77	33	5	0	0	0	0	0	0	0	0	0	189
10:00 PM	0	0	0	4	25	39	24	4	0	1	0	0	0	0	0	0	0	97
11:00 PM	0	0	0	1	14	21	11	3	0	0	0	0	0	0	0	0	0	50
Total	851	703	334	934	2,731	2,308	710	73	7	2	0	0	0	0	0	1	0	8,654
Percent	9.8%	8.1%	3.9%	10.8%	31.6%	26.7%	8.2%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	27.8 mph	Mean (Average) Speed	25.7 mph
85th Percentile	33.3 mph	10 mph Pace	24.7 - 34.7 mph
95th Percentile	36.4 mph	Percent in Pace	58.2 %

Location: E SUNSET WY / S/O 1-90 EB RAMPS
 Date Range: 4/25/2017 - 5/1/2017
 Site Code: 03

Time	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average				
	4/25/2017			4/26/2017			4/27/2017			4/28/2017			4/29/2017			4/30/2017			5/1/2017							
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total		
12:00 AM	15	38	53	26	24	50	26	31	57	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	31	53
1:00 AM	20	16	36	20	27	47	17	22	39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	22	41
2:00 AM	5	11	16	9	14	23	11	12	23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	12	21
3:00 AM	16	10	26	20	14	34	14	7	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	10	27
4:00 AM	48	23	71	43	39	82	46	16	62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	26	72
5:00 AM	166	70	236	185	53	238	175	86	261	-	-	-	-	-	-	-	-	-	-	-	-	-	-	175	70	245
6:00 AM	541	290	831	430	179	609	505	423	928	-	-	-	-	-	-	-	-	-	-	-	-	-	-	492	297	789
7:00 AM	610	348	958	587	446	1,033	651	348	999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	616	381	997
8:00 AM	583	553	1,136	632	610	1,242	659	502	1,161	-	-	-	-	-	-	-	-	-	-	-	-	-	-	625	555	1,180
9:00 AM	569	567	1,136	581	663	1,244	471	403	874	-	-	-	-	-	-	-	-	-	-	-	-	-	-	540	544	1,085
10:00 AM	530	600	1,130	482	408	890	447	343	790	-	-	-	-	-	-	-	-	-	-	-	-	-	-	486	450	937
11:00 AM	388	386	774	431	385	816	408	372	780	-	-	-	-	-	-	-	-	-	-	-	-	-	-	409	381	790
12:00 PM	461	417	878	547	433	980	370	418	788	-	-	-	-	-	-	-	-	-	-	-	-	-	-	459	423	882
1:00 PM	425	441	866	432	500	932	394	439	833	-	-	-	-	-	-	-	-	-	-	-	-	-	-	417	460	877
2:00 PM	678	622	1,300	443	608	1,051	697	710	1,407	-	-	-	-	-	-	-	-	-	-	-	-	-	-	606	647	1,253
3:00 PM	609	856	1,465	636	748	1,384	652	788	1,440	-	-	-	-	-	-	-	-	-	-	-	-	-	-	632	797	1,430
4:00 PM	515	917	1,432	682	823	1,505	471	917	1,388	-	-	-	-	-	-	-	-	-	-	-	-	-	-	556	886	1,442
5:00 PM	589	875	1,464	621	815	1,436	652	904	1,556	-	-	-	-	-	-	-	-	-	-	-	-	-	-	621	865	1,485
6:00 PM	576	753	1,329	552	672	1,224	606	749	1,355	-	-	-	-	-	-	-	-	-	-	-	-	-	-	578	725	1,303
7:00 PM	469	441	910	391	396	787	494	555	1,049	-	-	-	-	-	-	-	-	-	-	-	-	-	-	451	464	915
8:00 PM	404	252	656	307	286	593	317	277	594	-	-	-	-	-	-	-	-	-	-	-	-	-	-	343	272	614
9:00 PM	191	189	380	165	192	357	298	189	487	-	-	-	-	-	-	-	-	-	-	-	-	-	-	218	190	408
10:00 PM	89	84	173	78	92	170	79	116	195	-	-	-	-	-	-	-	-	-	-	-	-	-	-	82	97	179
11:00 PM	32	45	77	45	59	104	42	48	90	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40	51	90
Total	8,529	8,804	17,333	8,345	8,486	16,831	8,502	8,675	17,177	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8,459	8,655	17,114
Percent	49%	51%	-	50%	50%	-	49%	51%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49%	51%	-

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

Vehicle Classification Report Summary

Location: FRONT ST / S/O W SUNSET WY
Count Direction: Northbound / Southbound
Date Range: 4/25/2017 to 4/27/2017
Site Code: 04

	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Study Total														
Northbound	59	11,316	2,203	5	1,044	135	0	4	8	6	0	0	9	14,789
Percent	0.4%	76.5%	14.9%	0.0%	7.1%	0.9%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	100%
Southbound	73	9,924	1,633	5	653	46	0	0	9	4	0	1	4	12,352
Percent	0.6%	80.3%	13.2%	0.0%	5.3%	0.4%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100%
Total	132	21,240	3,836	10	1,697	181	0	4	17	10	0	1	13	27,141
Percent	0.5%	78.3%	14.1%	0.0%	6.3%	0.7%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Location: FRONT ST / S/O W SUNSET WY
Date Range: 4/25/2017 to 4/27/2017
Site Code: 04

Tuesday, April 25, 2017
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	15	2	0	3	0	0	0	0	0	0	0	0	20
1:00 AM	0	10	1	0	1	0	0	0	0	0	0	0	0	12
2:00 AM	0	16	1	0	2	0	0	0	0	0	0	0	0	19
3:00 AM	1	39	8	0	3	0	0	0	0	0	0	0	1	52
4:00 AM	0	94	33	0	14	0	0	0	0	0	0	0	0	141
5:00 AM	3	376	97	0	65	5	0	0	0	0	0	0	0	546
6:00 AM	4	507	126	0	90	9	0	0	0	0	0	0	0	736
7:00 AM	4	432	92	0	48	7	0	2	0	1	0	0	0	586
8:00 AM	3	433	106	0	43	4	0	0	0	1	0	0	0	590
9:00 AM	2	449	96	0	40	9	0	0	1	0	0	0	1	598
10:00 AM	3	357	73	0	35	5	0	0	0	0	0	0	0	473
11:00 AM	3	335	62	0	33	7	0	0	1	0	0	0	0	441
12:00 PM	0	299	53	1	28	2	0	0	0	0	0	0	0	383
1:00 PM	2	275	54	0	25	2	0	0	0	0	0	0	0	358
2:00 PM	0	354	60	0	26	0	0	1	0	0	0	0	0	441
3:00 PM	3	315	59	1	24	5	0	0	0	0	0	0	0	407
4:00 PM	0	212	36	0	14	3	0	0	0	0	0	0	0	265
5:00 PM	2	217	32	0	15	0	0	0	0	0	0	0	0	266
6:00 PM	0	252	49	0	10	1	0	0	0	1	0	0	0	313
7:00 PM	1	203	19	0	12	2	0	0	1	0	0	0	0	238
8:00 PM	0	161	18	0	4	1	0	0	0	0	0	0	0	184
9:00 PM	0	92	20	0	4	0	0	0	0	0	0	0	0	116
10:00 PM	0	54	8	0	1	1	0	0	0	0	0	0	1	65
11:00 PM	0	24	3	0	1	1	0	0	0	0	0	0	0	29
Total	31	5,521	1,108	2	541	64	0	3	3	3	0	0	3	7,279
Percent	0.4%	75.8%	15.2%	0.0%	7.4%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: FRONT ST / S/O W SUNSET WY
Date Range: 4/25/2017 to 4/27/2017
Site Code: 04

Tuesday, April 25, 2017
Southbound

Time	FHWA Vehicle Classification													Total Volume	
	1	2	3	4	5	6	7	8	9	10	11	12	13		
12:00 AM	0	37	6	0	3	0	0	0	0	0	0	0	0	0	46
1:00 AM	1	15	3	0	0	0	0	0	0	0	0	0	0	0	19
2:00 AM	0	14	5	0	0	0	0	0	0	0	0	0	0	0	19
3:00 AM	0	12	1	0	1	0	0	0	0	0	0	0	0	0	14
4:00 AM	0	20	3	0	0	0	0	0	0	0	0	0	0	1	24
5:00 AM	0	51	6	1	6	0	0	0	1	0	0	0	0	0	65
6:00 AM	0	147	30	0	18	0	0	0	0	0	0	0	0	0	195
7:00 AM	1	237	42	1	21	0	0	0	0	0	0	0	0	0	302
8:00 AM	2	188	26	0	13	0	0	0	0	0	0	0	0	0	229
9:00 AM	3	191	42	0	10	4	0	0	0	0	0	0	0	0	250
10:00 AM	0	249	54	0	17	3	0	0	0	0	0	0	0	0	323
11:00 AM	0	250	54	0	27	2	0	0	2	0	0	0	0	0	335
12:00 PM	1	309	54	1	34	1	0	0	0	1	0	0	0	0	401
1:00 PM	1	297	60	0	23	1	0	0	1	0	0	0	0	0	383
2:00 PM	8	325	56	0	22	0	0	0	1	0	0	0	0	0	412
3:00 PM	3	391	62	0	23	1	0	0	0	0	0	0	0	0	480
4:00 PM	3	299	21	0	16	3	0	0	0	0	0	0	0	0	342
5:00 PM	5	323	38	0	29	2	0	0	1	0	0	0	0	0	398
6:00 PM	1	442	63	0	22	1	0	0	0	0	0	0	0	0	529
7:00 PM	1	374	42	0	15	3	0	0	0	0	0	0	0	0	435
8:00 PM	0	291	29	0	9	1	0	0	0	0	0	0	0	0	330
9:00 PM	0	225	29	0	8	0	0	0	0	0	0	0	0	0	262
10:00 PM	2	131	24	0	7	1	0	0	0	0	0	0	0	0	165
11:00 PM	1	60	9	0	2	0	0	0	0	0	0	0	0	0	72
Total	33	4,878	759	3	326	23	0	0	6	1	0	0	0	1	6,030
Percent	0.5%	80.9%	12.6%	0.0%	5.4%	0.4%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: FRONT ST / S/O W SUNSET WY
Date Range: 4/25/2017 to 4/27/2017
Site Code: 04

Wednesday, April 26, 2017
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	14	1	0	1	0	0	0	0	0	0	0	0	16
1:00 AM	0	11	1	0	1	0	0	0	0	0	0	0	0	13
2:00 AM	0	8	4	0	2	0	0	0	0	0	0	0	0	14
3:00 AM	0	41	8	0	4	1	0	0	0	0	0	0	1	55
4:00 AM	0	90	32	0	14	3	0	0	0	0	0	0	0	139
5:00 AM	1	381	84	0	59	22	0	0	0	0	0	0	1	548
6:00 AM	6	522	125	0	81	13	0	0	0	0	0	0	0	747
7:00 AM	2	410	124	0	61	4	0	0	1	1	0	0	0	603
8:00 AM	2	428	98	0	45	3	0	0	0	0	0	0	1	577
9:00 AM	2	429	67	0	26	4	0	0	0	0	0	0	0	528
10:00 AM	1	393	62	0	31	3	0	0	0	0	0	0	0	490
11:00 AM	1	339	86	1	25	2	0	0	1	0	0	0	0	455
12:00 PM	2	372	44	0	26	2	0	0	0	0	0	0	0	446
1:00 PM	0	317	48	1	22	3	0	0	0	0	0	0	1	392
2:00 PM	6	292	56	0	21	1	0	0	0	0	0	0	0	376
3:00 PM	0	327	63	0	24	2	0	0	1	1	0	0	0	418
4:00 PM	1	349	38	1	17	3	0	0	1	1	0	0	1	412
5:00 PM	1	263	36	0	8	0	0	1	0	0	0	0	0	309
6:00 PM	0	295	46	0	9	1	0	0	1	0	0	0	0	352
7:00 PM	0	188	28	0	10	3	0	0	0	0	0	0	0	229
8:00 PM	0	158	16	0	9	0	0	0	0	0	0	0	0	183
9:00 PM	0	84	15	0	5	1	0	0	0	0	0	0	1	106
10:00 PM	2	54	8	0	1	0	0	0	0	0	0	0	0	65
11:00 PM	0	20	3	0	1	0	0	0	0	0	0	0	0	24
Total	27	5,785	1,093	3	503	71	0	1	5	3	0	0	6	7,497
Percent	0.4%	77.2%	14.6%	0.0%	6.7%	0.9%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	

Location: FRONT ST / S/O W SUNSET WY
Date Range: 4/25/2017 to 4/27/2017
Site Code: 04

Wednesday, April 26, 2017
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	32	3	0	1	0	0	0	0	0	0	0	0	36
1:00 AM	0	23	4	0	0	0	0	0	0	0	0	0	0	27
2:00 AM	0	17	4	0	0	0	0	0	0	0	0	0	0	21
3:00 AM	0	14	4	0	1	0	0	0	0	0	0	0	0	19
4:00 AM	0	25	5	0	1	0	0	0	0	0	0	0	0	31
5:00 AM	1	46	7	0	9	0	0	0	0	0	0	0	0	63
6:00 AM	4	145	32	0	12	0	0	0	1	0	0	0	1	195
7:00 AM	3	121	81	0	22	0	0	0	0	1	0	1	0	229
8:00 AM	3	217	49	0	24	0	0	0	1	0	0	0	1	295
9:00 AM	3	299	57	0	27	2	0	0	0	0	0	0	0	388
10:00 AM	2	231	43	0	29	2	0	0	0	0	0	0	0	307
11:00 AM	3	233	37	0	21	0	0	0	0	0	0	0	0	294
12:00 PM	2	290	43	0	23	2	0	0	0	0	0	0	0	360
1:00 PM	2	318	49	1	28	0	0	0	1	0	0	0	0	399
2:00 PM	1	406	80	0	23	3	0	0	0	0	0	0	0	513
3:00 PM	3	372	87	0	32	5	0	0	0	1	0	0	1	501
4:00 PM	2	370	57	1	19	2	0	0	0	1	0	0	0	452
5:00 PM	5	400	41	0	6	3	0	0	0	0	0	0	0	455
6:00 PM	1	400	52	0	15	2	0	0	0	0	0	0	0	470
7:00 PM	1	359	59	0	9	1	0	0	0	0	0	0	0	429
8:00 PM	1	278	41	0	14	0	0	0	0	0	0	0	0	334
9:00 PM	1	203	18	0	5	1	0	0	0	0	0	0	0	228
10:00 PM	1	139	10	0	2	0	0	0	0	0	0	0	0	152
11:00 PM	1	85	9	0	3	0	0	0	0	0	0	0	0	98
Total	40	5,023	872	2	326	23	0	0	3	3	0	1	3	6,296
Percent	0.6%	79.8%	13.9%	0.0%	5.2%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: FRONT ST / S/O W SUNSET WY
Date Range: 4/25/2017 to 4/27/2017
Site Code: 04

Thursday, April 27, 2017
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	6	2	0	0	0	0	0	0	0	0	0	0	9
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	10	2	0	0	0	0	0	0	0	0	0	0	13
Percent	7.7%	76.9%	15.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: FRONT ST / S/O W SUNSET WY
Date Range: 4/25/2017 to 4/27/2017
Site Code: 04

Thursday, April 27, 2017
Southbound

Time	FHWA Vehicle Classification													Total Volume	
	1	2	3	4	5	6	7	8	9	10	11	12	13		
12:00 AM	0	21	2	0	1	0	0	0	0	0	0	0	0	0	24
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	23	2	0	1	0	0	0	0	0	0	0	0	0	26
Percent	0.0%	88.5%	7.7%	0.0%	3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: FRONT ST / S/O W SUNSET WY
Date Range: 4/25/2017 to 4/27/2017
Site Code: 04

**Total Study Average
 Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	12	2	0	1	0	0	0	0	0	0	0	0	15
1:00 AM	0	7	1	0	1	0	0	0	0	0	0	0	0	9
2:00 AM	0	8	2	0	1	0	0	0	0	0	0	0	0	11
3:00 AM	0	27	5	0	2	0	0	0	0	0	0	0	1	35
4:00 AM	0	61	22	0	9	1	0	0	0	0	0	0	0	93
5:00 AM	1	252	60	0	41	9	0	0	0	0	0	0	0	363
6:00 AM	3	343	84	0	57	7	0	0	0	0	0	0	0	494
7:00 AM	2	281	72	0	36	4	0	1	0	1	0	0	0	397
8:00 AM	2	287	68	0	29	2	0	0	0	0	0	0	0	388
9:00 AM	1	293	54	0	22	4	0	0	0	0	0	0	0	374
10:00 AM	1	250	45	0	22	3	0	0	0	0	0	0	0	321
11:00 AM	1	225	49	0	19	3	0	0	1	0	0	0	0	298
12:00 PM	1	224	32	0	18	1	0	0	0	0	0	0	0	276
1:00 PM	1	197	34	0	16	2	0	0	0	0	0	0	0	250
2:00 PM	2	215	39	0	16	0	0	0	0	0	0	0	0	272
3:00 PM	1	214	41	0	16	2	0	0	0	0	0	0	0	274
4:00 PM	0	187	25	0	10	2	0	0	0	0	0	0	0	224
5:00 PM	1	160	23	0	8	0	0	0	0	0	0	0	0	192
6:00 PM	0	182	32	0	6	1	0	0	0	0	0	0	0	221
7:00 PM	0	131	16	0	7	2	0	0	0	0	0	0	0	156
8:00 PM	0	106	11	0	4	0	0	0	0	0	0	0	0	121
9:00 PM	0	59	12	0	3	0	0	0	0	0	0	0	0	74
10:00 PM	1	36	5	0	1	0	0	0	0	0	0	0	0	43
11:00 PM	0	15	2	0	1	0	0	0	0	0	0	0	0	18
Total	18	3,772	736	0	346	43	0	1	1	1	0	0	1	4,919
Percent	0.4%	76.7%	15.0%	0.0%	7.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: FRONT ST / S/O W SUNSET WY
Date Range: 4/25/2017 to 4/27/2017
Site Code: 04

Total Study Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	30	4	0	2	0	0	0	0	0	0	0	0	36
1:00 AM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
2:00 AM	0	10	3	0	0	0	0	0	0	0	0	0	0	13
3:00 AM	0	9	2	0	1	0	0	0	0	0	0	0	0	12
4:00 AM	0	15	3	0	0	0	0	0	0	0	0	0	0	18
5:00 AM	0	32	4	0	5	0	0	0	0	0	0	0	0	41
6:00 AM	1	97	21	0	10	0	0	0	0	0	0	0	0	129
7:00 AM	1	119	41	0	14	0	0	0	0	0	0	0	0	175
8:00 AM	2	135	25	0	12	0	0	0	0	0	0	0	0	174
9:00 AM	2	163	33	0	12	2	0	0	0	0	0	0	0	212
10:00 AM	1	160	32	0	15	2	0	0	0	0	0	0	0	210
11:00 AM	1	161	30	0	16	1	0	0	1	0	0	0	0	210
12:00 PM	1	200	32	0	19	1	0	0	0	0	0	0	0	253
1:00 PM	1	205	36	0	17	0	0	0	1	0	0	0	0	260
2:00 PM	3	244	45	0	15	1	0	0	0	0	0	0	0	308
3:00 PM	2	254	50	0	18	2	0	0	0	0	0	0	0	326
4:00 PM	2	223	26	0	12	2	0	0	0	0	0	0	0	265
5:00 PM	3	241	26	0	12	2	0	0	0	0	0	0	0	284
6:00 PM	1	281	38	0	12	1	0	0	0	0	0	0	0	333
7:00 PM	1	244	34	0	8	1	0	0	0	0	0	0	0	288
8:00 PM	0	190	23	0	8	0	0	0	0	0	0	0	0	221
9:00 PM	0	143	16	0	4	0	0	0	0	0	0	0	0	163
10:00 PM	1	90	11	0	3	0	0	0	0	0	0	0	0	105
11:00 PM	1	48	6	0	2	0	0	0	0	0	0	0	0	57
Total	24	3,307	543	0	217	15	0	0	2	0	0	0	0	4,108
Percent	0.6%	80.5%	13.2%	0.0%	5.3%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: FRONT ST / S/O W SUNSET WY
Date Range: 4/25/2017 to 4/27/2017
Site Code: 04

**3-Day (Tuesday - Thursday) Average
 Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	15	2	0	2	0	0	0	0	0	0	0	0	18
1:00 AM	0	11	1	0	1	0	0	0	0	0	0	0	0	13
2:00 AM	0	12	3	0	2	0	0	0	0	0	0	0	0	17
3:00 AM	1	40	8	0	4	1	0	0	0	0	0	0	1	54
4:00 AM	0	92	33	0	14	2	0	0	0	0	0	0	0	140
5:00 AM	2	379	91	0	62	14	0	0	0	0	0	0	1	547
6:00 AM	5	515	126	0	86	11	0	0	0	0	0	0	0	742
7:00 AM	3	421	108	0	55	6	0	1	1	1	0	0	0	595
8:00 AM	3	431	102	0	44	4	0	0	0	1	0	0	1	584
9:00 AM	2	439	82	0	33	7	0	0	1	0	0	0	1	563
10:00 AM	2	375	68	0	33	4	0	0	0	0	0	0	0	482
11:00 AM	2	337	74	1	29	5	0	0	1	0	0	0	0	448
12:00 PM	1	336	49	1	27	2	0	0	0	0	0	0	0	415
1:00 PM	1	296	51	1	24	3	0	0	0	0	0	0	1	375
2:00 PM	3	323	58	0	24	1	0	1	0	0	0	0	0	409
3:00 PM	2	321	61	1	24	4	0	0	1	1	0	0	0	413
4:00 PM	1	281	37	1	16	3	0	0	1	1	0	0	1	339
5:00 PM	2	240	34	0	12	0	0	1	0	0	0	0	0	288
6:00 PM	0	274	48	0	10	1	0	0	1	1	0	0	0	333
7:00 PM	1	196	24	0	11	3	0	0	1	0	0	0	0	234
8:00 PM	0	160	17	0	7	1	0	0	0	0	0	0	0	184
9:00 PM	0	88	18	0	5	1	0	0	0	0	0	0	1	111
10:00 PM	1	54	8	0	1	1	0	0	0	0	0	0	1	65
11:00 PM	0	22	3	0	1	1	0	0	0	0	0	0	0	27
Total	29	5,653	1,101	3	522	68	0	2	4	3	0	0	5	7,388
Percent	0.4%	76.5%	14.9%	0.0%	7.1%	0.9%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	

Location: FRONT ST / S/O W SUNSET WY
Date Range: 4/25/2017 to 4/27/2017
Site Code: 04

3-Day (Tuesday - Thursday) Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	35	5	0	2	0	0	0	0	0	0	0	0	41
1:00 AM	1	19	4	0	0	0	0	0	0	0	0	0	0	23
2:00 AM	0	16	5	0	0	0	0	0	0	0	0	0	0	20
3:00 AM	0	13	3	0	1	0	0	0	0	0	0	0	0	17
4:00 AM	0	23	4	0	1	0	0	0	0	0	0	0	1	28
5:00 AM	1	49	7	1	8	0	0	0	1	0	0	0	0	64
6:00 AM	2	146	31	0	15	0	0	0	1	0	0	0	1	195
7:00 AM	2	179	62	1	22	0	0	0	0	1	0	1	0	266
8:00 AM	3	203	38	0	19	0	0	0	1	0	0	0	1	262
9:00 AM	3	245	50	0	19	3	0	0	0	0	0	0	0	319
10:00 AM	1	240	49	0	23	3	0	0	0	0	0	0	0	315
11:00 AM	2	242	46	0	24	1	0	0	1	0	0	0	0	315
12:00 PM	2	300	49	1	29	2	0	0	0	1	0	0	0	381
1:00 PM	2	308	55	1	26	1	0	0	1	0	0	0	0	391
2:00 PM	5	366	68	0	23	2	0	0	1	0	0	0	0	463
3:00 PM	3	382	75	0	28	3	0	0	0	1	0	0	1	491
4:00 PM	3	335	39	1	18	3	0	0	0	1	0	0	0	397
5:00 PM	5	362	40	0	18	3	0	0	1	0	0	0	0	427
6:00 PM	1	421	58	0	19	2	0	0	0	0	0	0	0	500
7:00 PM	1	367	51	0	12	2	0	0	0	0	0	0	0	432
8:00 PM	1	285	35	0	12	1	0	0	0	0	0	0	0	332
9:00 PM	1	214	24	0	7	1	0	0	0	0	0	0	0	245
10:00 PM	2	135	17	0	5	1	0	0	0	0	0	0	0	159
11:00 PM	1	73	9	0	3	0	0	0	0	0	0	0	0	85
Total	37	4,951	816	3	326	23	0	0	5	2	0	1	2	6,163
Percent	0.6%	80.3%	13.2%	0.0%	5.3%	0.4%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Vehicle Speed Report Summary

Location: FRONT ST / S/O W SUNSET WY
Count Direction: Northbound / Southbound
Date Range: 4/25/2017 to 4/27/2017
Site Code: 04

	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Study Total																		
Northbound	892	3,470	4,551	3,636	1,894	316	24	0	0	2	0	4	0	0	0	0	0	14,789
Percent	6.0%	23.5%	30.8%	24.6%	12.8%	2.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	1,020	754	1,102	4,486	4,054	815	109	11	0	0	0	0	1	0	0	0	0	12,352
Percent	8.3%	6.1%	8.9%	36.3%	32.8%	6.6%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	1,912	4,224	5,653	8,122	5,948	1,131	133	11	0	2	0	4	1	0	0	0	0	27,141
Percent	7.0%	15.6%	20.8%	29.9%	21.9%	4.2%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Northbound			Northbound		
50th Percentile (Median)	18.1	mph	Mean (Average) Speed	18.6	mph
85th Percentile	24.9	mph	10 mph Pace	12.5 - 22.5	mph
95th Percentile	28.1	mph	Percent in Pace	58.2	%
Southbound			Southbound		
50th Percentile (Median)	24.0	mph	Mean (Average) Speed	22.6	mph
85th Percentile	28.2	mph	10 mph Pace	19.8 - 29.8	mph
95th Percentile	30.9	mph	Percent in Pace	69.1	%

Location: FRONT ST / S/O W SUNSET WY
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 04

Tuesday, April 25, 2017
 Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	7	9	3	1	0	0	0	0	0	0	0	0	0	0	20
1:00 AM	0	0	1	1	8	2	0	0	0	0	0	0	0	0	0	0	0	12
2:00 AM	0	0	0	6	9	3	1	0	0	0	0	0	0	0	0	0	0	19
3:00 AM	0	0	3	17	20	12	0	0	0	0	0	0	0	0	0	0	0	52
4:00 AM	0	0	0	17	101	21	2	0	0	0	0	0	0	0	0	0	0	141
5:00 AM	4	32	80	227	186	16	1	0	0	0	0	0	0	0	0	0	0	546
6:00 AM	25	95	212	232	154	17	1	0	0	0	0	0	0	0	0	0	0	736
7:00 AM	39	145	194	154	53	1	0	0	0	0	0	0	0	0	0	0	0	586
8:00 AM	26	133	221	145	51	12	2	0	0	0	0	0	0	0	0	0	0	590
9:00 AM	83	272	178	59	3	3	0	0	0	0	0	0	0	0	0	0	0	598
10:00 AM	44	143	171	90	25	0	0	0	0	0	0	0	0	0	0	0	0	473
11:00 AM	30	113	145	126	23	4	0	0	0	0	0	0	0	0	0	0	0	441
12:00 PM	8	68	132	134	39	2	0	0	0	0	0	0	0	0	0	0	0	383
1:00 PM	22	85	113	96	42	0	0	0	0	0	0	0	0	0	0	0	0	358
2:00 PM	28	156	154	69	29	5	0	0	0	0	0	0	0	0	0	0	0	441
3:00 PM	25	71	140	114	45	12	0	0	0	0	0	0	0	0	0	0	0	407
4:00 PM	4	47	81	82	44	7	0	0	0	0	0	0	0	0	0	0	0	265
5:00 PM	11	33	67	110	42	3	0	0	0	0	0	0	0	0	0	0	0	266
6:00 PM	1	25	96	114	65	12	0	0	0	0	0	0	0	0	0	0	0	313
7:00 PM	3	15	51	99	64	5	1	0	0	0	0	0	0	0	0	0	0	238
8:00 PM	0	5	28	92	51	8	0	0	0	0	0	0	0	0	0	0	0	184
9:00 PM	1	7	13	63	26	6	0	0	0	0	0	0	0	0	0	0	0	116
10:00 PM	0	2	3	23	30	7	0	0	0	0	0	0	0	0	0	0	0	65
11:00 PM	0	2	1	11	12	1	2	0	0	0	0	0	0	0	0	0	0	29
Total	354	1,449	2,084	2,088	1,131	162	11	0	0	0	0	0	0	0	0	0	0	7,279
Percent	4.9%	19.9%	28.6%	28.7%	15.5%	2.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	19.3 mph	Mean (Average) Speed	19.4 mph
85th Percentile	25.3 mph	10 mph Pace	15.3 - 25.3 mph
95th Percentile	28.3 mph	Percent in Pace	57.5 %

Location: FRONT ST / S/O W SUNSET WY
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 04

Tuesday, April 25, 2017
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	2	2	10	24	8	0	0	0	0	0	0	0	0	0	0	0	46
1:00 AM	0	2	1	2	11	1	2	0	0	0	0	0	0	0	0	0	0	19
2:00 AM	0	0	0	3	8	5	3	0	0	0	0	0	0	0	0	0	0	19
3:00 AM	0	1	1	1	8	2	0	1	0	0	0	0	0	0	0	0	0	14
4:00 AM	0	0	0	4	8	10	1	1	0	0	0	0	0	0	0	0	0	24
5:00 AM	0	1	2	11	35	13	3	0	0	0	0	0	0	0	0	0	0	65
6:00 AM	0	1	3	42	108	34	6	1	0	0	0	0	0	0	0	0	0	195
7:00 AM	1	3	7	68	158	64	1	0	0	0	0	0	0	0	0	0	0	302
8:00 AM	3	1	7	74	115	26	3	0	0	0	0	0	0	0	0	0	0	229
9:00 AM	3	11	18	103	100	15	0	0	0	0	0	0	0	0	0	0	0	250
10:00 AM	0	8	17	132	143	21	2	0	0	0	0	0	0	0	0	0	0	323
11:00 AM	1	11	18	176	120	9	0	0	0	0	0	0	0	0	0	0	0	335
12:00 PM	4	3	25	163	177	26	3	0	0	0	0	0	0	0	0	0	0	401
1:00 PM	1	13	26	193	134	16	0	0	0	0	0	0	0	0	0	0	0	383
2:00 PM	4	14	43	229	110	12	0	0	0	0	0	0	0	0	0	0	0	412
3:00 PM	81	37	63	167	123	9	0	0	0	0	0	0	0	0	0	0	0	480
4:00 PM	292	35	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	342
5:00 PM	265	123	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	398
6:00 PM	6	48	52	227	172	23	1	0	0	0	0	0	0	0	0	0	0	529
7:00 PM	3	15	27	220	148	20	2	0	0	0	0	0	0	0	0	0	0	435
8:00 PM	2	7	59	160	91	11	0	0	0	0	0	0	0	0	0	0	0	330
9:00 PM	0	5	22	115	104	15	1	0	0	0	0	0	0	0	0	0	0	262
10:00 PM	0	2	9	52	87	14	1	0	0	0	0	0	0	0	0	0	0	165
11:00 PM	0	0	2	14	34	18	4	0	0	0	0	0	0	0	0	0	0	72
Total	666	343	424	2,171	2,018	372	33	3	0	0	0	0	0	0	0	0	0	6,030
Percent	11.0%	5.7%	7.0%	36.0%	33.5%	6.2%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	24.0 mph	Mean (Average) Speed	22.2 mph
85th Percentile	28.0 mph	10 mph Pace	19.8 - 29.8 mph
95th Percentile	30.6 mph	Percent in Pace	69.5 %

Location: FRONT ST / S/O W SUNSET WY
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 04

Wednesday, April 26, 2017
 Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	10	2	3	0	0	1	0	0	0	0	0	0	0	16
1:00 AM	0	0	1	4	6	1	1	0	0	0	0	0	0	0	0	0	0	13
2:00 AM	0	0	1	5	6	2	0	0	0	0	0	0	0	0	0	0	0	14
3:00 AM	0	0	0	9	31	14	1	0	0	0	0	0	0	0	0	0	0	55
4:00 AM	2	1	3	15	85	30	3	0	0	0	0	0	0	0	0	0	0	139
5:00 AM	34	91	98	115	173	35	2	0	0	0	0	0	0	0	0	0	0	548
6:00 AM	25	189	319	155	45	14	0	0	0	0	0	0	0	0	0	0	0	747
7:00 AM	32	122	258	149	31	11	0	0	0	0	0	0	0	0	0	0	0	603
8:00 AM	84	208	206	61	16	2	0	0	0	0	0	0	0	0	0	0	0	577
9:00 AM	40	179	206	89	14	0	0	0	0	0	0	0	0	0	0	0	0	528
10:00 AM	48	183	182	68	8	0	0	0	0	1	0	0	0	0	0	0	0	490
11:00 AM	57	176	178	37	6	1	0	0	0	0	0	0	0	0	0	0	0	455
12:00 PM	32	215	166	24	8	0	1	0	0	0	0	0	0	0	0	0	0	446
1:00 PM	48	147	136	57	4	0	0	0	0	0	0	0	0	0	0	0	0	392
2:00 PM	42	92	136	84	20	2	0	0	0	0	0	0	0	0	0	0	0	376
3:00 PM	25	137	149	82	19	1	1	0	0	0	0	4	0	0	0	0	0	418
4:00 PM	53	125	100	100	34	0	0	0	0	0	0	0	0	0	0	0	0	412
5:00 PM	8	61	115	92	29	4	0	0	0	0	0	0	0	0	0	0	0	309
6:00 PM	5	37	114	137	54	5	0	0	0	0	0	0	0	0	0	0	0	352
7:00 PM	1	35	55	102	33	3	0	0	0	0	0	0	0	0	0	0	0	229
8:00 PM	1	12	26	104	33	7	0	0	0	0	0	0	0	0	0	0	0	183
9:00 PM	0	10	9	35	45	7	0	0	0	0	0	0	0	0	0	0	0	106
10:00 PM	0	1	2	17	34	10	1	0	0	0	0	0	0	0	0	0	0	65
11:00 PM	0	0	0	6	16	2	0	0	0	0	0	0	0	0	0	0	0	24
Total	537	2,021	2,460	1,547	760	153	13	0	0	2	0	4	0	0	0	0	0	7,497
Percent	7.2%	27.0%	32.8%	20.6%	10.1%	2.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	17.0 mph	Mean (Average) Speed	17.8 mph
85th Percentile	24.1 mph	10 mph Pace	11.6 - 21.6 mph
95th Percentile	27.7 mph	Percent in Pace	60.9 %

Location: FRONT ST / S/O W SUNSET WY
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 04

Wednesday, April 26, 2017
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	11	19	6	0	0	0	0	0	0	0	0	0	0	0	36
1:00 AM	0	0	0	8	16	1	2	0	0	0	0	0	0	0	0	0	0	27
2:00 AM	0	1	1	3	10	5	1	0	0	0	0	0	0	0	0	0	0	21
3:00 AM	0	0	0	5	7	6	0	1	0	0	0	0	0	0	0	0	0	19
4:00 AM	0	0	0	2	17	8	4	0	0	0	0	0	0	0	0	0	0	31
5:00 AM	1	0	0	2	32	20	8	0	0	0	0	0	0	0	0	0	0	63
6:00 AM	4	2	10	20	88	56	13	2	0	0	0	0	0	0	0	0	0	195
7:00 AM	2	8	4	23	80	85	22	5	0	0	0	0	0	0	0	0	0	229
8:00 AM	2	4	5	85	163	30	6	0	0	0	0	0	0	0	0	0	0	295
9:00 AM	4	29	59	124	154	17	1	0	0	0	0	0	0	0	0	0	0	388
10:00 AM	2	5	13	144	126	14	3	0	0	0	0	0	0	0	0	0	0	307
11:00 AM	2	7	15	125	135	10	0	0	0	0	0	0	0	0	0	0	0	294
12:00 PM	4	13	24	185	118	15	1	0	0	0	0	0	0	0	0	0	0	360
1:00 PM	3	9	45	210	125	7	0	0	0	0	0	0	0	0	0	0	0	399
2:00 PM	8	24	98	267	106	10	0	0	0	0	0	0	0	0	0	0	0	513
3:00 PM	107	52	98	171	69	4	0	0	0	0	0	0	0	0	0	0	0	501
4:00 PM	72	103	85	105	80	6	1	0	0	0	0	0	0	0	0	0	0	452
5:00 PM	140	94	87	104	27	3	0	0	0	0	0	0	0	0	0	0	0	455
6:00 PM	1	15	43	229	154	25	3	0	0	0	0	0	0	0	0	0	0	470
7:00 PM	1	11	56	214	129	17	1	0	0	0	0	0	0	0	0	0	0	429
8:00 PM	0	18	21	127	152	15	0	0	0	0	0	0	1	0	0	0	0	334
9:00 PM	0	13	9	93	93	18	2	0	0	0	0	0	0	0	0	0	0	228
10:00 PM	1	2	3	34	82	28	2	0	0	0	0	0	0	0	0	0	0	152
11:00 PM	0	1	2	19	43	30	3	0	0	0	0	0	0	0	0	0	0	98
Total	354	411	678	2,310	2,025	436	73	8	0	0	0	0	1	0	0	0	0	6,296
Percent	5.6%	6.5%	10.8%	36.7%	32.2%	6.9%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	23.9 mph	Mean (Average) Speed	22.9 mph
85th Percentile	28.3 mph	10 mph Pace	19.8 - 29.8 mph
95th Percentile	31.1 mph	Percent in Pace	68.8 %

Location: FRONT ST / S/O W SUNSET WY
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 04

Thursday, April 27, 2017
 Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	1	0	3	1	3	1	0	0	0	0	0	0	0	0	0	0	0	9
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	7	1	3	1	0	0	0	0	0	0	0	0	0	0	0	13
Percent	7.7%	0.0%	53.8%	7.7%	23.1%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	8.1 mph	Mean (Average) Speed	20.8 mph
85th Percentile	27.8 mph	10 mph Pace	16.1 - 26.1 mph
95th Percentile	33.2 mph	Percent in Pace	76.9 %

Location: FRONT ST / S/O W SUNSET WY
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 04

Thursday, April 27, 2017
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	5	9	7	3	0	0	0	0	0	0	0	0	0	0	24
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	5	11	7	3	0	0	0	0	0	0	0	0	0	0	26
Percent	0.0%	0.0%	0.0%	19.2%	42.3%	26.9%	11.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	29.4 mph	Mean (Average) Speed	29.4 mph
85th Percentile	34.6 mph	10 mph Pace	22.3 - 32.3 mph
95th Percentile	37.2 mph	Percent in Pace	80.8 %

Location: FRONT ST / S/O W SUNSET WY
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 04

**Total Study Average
 Northbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	3	7	2	1	0	0	0	0	0	0	0	0	0	0	14
1:00 AM	0	0	1	2	5	1	0	0	0	0	0	0	0	0	0	0	0	9
2:00 AM	0	0	0	4	5	2	0	0	0	0	0	0	0	0	0	0	0	11
3:00 AM	0	0	1	9	17	9	0	0	0	0	0	0	0	0	0	0	0	36
4:00 AM	1	0	1	11	62	17	2	0	0	0	0	0	0	0	0	0	0	94
5:00 AM	13	41	59	114	120	17	1	0	0	0	0	0	0	0	0	0	0	365
6:00 AM	17	95	177	129	66	10	0	0	0	0	0	0	0	0	0	0	0	494
7:00 AM	24	89	151	101	28	4	0	0	0	0	0	0	0	0	0	0	0	397
8:00 AM	37	114	142	69	22	5	1	0	0	0	0	0	0	0	0	0	0	390
9:00 AM	41	150	128	49	6	1	0	0	0	0	0	0	0	0	0	0	0	375
10:00 AM	31	109	118	53	11	0	0	0	0	0	0	0	0	0	0	0	0	322
11:00 AM	29	96	108	54	10	2	0	0	0	0	0	0	0	0	0	0	0	299
12:00 PM	13	94	99	53	16	1	0	0	0	0	0	0	0	0	0	0	0	276
1:00 PM	23	77	83	51	15	0	0	0	0	0	0	0	0	0	0	0	0	249
2:00 PM	23	83	97	51	16	2	0	0	0	0	0	0	0	0	0	0	0	272
3:00 PM	17	69	96	65	21	4	0	0	0	0	0	1	0	0	0	0	0	273
4:00 PM	19	57	60	61	26	2	0	0	0	0	0	0	0	0	0	0	0	225
5:00 PM	6	31	61	67	24	2	0	0	0	0	0	0	0	0	0	0	0	191
6:00 PM	2	21	70	84	40	6	0	0	0	0	0	0	0	0	0	0	0	223
7:00 PM	1	17	36	67	32	3	0	0	0	0	0	0	0	0	0	0	0	156
8:00 PM	0	6	18	65	28	5	0	0	0	0	0	0	0	0	0	0	0	122
9:00 PM	0	6	7	33	24	4	0	0	0	0	0	0	0	0	0	0	0	74
10:00 PM	0	1	2	13	21	6	0	0	0	0	0	0	0	0	0	0	0	43
11:00 PM	0	1	0	6	9	1	1	0	0	0	0	0	0	0	0	0	0	18
Total	297	1,157	1,516	1,214	631	106	6	0	0	0	0	1	0	0	0	0	0	4,928
Percent	6.0%	23.5%	30.8%	24.6%	12.8%	2.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	18.1 mph	Mean (Average) Speed	18.6 mph
85th Percentile	24.9 mph	10 mph Pace	12.5 - 22.5 mph
95th Percentile	28.1 mph	Percent in Pace	58.2 %

Location: FRONT ST / S/O W SUNSET WY
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 04

**Total Study Average
 Southbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	1	9	17	7	1	0	0	0	0	0	0	0	0	0	0	36
1:00 AM	0	1	0	3	9	1	1	0	0	0	0	0	0	0	0	0	0	15
2:00 AM	0	0	0	2	6	3	1	0	0	0	0	0	0	0	0	0	0	12
3:00 AM	0	0	0	2	5	3	0	1	0	0	0	0	0	0	0	0	0	11
4:00 AM	0	0	0	2	8	6	2	0	0	0	0	0	0	0	0	0	0	18
5:00 AM	0	0	1	4	22	11	4	0	0	0	0	0	0	0	0	0	0	42
6:00 AM	1	1	4	21	65	30	6	1	0	0	0	0	0	0	0	0	0	129
7:00 AM	1	4	4	30	79	50	8	2	0	0	0	0	0	0	0	0	0	178
8:00 AM	2	2	4	53	93	19	3	0	0	0	0	0	0	0	0	0	0	176
9:00 AM	2	13	26	76	85	11	0	0	0	0	0	0	0	0	0	0	0	213
10:00 AM	1	4	10	92	90	12	2	0	0	0	0	0	0	0	0	0	0	211
11:00 AM	1	6	11	100	85	6	0	0	0	0	0	0	0	0	0	0	0	209
12:00 PM	3	5	16	116	98	14	1	0	0	0	0	0	0	0	0	0	0	253
1:00 PM	1	7	24	134	86	8	0	0	0	0	0	0	0	0	0	0	0	260
2:00 PM	4	13	47	165	72	7	0	0	0	0	0	0	0	0	0	0	0	308
3:00 PM	63	30	54	113	64	4	0	0	0	0	0	0	0	0	0	0	0	328
4:00 PM	121	46	33	35	27	2	0	0	0	0	0	0	0	0	0	0	0	264
5:00 PM	135	72	31	36	9	1	0	0	0	0	0	0	0	0	0	0	0	284
6:00 PM	2	21	32	152	109	16	1	0	0	0	0	0	0	0	0	0	0	333
7:00 PM	1	9	28	145	92	12	1	0	0	0	0	0	0	0	0	0	0	288
8:00 PM	1	8	27	96	81	9	0	0	0	0	0	0	0	0	0	0	0	222
9:00 PM	0	6	10	69	66	11	1	0	0	0	0	0	0	0	0	0	0	163
10:00 PM	0	1	4	29	56	14	1	0	0	0	0	0	0	0	0	0	0	105
11:00 PM	0	0	1	11	26	16	2	0	0	0	0	0	0	0	0	0	0	56
Total	339	250	368	1,495	1,350	273	35	4	0	0	0	0	0	0	0	0	0	4,114
Percent	8.2%	6.1%	8.9%	36.3%	32.8%	6.6%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	24.0 mph	Mean (Average) Speed	22.6 mph
85th Percentile	28.2 mph	10 mph Pace	19.8 - 29.8 mph
95th Percentile	30.9 mph	Percent in Pace	69.1 %

Location: FRONT ST / S/O W SUNSET WY
 Date Range: 4/25/2017 - 5/1/2017
 Site Code: 04

Time	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average					
	4/25/2017			4/26/2017			4/27/2017			4/28/2017			4/29/2017			4/30/2017			5/1/2017								
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	20	46	66	16	36	52	9	24	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	35	50
1:00 AM	12	19	31	13	27	40	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	15	24
2:00 AM	19	19	38	14	21	35	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	13	24
3:00 AM	52	14	66	55	19	74	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	11	47
4:00 AM	141	24	165	139	31	170	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	93	18	112
5:00 AM	546	65	611	548	63	611	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	365	43	407
6:00 AM	736	195	931	747	195	942	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	494	130	624
7:00 AM	586	302	888	603	229	832	2	0	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	397	177	574
8:00 AM	590	229	819	577	295	872	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	389	175	564
9:00 AM	598	250	848	528	388	916	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	375	213	588
10:00 AM	473	323	796	490	307	797	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	321	210	531
11:00 AM	441	335	776	455	294	749	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	299	210	508
12:00 PM	383	401	784	446	360	806	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	276	254	530
1:00 PM	358	383	741	392	399	791	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	250	261	511
2:00 PM	441	412	853	376	513	889	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	272	308	581
3:00 PM	407	480	887	418	501	919	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	275	327	602
4:00 PM	265	342	607	412	452	864	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	226	265	490
5:00 PM	266	398	664	309	455	764	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	192	284	476
6:00 PM	313	529	842	352	470	822	0	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	222	334	555
7:00 PM	238	435	673	229	429	658	2	0	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	156	288	444
8:00 PM	184	330	514	183	334	517	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	122	221	344
9:00 PM	116	262	378	106	228	334	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	74	163	237
10:00 PM	65	165	230	65	152	217	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	43	106	149
11:00 PM	29	72	101	24	98	122	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	57	74
Total	7,279	6,030	13,309	7,497	6,296	13,793	13	26	39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4,930	4,117	9,047
Percent	55%	45%	-	54%	46%	-	33%	67%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54%	46%	-

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

Vehicle Classification Report Summary

Location: FRONT ST / SO/ NEWPORT WAY NW
Count Direction: Northbound / Southbound
Date Range: 4/25/2017 to 4/27/2017
Site Code: 05

	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Study Total														
Northbound	81	20,948	4,398	13	2,175	143	0	7	14	23	0	2	16	27,820
Percent	0.3%	75.3%	15.8%	0.0%	7.8%	0.5%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.1%	100%
Southbound	79	22,003	4,490	16	2,106	93	0	9	21	14	0	0	15	28,846
Percent	0.3%	76.3%	15.6%	0.1%	7.3%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	100%
Total	160	42,951	8,888	29	4,281	236	0	16	35	37	0	2	31	56,666
Percent	0.3%	75.8%	15.7%	0.1%	7.6%	0.4%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.1%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Location: FRONT ST / SO/ NEWPORT WAY NW
Date Range: 4/25/2017 to 4/27/2017
Site Code: 05

Tuesday, April 25, 2017
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	11	3	0	3	0	0	0	0	0	0	0	0	17
1:00 AM	0	10	2	0	1	0	0	0	0	0	0	0	0	13
2:00 AM	0	16	1	0	2	0	0	0	0	0	0	0	0	19
3:00 AM	1	43	8	0	4	0	0	0	0	0	0	0	1	57
4:00 AM	0	123	39	0	15	0	0	0	0	0	0	0	0	177
5:00 AM	3	505	129	0	61	2	0	0	0	0	0	0	0	700
6:00 AM	4	703	188	1	106	6	0	0	0	0	0	0	0	1,008
7:00 AM	2	643	162	0	76	10	0	0	0	2	0	0	0	895
8:00 AM	1	709	155	0	76	5	0	0	1	1	0	0	0	948
9:00 AM	3	766	160	0	44	9	0	0	0	2	0	0	0	984
10:00 AM	0	438	106	0	53	6	0	0	0	0	0	1	0	604
11:00 AM	2	372	77	1	46	4	0	0	0	0	0	0	1	503
12:00 PM	0	335	74	1	38	0	0	0	0	1	0	0	0	449
1:00 PM	4	311	69	1	34	3	0	0	0	0	0	0	0	422
2:00 PM	1	432	76	1	42	1	0	0	1	1	0	0	0	555
3:00 PM	2	274	33	0	26	1	0	0	0	0	0	0	0	336
4:00 PM	0	197	36	1	10	1	0	0	0	1	0	0	0	246
5:00 PM	0	213	27	0	9	0	0	1	0	0	0	1	0	251
6:00 PM	1	242	41	0	11	0	0	0	0	0	0	0	1	296
7:00 PM	1	174	34	0	16	0	0	0	0	0	0	0	0	225
8:00 PM	0	149	23	0	6	0	0	0	0	0	0	0	0	178
9:00 PM	0	98	20	0	3	0	0	0	0	0	0	0	0	121
10:00 PM	0	50	7	0	2	0	0	0	0	0	0	0	1	60
11:00 PM	0	20	4	0	2	0	0	0	0	0	0	0	0	26
Total	25	6,834	1,474	6	686	48	0	1	2	8	0	2	4	9,090
Percent	0.3%	75.2%	16.2%	0.1%	7.5%	0.5%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	

Location: FRONT ST / SO/ NEWPORT WAY NW
Date Range: 4/25/2017 to 4/27/2017
Site Code: 05

Tuesday, April 25, 2017
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	30	6	0	3	0	0	0	0	0	0	0	0	39
1:00 AM	1	13	2	0	0	0	0	0	0	0	0	0	0	16
2:00 AM	0	11	4	0	1	0	0	0	0	0	0	0	0	16
3:00 AM	0	11	2	0	2	0	0	0	0	0	0	0	0	15
4:00 AM	0	17	2	0	1	0	0	0	0	0	0	0	1	21
5:00 AM	0	47	8	0	5	0	0	0	0	0	0	0	1	61
6:00 AM	2	150	26	0	14	0	0	0	0	0	0	0	1	193
7:00 AM	0	288	62	0	22	0	0	0	0	0	0	0	1	373
8:00 AM	2	238	41	0	24	0	0	0	0	0	0	0	0	305
9:00 AM	4	250	57	0	17	8	0	0	0	1	0	0	0	337
10:00 AM	3	351	55	0	25	0	0	1	1	1	0	0	0	437
11:00 AM	0	284	90	1	41	4	0	0	0	0	0	0	0	420
12:00 PM	2	411	80	2	56	2	0	0	0	0	0	0	1	554
1:00 PM	1	431	107	0	40	3	0	0	1	0	0	0	0	583
2:00 PM	4	573	139	1	74	1	0	0	1	0	0	0	1	794
3:00 PM	3	740	156	0	100	4	0	0	1	1	0	0	0	1,005
4:00 PM	2	633	96	0	49	3	0	0	2	0	0	0	0	785
5:00 PM	5	790	111	1	61	6	0	0	2	1	0	0	0	977
6:00 PM	0	685	144	0	50	6	0	0	0	0	0	0	0	885
7:00 PM	1	468	79	0	24	0	0	0	0	0	0	0	0	572
8:00 PM	0	338	54	0	24	0	0	0	0	0	0	0	0	416
9:00 PM	0	271	45	0	17	0	0	0	0	0	0	0	0	333
10:00 PM	2	142	28	0	10	1	0	0	0	0	0	0	0	183
11:00 PM	1	63	13	0	3	0	0	0	0	0	0	0	0	80
Total	33	7,235	1,407	5	663	38	0	1	8	4	0	0	6	9,400
Percent	0.4%	77.0%	15.0%	0.1%	7.1%	0.4%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	

Location: FRONT ST / SO/ NEWPORT WAY NW
Date Range: 4/25/2017 to 4/27/2017
Site Code: 05

Wednesday, April 26, 2017
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	13	2	0	3	0	0	0	0	0	0	0	0	18
1:00 AM	0	7	0	0	2	0	0	0	0	0	0	0	0	9
2:00 AM	0	9	4	0	2	0	0	0	0	0	0	0	0	15
3:00 AM	0	47	9	0	6	1	0	0	0	0	0	0	1	64
4:00 AM	0	114	35	0	21	0	0	0	1	0	0	0	0	171
5:00 AM	1	502	114	0	85	1	0	0	0	0	0	0	0	703
6:00 AM	3	704	179	0	115	9	0	0	0	1	0	0	0	1,011
7:00 AM	1	656	164	0	87	2	0	1	1	2	0	0	1	915
8:00 AM	4	693	140	0	58	7	0	0	0	1	0	0	1	904
9:00 AM	3	599	114	1	53	11	0	0	0	0	0	0	0	781
10:00 AM	2	497	109	0	53	3	0	0	0	2	0	0	0	666
11:00 AM	1	398	103	0	47	1	0	0	0	1	0	0	1	552
12:00 PM	0	422	89	2	44	2	0	0	0	1	0	0	0	560
1:00 PM	0	350	72	0	35	3	0	0	0	0	0	0	2	462
2:00 PM	1	328	80	0	34	4	0	0	1	0	0	0	0	448
3:00 PM	2	368	58	0	34	1	0	0	1	0	0	0	0	464
4:00 PM	1	320	37	0	15	2	0	0	0	0	0	0	0	375
5:00 PM	2	239	43	0	20	0	0	0	1	0	0	0	0	305
6:00 PM	1	288	53	0	16	1	0	0	0	0	0	0	0	359
7:00 PM	1	187	26	0	14	0	0	0	0	1	0	0	0	229
8:00 PM	0	153	15	0	9	0	0	0	0	0	0	0	0	177
9:00 PM	0	85	20	0	4	0	0	0	0	0	0	0	1	110
10:00 PM	1	50	8	0	4	0	0	0	0	0	0	0	0	63
11:00 PM	0	21	2	0	1	0	0	0	0	0	0	0	0	24
Total	24	7,050	1,476	3	762	48	0	1	5	9	0	0	7	9,385
Percent	0.3%	75.1%	15.7%	0.0%	8.1%	0.5%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.1%	

Location: FRONT ST / SO/ NEWPORT WAY NW
Date Range: 4/25/2017 to 4/27/2017
Site Code: 05

Wednesday, April 26, 2017
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	32	4	0	2	0	0	0	0	0	0	0	0	38
1:00 AM	0	19	7	0	0	0	0	0	0	0	0	0	0	26
2:00 AM	0	17	5	0	0	0	0	0	0	0	0	0	0	22
3:00 AM	0	16	3	0	1	0	0	0	0	0	0	0	0	20
4:00 AM	0	19	3	0	1	0	0	0	0	0	0	0	0	23
5:00 AM	0	49	14	0	10	0	0	0	0	0	0	0	0	73
6:00 AM	1	167	26	0	10	0	0	1	0	0	0	0	0	205
7:00 AM	1	231	45	0	27	1	0	0	0	1	0	0	1	307
8:00 AM	0	262	51	1	22	1	0	1	0	2	0	0	1	341
9:00 AM	0	393	89	0	36	1	0	0	0	0	0	0	1	520
10:00 AM	2	285	68	1	38	2	0	0	0	0	0	0	1	397
11:00 AM	1	269	86	0	44	0	0	0	0	0	0	0	0	400
12:00 PM	0	374	97	0	58	3	0	1	0	0	0	0	0	533
1:00 PM	0	459	132	2	69	1	0	0	1	0	0	0	0	664
2:00 PM	2	587	155	0	79	1	0	0	0	0	0	0	0	824
3:00 PM	1	769	194	0	84	8	0	0	2	0	0	0	1	1,059
4:00 PM	2	728	139	0	68	4	0	0	3	0	0	0	1	945
5:00 PM	4	699	136	0	55	7	0	2	2	1	0	0	0	906
6:00 PM	0	629	89	0	38	1	0	0	0	0	0	0	0	757
7:00 PM	1	483	94	0	19	0	0	0	0	0	0	0	0	597
8:00 PM	1	350	57	0	24	0	0	0	0	0	0	0	0	432
9:00 PM	0	269	29	0	12	0	0	0	0	0	0	0	0	310
10:00 PM	0	162	20	0	5	0	0	0	0	0	0	0	0	187
11:00 PM	1	90	11	0	3	0	0	0	0	0	0	0	0	105
Total	17	7,358	1,554	4	705	30	0	5	8	4	0	0	6	9,691
Percent	0.2%	75.9%	16.0%	0.0%	7.3%	0.3%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.1%	

Location: FRONT ST / SO/ NEWPORT WAY NW
Date Range: 4/25/2017 to 4/27/2017
Site Code: 05

Thursday, April 27, 2017
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	15	4	0	1	0	0	0	0	0	0	0	0	20
1:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
2:00 AM	0	10	2	0	2	0	0	0	0	0	0	0	0	14
3:00 AM	1	45	10	0	4	0	0	0	0	0	0	0	0	60
4:00 AM	0	119	24	0	12	1	0	0	0	0	0	0	0	156
5:00 AM	1	480	133	0	83	4	0	0	0	0	0	0	1	702
6:00 AM	2	685	171	0	114	8	0	1	2	0	0	0	0	983
7:00 AM	1	754	141	2	67	5	0	0	1	1	0	0	0	972
8:00 AM	6	770	155	1	66	5	0	0	1	2	0	0	0	1,006
9:00 AM	1	629	129	0	64	2	0	2	1	1	0	0	2	831
10:00 AM	2	457	103	0	61	4	0	0	1	0	0	0	0	628
11:00 AM	2	403	83	0	39	1	0	0	0	0	0	0	0	528
12:00 PM	1	334	72	0	30	2	0	0	0	1	0	0	0	440
1:00 PM	2	293	71	1	43	2	0	0	0	0	0	0	0	412
2:00 PM	5	450	83	0	41	4	0	1	1	1	0	0	0	586
3:00 PM	3	358	72	0	25	1	0	0	0	0	0	0	0	459
4:00 PM	2	244	40	0	20	1	0	0	0	0	0	0	1	308
5:00 PM	1	237	31	0	12	2	0	0	0	0	0	0	0	283
6:00 PM	1	193	39	0	13	0	0	0	0	0	0	0	0	246
7:00 PM	1	228	32	0	16	2	0	0	0	0	0	0	0	279
8:00 PM	0	173	20	0	7	0	0	1	0	0	0	0	0	201
9:00 PM	0	95	17	0	4	2	0	0	0	0	0	0	1	119
10:00 PM	0	67	10	0	2	1	0	0	0	0	0	0	0	80
11:00 PM	0	15	5	0	1	0	0	0	0	0	0	0	0	21
Total	32	7,064	1,448	4	727	47	0	5	7	6	0	0	5	9,345
Percent	0.3%	75.6%	15.5%	0.0%	7.8%	0.5%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.1%	

Location: FRONT ST / SO/ NEWPORT WAY NW
Date Range: 4/25/2017 to 4/27/2017
Site Code: 05

Thursday, April 27, 2017
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	44	2	0	1	0	0	0	0	0	0	0	0	47
1:00 AM	0	23	5	0	3	0	0	0	0	0	0	0	0	31
2:00 AM	0	10	4	0	0	0	0	0	0	0	0	0	0	14
3:00 AM	0	8	2	0	1	1	0	0	0	0	0	0	0	12
4:00 AM	0	19	0	0	1	0	0	0	0	0	0	0	0	20
5:00 AM	0	61	9	0	12	0	0	0	0	0	0	0	1	83
6:00 AM	1	174	22	0	11	0	0	0	0	1	0	0	1	210
7:00 AM	2	322	44	0	30	2	0	0	1	0	0	0	0	401
8:00 AM	1	239	36	0	28	0	0	0	0	0	0	0	0	304
9:00 AM	2	234	60	0	29	1	0	0	0	0	0	0	0	326
10:00 AM	1	251	64	1	28	0	0	0	0	0	0	0	0	345
11:00 AM	1	344	87	0	40	1	0	0	1	0	0	0	0	474
12:00 PM	1	416	105	1	50	0	0	0	0	0	0	0	0	573
1:00 PM	1	451	121	3	62	1	0	0	0	0	0	0	0	639
2:00 PM	3	612	126	1	66	0	0	0	0	0	0	0	0	808
3:00 PM	2	721	196	0	99	2	0	1	0	3	0	0	1	1,025
4:00 PM	2	653	159	0	79	4	0	0	2	0	0	0	0	899
5:00 PM	3	725	126	0	56	10	0	0	1	1	0	0	0	922
6:00 PM	3	695	111	1	48	3	0	0	0	1	0	0	0	862
7:00 PM	2	491	123	0	32	0	0	2	0	0	0	0	0	650
8:00 PM	0	380	63	0	27	0	0	0	0	0	0	0	0	470
9:00 PM	0	288	31	0	18	0	0	0	0	0	0	0	0	337
10:00 PM	3	152	21	0	10	0	0	0	0	0	0	0	0	186
11:00 PM	1	97	12	0	7	0	0	0	0	0	0	0	0	117
Total	29	7,410	1,529	7	738	25	0	3	5	6	0	0	3	9,755
Percent	0.3%	76.0%	15.7%	0.1%	7.6%	0.3%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	

Location: FRONT ST / SO/ NEWPORT WAY NW
Date Range: 4/25/2017 to 4/27/2017
Site Code: 05

**Total Study Average
 Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	13	3	0	2	0	0	0	0	0	0	0	0	18
1:00 AM	0	9	1	0	1	0	0	0	0	0	0	0	0	11
2:00 AM	0	12	2	0	2	0	0	0	0	0	0	0	0	16
3:00 AM	1	45	9	0	5	0	0	0	0	0	0	0	1	61
4:00 AM	0	119	33	0	16	0	0	0	0	0	0	0	0	168
5:00 AM	2	496	125	0	76	2	0	0	0	0	0	0	0	701
6:00 AM	3	697	179	0	112	8	0	0	1	0	0	0	0	1,000
7:00 AM	1	684	156	1	77	6	0	0	1	2	0	0	0	928
8:00 AM	4	724	150	0	67	6	0	0	1	1	0	0	0	953
9:00 AM	2	665	134	0	54	7	0	1	0	1	0	0	1	865
10:00 AM	1	464	106	0	56	4	0	0	0	1	0	0	0	632
11:00 AM	2	391	88	0	44	2	0	0	0	0	0	0	1	528
12:00 PM	0	364	78	1	37	1	0	0	0	1	0	0	0	482
1:00 PM	2	318	71	1	37	3	0	0	0	0	0	0	1	433
2:00 PM	2	403	80	0	39	3	0	0	1	1	0	0	0	529
3:00 PM	2	333	54	0	28	1	0	0	0	0	0	0	0	418
4:00 PM	1	254	38	0	15	1	0	0	0	0	0	0	0	309
5:00 PM	1	230	34	0	14	1	0	0	0	0	0	0	0	280
6:00 PM	1	241	44	0	13	0	0	0	0	0	0	0	0	299
7:00 PM	1	196	31	0	15	1	0	0	0	0	0	0	0	244
8:00 PM	0	158	19	0	7	0	0	0	0	0	0	0	0	184
9:00 PM	0	93	19	0	4	1	0	0	0	0	0	0	1	118
10:00 PM	0	56	8	0	3	0	0	0	0	0	0	0	0	67
11:00 PM	0	19	4	0	1	0	0	0	0	0	0	0	0	24
Total	26	6,984	1,466	3	725	47	0	1	4	7	0	0	5	9,268
Percent	0.3%	75.4%	15.8%	0.0%	7.8%	0.5%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%	

Note: Average only considered on days with 24-hours of data.

Location: FRONT ST / SO/ NEWPORT WAY NW
Date Range: 4/25/2017 to 4/27/2017
Site Code: 05

Total Study Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	35	4	0	2	0	0	0	0	0	0	0	0	41
1:00 AM	0	18	5	0	1	0	0	0	0	0	0	0	0	24
2:00 AM	0	13	4	0	0	0	0	0	0	0	0	0	0	17
3:00 AM	0	12	2	0	1	0	0	0	0	0	0	0	0	15
4:00 AM	0	18	2	0	1	0	0	0	0	0	0	0	0	21
5:00 AM	0	52	10	0	9	0	0	0	0	0	0	0	1	72
6:00 AM	1	164	25	0	12	0	0	0	0	0	0	0	1	203
7:00 AM	1	280	50	0	26	1	0	0	0	0	0	0	1	359
8:00 AM	1	246	43	0	25	0	0	0	0	1	0	0	0	316
9:00 AM	2	292	69	0	27	3	0	0	0	0	0	0	0	393
10:00 AM	2	296	62	1	30	1	0	0	0	0	0	0	0	392
11:00 AM	1	299	88	0	42	2	0	0	0	0	0	0	0	432
12:00 PM	1	400	94	1	55	2	0	0	0	0	0	0	0	553
1:00 PM	1	447	120	2	57	2	0	0	1	0	0	0	0	630
2:00 PM	3	591	140	1	73	1	0	0	0	0	0	0	0	809
3:00 PM	2	743	182	0	94	5	0	0	1	1	0	0	1	1,029
4:00 PM	2	671	131	0	65	4	0	0	2	0	0	0	0	875
5:00 PM	4	738	124	0	57	8	0	1	2	1	0	0	0	935
6:00 PM	1	670	115	0	45	3	0	0	0	0	0	0	0	834
7:00 PM	1	481	99	0	25	0	0	1	0	0	0	0	0	607
8:00 PM	0	356	58	0	25	0	0	0	0	0	0	0	0	439
9:00 PM	0	276	35	0	16	0	0	0	0	0	0	0	0	327
10:00 PM	2	152	23	0	8	0	0	0	0	0	0	0	0	185
11:00 PM	1	83	12	0	4	0	0	0	0	0	0	0	0	100
Total	26	7,333	1,497	5	700	32	0	2	6	3	0	0	4	9,608
Percent	0.3%	76.3%	15.6%	0.1%	7.3%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: FRONT ST / SO/ NEWPORT WAY NW
Date Range: 4/25/2017 to 4/27/2017
Site Code: 05

**3-Day (Tuesday - Thursday) Average
 Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	12	3	0	3	0	0	0	0	0	0	0	0	18
1:00 AM	0	9	1	0	2	0	0	0	0	0	0	0	0	11
2:00 AM	0	13	3	0	2	0	0	0	0	0	0	0	0	17
3:00 AM	1	45	9	0	5	1	0	0	0	0	0	0	1	61
4:00 AM	0	119	37	0	18	0	0	0	1	0	0	0	0	174
5:00 AM	2	504	122	0	73	2	0	0	0	0	0	0	0	702
6:00 AM	4	704	184	1	111	8	0	0	0	1	0	0	0	1,010
7:00 AM	2	650	163	0	82	6	0	1	1	2	0	0	1	905
8:00 AM	3	701	148	0	67	6	0	0	1	1	0	0	1	926
9:00 AM	3	683	137	1	49	10	0	0	0	1	0	0	0	883
10:00 AM	1	468	108	0	53	5	0	0	0	1	0	1	0	635
11:00 AM	2	385	90	1	47	3	0	0	0	1	0	0	1	528
12:00 PM	0	379	82	2	41	1	0	0	0	1	0	0	0	505
1:00 PM	2	331	71	1	35	3	0	0	0	0	0	0	1	442
2:00 PM	1	380	78	1	38	3	0	0	1	1	0	0	0	502
3:00 PM	2	321	46	0	30	1	0	0	1	0	0	0	0	400
4:00 PM	1	259	37	1	13	2	0	0	0	1	0	0	0	311
5:00 PM	1	226	35	0	15	0	0	1	1	0	0	1	0	278
6:00 PM	1	265	47	0	14	1	0	0	0	0	0	0	1	328
7:00 PM	1	181	30	0	15	0	0	0	0	1	0	0	0	227
8:00 PM	0	151	19	0	8	0	0	0	0	0	0	0	0	178
9:00 PM	0	92	20	0	4	0	0	0	0	0	0	0	1	116
10:00 PM	1	50	8	0	3	0	0	0	0	0	0	0	1	62
11:00 PM	0	21	3	0	2	0	0	0	0	0	0	0	0	25
Total	25	6,942	1,475	5	724	48	0	1	4	9	0	1	6	9,238
Percent	0.3%	75.2%	16.0%	0.0%	7.8%	0.5%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%	

Location: FRONT ST / SO/ NEWPORT WAY NW
Date Range: 4/25/2017 to 4/27/2017
Site Code: 05

**3-Day (Tuesday - Thursday) Average
 Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	31	5	0	3	0	0	0	0	0	0	0	0	39
1:00 AM	1	16	5	0	0	0	0	0	0	0	0	0	0	21
2:00 AM	0	14	5	0	1	0	0	0	0	0	0	0	0	19
3:00 AM	0	14	3	0	2	0	0	0	0	0	0	0	0	18
4:00 AM	0	18	3	0	1	0	0	0	0	0	0	0	1	22
5:00 AM	0	48	11	0	8	0	0	0	0	0	0	0	1	67
6:00 AM	2	159	26	0	12	0	0	1	0	0	0	0	1	199
7:00 AM	1	260	54	0	25	1	0	0	0	1	0	0	1	340
8:00 AM	1	250	46	1	23	1	0	1	0	1	0	0	1	323
9:00 AM	2	322	73	0	27	5	0	0	0	1	0	0	1	429
10:00 AM	3	318	62	1	32	1	0	1	1	1	0	0	1	417
11:00 AM	1	277	88	1	43	2	0	0	0	0	0	0	0	410
12:00 PM	1	393	89	1	57	3	0	1	0	0	0	0	1	544
1:00 PM	1	445	120	1	55	2	0	0	1	0	0	0	0	624
2:00 PM	3	580	147	1	77	1	0	0	1	0	0	0	1	809
3:00 PM	2	755	175	0	92	6	0	0	2	1	0	0	1	1,032
4:00 PM	2	681	118	0	59	4	0	0	3	0	0	0	1	865
5:00 PM	5	745	124	1	58	7	0	1	2	1	0	0	0	942
6:00 PM	0	657	117	0	44	4	0	0	0	0	0	0	0	821
7:00 PM	1	476	87	0	22	0	0	0	0	0	0	0	0	585
8:00 PM	1	344	56	0	24	0	0	0	0	0	0	0	0	424
9:00 PM	0	270	37	0	15	0	0	0	0	0	0	0	0	322
10:00 PM	1	152	24	0	8	1	0	0	0	0	0	0	0	185
11:00 PM	1	77	12	0	3	0	0	0	0	0	0	0	0	93
Total	25	7,297	1,481	5	684	34	0	3	8	4	0	0	6	9,546
Percent	0.3%	76.4%	15.5%	0.0%	7.2%	0.4%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	

Vehicle Speed Report Summary

Location: FRONT ST / SO/ NEWPORT WAY NW
Count Direction: Northbound / Southbound
Date Range: 4/25/2017 to 4/27/2017
Site Code: 05

	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Study Total																		
Northbound	368	1,245	2,155	4,494	10,941	7,082	1,339	175	14	2	0	0	4	0	0	0	1	27,820
Percent	1.3%	4.5%	7.7%	16.2%	39.3%	25.5%	4.8%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	3,520	2,905	814	1,757	9,880	8,369	1,459	121	15	2	3	0	0	0	0	0	1	28,846
Percent	12.2%	10.1%	2.8%	6.1%	34.3%	29.0%	5.1%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	3,888	4,150	2,969	6,251	20,821	15,451	2,798	296	29	4	3	0	4	0	0	0	2	56,666
Percent	6.9%	7.3%	5.2%	11.0%	36.7%	27.3%	4.9%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Northbound			Northbound		
50th Percentile (Median)	27.7	mph	Mean (Average) Speed	26.8	mph
85th Percentile	32.3	mph	10 mph Pace	23.2 - 33.2	mph
95th Percentile	35.1	mph	Percent in Pace	67.0	%
Southbound			Southbound		
50th Percentile (Median)	28.1	mph	Mean (Average) Speed	24.9	mph
85th Percentile	32.5	mph	10 mph Pace	24.4 - 34.4	mph
95th Percentile	35.2	mph	Percent in Pace	63.4	%

Location: FRONT ST / SO/ NEWPORT WAY NW
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 05

Tuesday, April 25, 2017
 Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	5	6	3	1	0	0	0	0	0	0	0	0	0	17
1:00 AM	0	0	0	0	6	3	2	1	1	0	0	0	0	0	0	0	0	13
2:00 AM	0	0	0	0	3	10	4	1	0	1	0	0	0	0	0	0	0	19
3:00 AM	0	0	0	3	16	25	9	3	1	0	0	0	0	0	0	0	0	57
4:00 AM	0	0	0	6	58	87	22	4	0	0	0	0	0	0	0	0	0	177
5:00 AM	3	6	27	53	340	242	29	0	0	0	0	0	0	0	0	0	0	700
6:00 AM	4	12	41	179	489	269	13	1	0	0	0	0	0	0	0	0	0	1,008
7:00 AM	7	28	60	154	401	208	36	1	0	0	0	0	0	0	0	0	0	895
8:00 AM	9	29	90	205	375	203	33	3	1	0	0	0	0	0	0	0	0	948
9:00 AM	63	199	293	256	139	32	2	0	0	0	0	0	0	0	0	0	0	984
10:00 AM	24	79	84	140	171	89	15	2	0	0	0	0	0	0	0	0	0	604
11:00 AM	0	0	10	88	259	130	16	0	0	0	0	0	0	0	0	0	0	503
12:00 PM	0	0	2	53	226	138	28	2	0	0	0	0	0	0	0	0	0	449
1:00 PM	0	0	4	61	199	139	19	0	0	0	0	0	0	0	0	0	0	422
2:00 PM	0	17	39	79	246	140	27	7	0	0	0	0	0	0	0	0	0	555
3:00 PM	0	4	5	36	146	106	37	2	0	0	0	0	0	0	0	0	0	336
4:00 PM	0	1	1	40	99	86	14	5	0	0	0	0	0	0	0	0	0	246
5:00 PM	0	0	2	28	124	76	17	4	0	0	0	0	0	0	0	0	0	251
6:00 PM	0	1	2	15	84	157	26	9	2	0	0	0	0	0	0	0	0	296
7:00 PM	0	0	3	12	103	91	13	3	0	0	0	0	0	0	0	0	0	225
8:00 PM	0	0	0	3	81	69	17	6	1	1	0	0	0	0	0	0	0	178
9:00 PM	0	0	0	5	39	41	31	5	0	0	0	0	0	0	0	0	0	121
10:00 PM	0	0	0	1	22	21	10	6	0	0	0	0	0	0	0	0	0	60
11:00 PM	0	0	1	0	13	6	3	3	0	0	0	0	0	0	0	0	0	26
Total	110	376	664	1,419	3,644	2,374	426	69	6	2	0	0	0	0	0	0	0	9,090
Percent	1.2%	4.1%	7.3%	15.6%	40.1%	26.1%	4.7%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	27.8 mph	Mean (Average) Speed	27.0 mph
85th Percentile	32.4 mph	10 mph Pace	23.7 - 33.7 mph
95th Percentile	35.2 mph	Percent in Pace	68.2 %

Location: FRONT ST / SO/ NEWPORT WAY NW
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 05

Tuesday, April 25, 2017
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	11	18	8	1	0	0	0	0	0	0	0	0	0	39
1:00 AM	0	0	0	1	7	7	0	1	0	0	0	0	0	0	0	0	0	16
2:00 AM	0	0	0	1	3	6	3	2	0	1	0	0	0	0	0	0	0	16
3:00 AM	0	0	1	2	4	3	3	1	0	1	0	0	0	0	0	0	0	15
4:00 AM	0	0	0	2	7	9	2	1	0	0	0	0	0	0	0	0	0	21
5:00 AM	0	0	0	0	22	32	7	0	0	0	0	0	0	0	0	0	0	61
6:00 AM	0	0	0	8	70	95	18	2	0	0	0	0	0	0	0	0	0	193
7:00 AM	0	5	0	26	157	155	29	1	0	0	0	0	0	0	0	0	0	373
8:00 AM	0	0	0	24	126	132	23	0	0	0	0	0	0	0	0	0	0	305
9:00 AM	5	3	19	35	145	116	11	3	0	0	0	0	0	0	0	0	0	337
10:00 AM	1	0	7	36	226	151	15	0	0	0	0	0	0	0	0	0	1	437
11:00 AM	0	0	2	42	198	160	17	1	0	0	0	0	0	0	0	0	0	420
12:00 PM	0	1	0	43	301	191	17	1	0	0	0	0	0	0	0	0	0	554
1:00 PM	0	0	0	51	307	198	24	3	0	0	0	0	0	0	0	0	0	583
2:00 PM	0	0	0	72	408	272	41	0	1	0	0	0	0	0	0	0	0	794
3:00 PM	255	86	34	136	303	171	19	1	0	0	0	0	0	0	0	0	0	1,005
4:00 PM	514	230	39	1	0	1	0	0	0	0	0	0	0	0	0	0	0	785
5:00 PM	516	383	65	6	0	0	4	0	0	0	3	0	0	0	0	0	0	977
6:00 PM	79	110	80	59	278	238	40	1	0	0	0	0	0	0	0	0	0	885
7:00 PM	0	0	0	13	244	282	29	4	0	0	0	0	0	0	0	0	0	572
8:00 PM	0	0	3	28	186	167	31	1	0	0	0	0	0	0	0	0	0	416
9:00 PM	0	0	0	14	148	150	20	0	1	0	0	0	0	0	0	0	0	333
10:00 PM	0	0	0	1	72	81	26	3	0	0	0	0	0	0	0	0	0	183
11:00 PM	0	0	1	0	27	31	19	2	0	0	0	0	0	0	0	0	0	80
Total	1,370	818	251	602	3,250	2,666	406	29	2	2	3	0	0	0	0	0	1	9,400
Percent	14.6%	8.7%	2.7%	6.4%	34.6%	28.4%	4.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	27.9 mph	Mean (Average) Speed	24.5 mph
85th Percentile	32.3 mph	10 mph Pace	24.5 - 34.5 mph
95th Percentile	34.8 mph	Percent in Pace	63.3 %

Location: FRONT ST / SO/ NEWPORT WAY NW
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 05

Wednesday, April 26, 2017
 Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	0	6	4	4	1	1	0	0	0	1	0	0	0	0	18
1:00 AM	0	0	0	0	0	5	3	1	0	0	0	0	0	0	0	0	0	9
2:00 AM	0	0	0	2	1	8	3	1	0	0	0	0	0	0	0	0	0	15
3:00 AM	0	0	0	0	14	32	14	3	1	0	0	0	0	0	0	0	0	64
4:00 AM	0	0	0	9	58	77	24	3	0	0	0	0	0	0	0	0	0	171
5:00 AM	0	9	9	67	338	244	34	2	0	0	0	0	0	0	0	0	0	703
6:00 AM	10	36	107	241	417	183	16	1	0	0	0	0	0	0	0	0	0	1,011
7:00 AM	0	4	17	118	429	302	36	8	1	0	0	0	0	0	0	0	0	915
8:00 AM	31	140	184	167	226	132	19	4	0	0	0	0	1	0	0	0	0	904
9:00 AM	43	100	132	161	201	125	16	2	0	0	0	0	0	0	0	0	1	781
10:00 AM	34	71	49	95	253	136	25	3	0	0	0	0	0	0	0	0	0	666
11:00 AM	3	11	47	113	220	140	16	2	0	0	0	0	0	0	0	0	0	552
12:00 PM	0	1	15	81	243	193	24	2	1	0	0	0	0	0	0	0	0	560
1:00 PM	0	5	9	65	231	121	30	1	0	0	0	0	0	0	0	0	0	462
2:00 PM	0	1	11	55	190	169	19	3	0	0	0	0	0	0	0	0	0	448
3:00 PM	0	1	18	99	243	95	7	1	0	0	0	0	0	0	0	0	0	464
4:00 PM	0	1	4	55	182	108	23	2	0	0	0	0	0	0	0	0	0	375
5:00 PM	0	1	3	49	149	90	12	1	0	0	0	0	0	0	0	0	0	305
6:00 PM	0	0	12	49	193	86	18	1	0	0	0	0	0	0	0	0	0	359
7:00 PM	0	0	3	15	91	91	25	4	0	0	0	0	0	0	0	0	0	229
8:00 PM	0	0	0	21	72	65	15	4	0	0	0	0	0	0	0	0	0	177
9:00 PM	0	0	0	0	39	55	11	5	0	0	0	0	0	0	0	0	0	110
10:00 PM	0	0	0	3	20	22	18	0	0	0	0	0	0	0	0	0	0	63
11:00 PM	0	0	0	0	6	9	8	0	1	0	0	0	0	0	0	0	0	24
Total	121	381	621	1,465	3,822	2,492	420	55	5	0	0	0	2	0	0	0	1	9,385
Percent	1.3%	4.1%	6.6%	15.6%	40.7%	26.6%	4.5%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	27.8 mph	Mean (Average) Speed	27.1 mph
85th Percentile	32.2 mph	10 mph Pace	23.6 - 33.6 mph
95th Percentile	35.0 mph	Percent in Pace	69.0 %

Location: FRONT ST / SO/ NEWPORT WAY NW
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 05

Wednesday, April 26, 2017
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	16	12	10	0	0	0	0	0	0	0	0	0	0	38
1:00 AM	0	0	0	0	6	17	2	1	0	0	0	0	0	0	0	0	0	26
2:00 AM	0	0	0	0	8	9	2	1	2	0	0	0	0	0	0	0	0	22
3:00 AM	0	0	1	0	5	6	4	3	1	0	0	0	0	0	0	0	0	20
4:00 AM	0	0	0	0	6	11	5	1	0	0	0	0	0	0	0	0	0	23
5:00 AM	0	0	0	2	8	47	14	2	0	0	0	0	0	0	0	0	0	73
6:00 AM	0	0	0	1	64	110	27	3	0	0	0	0	0	0	0	0	0	205
7:00 AM	0	0	0	12	77	175	38	5	0	0	0	0	0	0	0	0	0	307
8:00 AM	0	0	0	23	153	148	16	1	0	0	0	0	0	0	0	0	0	341
9:00 AM	0	1	27	57	251	155	24	5	0	0	0	0	0	0	0	0	0	520
10:00 AM	0	0	2	35	185	143	26	6	0	0	0	0	0	0	0	0	0	397
11:00 AM	0	0	2	14	174	171	35	4	0	0	0	0	0	0	0	0	0	400
12:00 PM	0	0	2	23	199	242	63	4	0	0	0	0	0	0	0	0	0	533
1:00 PM	1	1	5	44	320	242	45	3	3	0	0	0	0	0	0	0	0	664
2:00 PM	0	0	1	67	431	278	42	5	0	0	0	0	0	0	0	0	0	824
3:00 PM	140	396	121	142	179	68	13	0	0	0	0	0	0	0	0	0	0	1,059
4:00 PM	370	295	49	39	118	67	7	0	0	0	0	0	0	0	0	0	0	945
5:00 PM	364	425	106	9	1	1	0	0	0	0	0	0	0	0	0	0	0	906
6:00 PM	40	9	17	57	355	239	39	1	0	0	0	0	0	0	0	0	0	757
7:00 PM	0	0	1	50	337	188	18	3	0	0	0	0	0	0	0	0	0	597
8:00 PM	0	0	3	22	202	168	36	0	1	0	0	0	0	0	0	0	0	432
9:00 PM	0	0	0	20	146	121	20	3	0	0	0	0	0	0	0	0	0	310
10:00 PM	0	0	0	15	70	78	18	4	2	0	0	0	0	0	0	0	0	187
11:00 PM	0	0	0	5	33	36	27	3	1	0	0	0	0	0	0	0	0	105
Total	915	1,127	337	637	3,344	2,732	531	58	10	0	0	0	0	0	0	0	0	9,691
Percent	9.4%	11.6%	3.5%	6.6%	34.5%	28.2%	5.5%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	28.0 mph	Mean (Average) Speed	25.2 mph
85th Percentile	32.7 mph	10 mph Pace	24.4 - 34.4 mph
95th Percentile	35.4 mph	Percent in Pace	62.9 %

Location: FRONT ST / SO/ NEWPORT WAY NW
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 05

Thursday, April 27, 2017
 Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	11	3	5	0	0	0	0	0	0	0	0	0	0	20
1:00 AM	0	0	0	2	5	3	0	1	0	0	0	0	0	0	0	0	0	11
2:00 AM	0	0	0	0	3	8	2	1	0	0	0	0	0	0	0	0	0	14
3:00 AM	0	0	0	2	26	22	9	0	1	0	0	0	0	0	0	0	0	60
4:00 AM	0	0	0	5	68	67	14	2	0	0	0	0	0	0	0	0	0	156
5:00 AM	1	2	16	78	311	261	33	0	0	0	0	0	0	0	0	0	0	702
6:00 AM	10	36	62	200	414	231	27	3	0	0	0	0	0	0	0	0	0	983
7:00 AM	59	155	285	210	181	75	7	0	0	0	0	0	0	0	0	0	0	972
8:00 AM	31	209	300	280	140	39	7	0	0	0	0	0	0	0	0	0	0	1,006
9:00 AM	0	9	56	160	404	174	25	3	0	0	0	0	0	0	0	0	0	831
10:00 AM	5	14	47	113	287	142	19	1	0	0	0	0	0	0	0	0	0	628
11:00 AM	1	3	22	109	231	130	27	5	0	0	0	0	0	0	0	0	0	528
12:00 PM	0	1	6	38	192	162	40	1	0	0	0	0	0	0	0	0	0	440
1:00 PM	0	5	6	47	192	121	37	4	0	0	0	0	0	0	0	0	0	412
2:00 PM	29	37	51	135	201	102	30	1	0	0	0	0	0	0	0	0	0	586
3:00 PM	1	12	5	57	194	134	49	5	0	0	0	0	2	0	0	0	0	459
4:00 PM	0	2	7	46	140	88	24	1	0	0	0	0	0	0	0	0	0	308
5:00 PM	0	0	3	49	132	75	21	3	0	0	0	0	0	0	0	0	0	283
6:00 PM	0	2	1	18	90	107	21	7	0	0	0	0	0	0	0	0	0	246
7:00 PM	0	0	3	38	113	96	28	1	0	0	0	0	0	0	0	0	0	279
8:00 PM	0	1	0	8	73	84	32	2	1	0	0	0	0	0	0	0	0	201
9:00 PM	0	0	0	6	34	50	24	5	0	0	0	0	0	0	0	0	0	119
10:00 PM	0	0	0	6	28	34	8	4	0	0	0	0	0	0	0	0	0	80
11:00 PM	0	0	0	2	5	8	4	1	1	0	0	0	0	0	0	0	0	21
Total	137	488	870	1,610	3,475	2,216	493	51	3	0	0	0	2	0	0	0	0	9,345
Percent	1.5%	5.2%	9.3%	17.2%	37.2%	23.7%	5.3%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	27.2 mph	Mean (Average) Speed	26.4 mph
85th Percentile	32.1 mph	10 mph Pace	23.2 - 33.2 mph
95th Percentile	35.3 mph	Percent in Pace	64.2 %

Location: FRONT ST / SO/ NEWPORT WAY NW
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 05

Thursday, April 27, 2017
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	10	18	14	3	0	0	0	0	0	0	0	0	0	47
1:00 AM	1	0	0	0	11	14	5	0	0	0	0	0	0	0	0	0	0	31
2:00 AM	0	0	0	0	6	7	1	0	0	0	0	0	0	0	0	0	0	14
3:00 AM	0	0	1	0	5	5	1	0	0	0	0	0	0	0	0	0	0	12
4:00 AM	0	0	0	0	10	7	2	0	1	0	0	0	0	0	0	0	0	20
5:00 AM	0	0	0	3	20	45	14	1	0	0	0	0	0	0	0	0	0	83
6:00 AM	0	0	1	7	92	100	10	0	0	0	0	0	0	0	0	0	0	210
7:00 AM	2	1	13	37	165	160	23	0	0	0	0	0	0	0	0	0	0	401
8:00 AM	3	2	0	19	121	131	25	3	0	0	0	0	0	0	0	0	0	304
9:00 AM	1	0	3	22	180	104	14	2	0	0	0	0	0	0	0	0	0	326
10:00 AM	1	0	2	18	159	147	16	2	0	0	0	0	0	0	0	0	0	345
11:00 AM	0	0	1	33	240	180	18	2	0	0	0	0	0	0	0	0	0	474
12:00 PM	0	0	0	36	269	229	39	0	0	0	0	0	0	0	0	0	0	573
1:00 PM	2	0	1	31	317	263	22	3	0	0	0	0	0	0	0	0	0	639
2:00 PM	0	2	2	91	383	289	39	2	0	0	0	0	0	0	0	0	0	808
3:00 PM	0	0	7	109	368	450	83	8	0	0	0	0	0	0	0	0	0	1,025
4:00 PM	403	295	83	9	76	27	6	0	0	0	0	0	0	0	0	0	0	899
5:00 PM	461	410	45	2	2	0	2	0	0	0	0	0	0	0	0	0	0	922
6:00 PM	360	249	60	24	68	81	19	0	1	0	0	0	0	0	0	0	0	862
7:00 PM	0	0	6	28	327	240	47	2	0	0	0	0	0	0	0	0	0	650
8:00 PM	1	1	0	26	236	182	22	2	0	0	0	0	0	0	0	0	0	470
9:00 PM	0	0	0	8	144	156	26	3	0	0	0	0	0	0	0	0	0	337
10:00 PM	0	0	0	10	43	85	46	1	1	0	0	0	0	0	0	0	0	186
11:00 PM	0	0	1	3	34	51	28	0	0	0	0	0	0	0	0	0	0	117
Total	1,235	960	226	518	3,286	2,971	522	34	3	0	0	0	0	0	0	0	0	9,755
Percent	12.7%	9.8%	2.3%	5.3%	33.7%	30.5%	5.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	28.2 mph	Mean (Average) Speed	25 mph
85th Percentile	32.7 mph	10 mph Pace	24.8 - 34.8 mph
95th Percentile	35.3 mph	Percent in Pace	64.1 %

Location: FRONT ST / SO/ NEWPORT WAY NW
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 05

**Total Study Average
 Northbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	7	4	4	1	0	0	0	0	0	0	0	0	0	17
1:00 AM	0	0	0	1	4	4	2	1	0	0	0	0	0	0	0	0	0	12
2:00 AM	0	0	0	1	2	9	3	1	0	0	0	0	0	0	0	0	0	16
3:00 AM	0	0	0	2	19	26	11	2	1	0	0	0	0	0	0	0	0	61
4:00 AM	0	0	0	7	61	77	20	3	0	0	0	0	0	0	0	0	0	168
5:00 AM	1	6	17	66	330	249	32	1	0	0	0	0	0	0	0	0	0	702
6:00 AM	8	28	70	207	440	228	19	2	0	0	0	0	0	0	0	0	0	1,002
7:00 AM	22	62	121	161	337	195	26	3	0	0	0	0	0	0	0	0	0	927
8:00 AM	24	126	191	217	247	125	20	2	0	0	0	0	0	0	0	0	0	952
9:00 AM	35	103	160	192	248	110	14	2	0	0	0	0	0	0	0	0	0	864
10:00 AM	21	55	60	116	237	122	20	2	0	0	0	0	0	0	0	0	0	633
11:00 AM	1	5	26	103	237	133	20	2	0	0	0	0	0	0	0	0	0	527
12:00 PM	0	1	8	57	220	164	31	2	0	0	0	0	0	0	0	0	0	483
1:00 PM	0	3	6	58	207	127	29	2	0	0	0	0	0	0	0	0	0	432
2:00 PM	10	18	34	90	212	137	25	4	0	0	0	0	0	0	0	0	0	530
3:00 PM	0	6	9	64	194	112	31	3	0	0	0	0	1	0	0	0	0	420
4:00 PM	0	1	4	47	140	94	20	3	0	0	0	0	0	0	0	0	0	309
5:00 PM	0	0	3	42	135	80	17	3	0	0	0	0	0	0	0	0	0	280
6:00 PM	0	1	5	27	122	117	22	6	1	0	0	0	0	0	0	0	0	301
7:00 PM	0	0	3	22	102	93	22	3	0	0	0	0	0	0	0	0	0	245
8:00 PM	0	0	0	11	75	73	21	4	1	0	0	0	0	0	0	0	0	185
9:00 PM	0	0	0	4	37	49	22	5	0	0	0	0	0	0	0	0	0	117
10:00 PM	0	0	0	3	23	26	12	3	0	0	0	0	0	0	0	0	0	67
11:00 PM	0	0	0	1	8	8	5	1	1	0	0	0	0	0	0	0	0	24
Total	122	415	717	1,500	3,644	2,362	448	61	4	0	0	0	1	0	0	0	0	9,274
Percent	1.3%	4.5%	7.7%	16.2%	39.3%	25.5%	4.8%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	27.7 mph	Mean (Average) Speed	26.8 mph
85th Percentile	32.3 mph	10 mph Pace	23.2 - 33.2 mph
95th Percentile	35.1 mph	Percent in Pace	67.0 %

Location: FRONT ST / SO/ NEWPORT WAY NW
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 05

**Total Study Average
 Southbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	12	16	11	1	0	0	0	0	0	0	0	0	0	41
1:00 AM	0	0	0	0	8	13	2	1	0	0	0	0	0	0	0	0	0	24
2:00 AM	0	0	0	0	6	7	2	1	1	0	0	0	0	0	0	0	0	17
3:00 AM	0	0	1	1	5	5	3	1	0	0	0	0	0	0	0	0	0	16
4:00 AM	0	0	0	1	8	9	3	1	0	0	0	0	0	0	0	0	0	22
5:00 AM	0	0	0	2	17	41	12	1	0	0	0	0	0	0	0	0	0	73
6:00 AM	0	0	0	5	75	102	18	2	0	0	0	0	0	0	0	0	0	202
7:00 AM	1	2	4	25	133	163	30	2	0	0	0	0	0	0	0	0	0	360
8:00 AM	1	1	0	22	133	137	21	1	0	0	0	0	0	0	0	0	0	316
9:00 AM	2	1	16	38	192	125	16	3	0	0	0	0	0	0	0	0	0	393
10:00 AM	1	0	4	30	190	147	19	3	0	0	0	0	0	0	0	0	0	394
11:00 AM	0	0	2	30	204	170	23	2	0	0	0	0	0	0	0	0	0	431
12:00 PM	0	0	1	34	256	221	40	2	0	0	0	0	0	0	0	0	0	554
1:00 PM	1	0	2	42	315	234	30	3	1	0	0	0	0	0	0	0	0	628
2:00 PM	0	1	1	77	407	280	41	2	0	0	0	0	0	0	0	0	0	809
3:00 PM	132	161	54	129	283	230	38	3	0	0	0	0	0	0	0	0	0	1,030
4:00 PM	429	273	57	16	65	32	4	0	0	0	0	0	0	0	0	0	0	876
5:00 PM	447	406	72	6	1	0	2	0	0	0	1	0	0	0	0	0	0	935
6:00 PM	160	123	52	47	234	186	33	1	0	0	0	0	0	0	0	0	0	836
7:00 PM	0	0	2	30	303	237	31	3	0	0	0	0	0	0	0	0	0	606
8:00 PM	0	0	2	25	208	172	30	1	0	0	0	0	0	0	0	0	0	438
9:00 PM	0	0	0	14	146	142	22	2	0	0	0	0	0	0	0	0	0	326
10:00 PM	0	0	0	9	62	81	30	3	1	0	0	0	0	0	0	0	0	186
11:00 PM	0	0	1	3	31	39	25	2	0	0	0	0	0	0	0	0	0	101
Total	1,174	968	271	587	3,294	2,789	486	41	3	0	1	0	0	0	0	0	0	9,614
Percent	12.2%	10.1%	2.8%	6.1%	34.3%	29.0%	5.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	28.1 mph	Mean (Average) Speed	24.9 mph
85th Percentile	32.5 mph	10 mph Pace	24.4 - 34.4 mph
95th Percentile	35.2 mph	Percent in Pace	63.4 %

Location: FRONT ST / SO/ NEWPORT WAY NW
 Date Range: 4/25/2017 - 5/1/2017
 Site Code: 05

Time	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average		
	4/25/2017			4/26/2017			4/27/2017			4/28/2017			4/29/2017			4/30/2017			5/1/2017					
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	17	39	56	18	38	56	20	47	67	-	-	-	-	-	-	-	-	-	-	-	-	18	41	60
1:00 AM	13	16	29	9	26	35	11	31	42	-	-	-	-	-	-	-	-	-	-	-	-	11	24	35
2:00 AM	19	16	35	15	22	37	14	14	28	-	-	-	-	-	-	-	-	-	-	-	-	16	17	33
3:00 AM	57	15	72	64	20	84	60	12	72	-	-	-	-	-	-	-	-	-	-	-	-	60	16	76
4:00 AM	177	21	198	171	23	194	156	20	176	-	-	-	-	-	-	-	-	-	-	-	-	168	21	189
5:00 AM	700	61	761	703	73	776	702	83	785	-	-	-	-	-	-	-	-	-	-	-	-	702	72	774
6:00 AM	1,008	193	1,201	1,011	205	1,216	983	210	1,193	-	-	-	-	-	-	-	-	-	-	-	-	1,001	203	1,203
7:00 AM	895	373	1,268	915	307	1,222	972	401	1,373	-	-	-	-	-	-	-	-	-	-	-	-	927	360	1,288
8:00 AM	948	305	1,253	904	341	1,245	1,006	304	1,310	-	-	-	-	-	-	-	-	-	-	-	-	953	317	1,269
9:00 AM	984	337	1,321	781	520	1,301	831	326	1,157	-	-	-	-	-	-	-	-	-	-	-	-	865	394	1,260
10:00 AM	604	437	1,041	666	397	1,063	628	345	973	-	-	-	-	-	-	-	-	-	-	-	-	633	393	1,026
11:00 AM	503	420	923	552	400	952	528	474	1,002	-	-	-	-	-	-	-	-	-	-	-	-	528	431	959
12:00 PM	449	554	1,003	560	533	1,093	440	573	1,013	-	-	-	-	-	-	-	-	-	-	-	-	483	553	1,036
1:00 PM	422	583	1,005	462	664	1,126	412	639	1,051	-	-	-	-	-	-	-	-	-	-	-	-	432	629	1,061
2:00 PM	555	794	1,349	448	824	1,272	586	808	1,394	-	-	-	-	-	-	-	-	-	-	-	-	530	809	1,338
3:00 PM	336	1,005	1,341	464	1,059	1,523	459	1,025	1,484	-	-	-	-	-	-	-	-	-	-	-	-	420	1,030	1,449
4:00 PM	246	785	1,031	375	945	1,320	308	899	1,207	-	-	-	-	-	-	-	-	-	-	-	-	310	876	1,186
5:00 PM	251	977	1,228	305	906	1,211	283	922	1,205	-	-	-	-	-	-	-	-	-	-	-	-	280	935	1,215
6:00 PM	296	885	1,181	359	757	1,116	246	862	1,108	-	-	-	-	-	-	-	-	-	-	-	-	300	835	1,135
7:00 PM	225	572	797	229	597	826	279	650	929	-	-	-	-	-	-	-	-	-	-	-	-	244	606	851
8:00 PM	178	416	594	177	432	609	201	470	671	-	-	-	-	-	-	-	-	-	-	-	-	185	439	625
9:00 PM	121	333	454	110	310	420	119	337	456	-	-	-	-	-	-	-	-	-	-	-	-	117	327	443
10:00 PM	60	183	243	63	187	250	80	186	266	-	-	-	-	-	-	-	-	-	-	-	-	68	185	253
11:00 PM	26	80	106	24	105	129	21	117	138	-	-	-	-	-	-	-	-	-	-	-	-	24	101	124
Total	9,090	9,400	18,490	9,385	9,691	19,076	9,345	9,755	19,100	-	-	-	-	-	-	-	-	-	-	-	-	9,273	9,615	18,889
Percent	49%	51%	-	49%	51%	-	49%	51%	-	-	-	-	-	-	-	-	-	-	-	-	-	49%	51%	-

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

Vehicle Classification Report Summary

Location: 2ND AVE SE / N/O SE EVAN ST
Count Direction: Northbound / Southbound
Date Range: 4/25/2017 to 4/27/2017
Site Code: 06

	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Study Total														
Northbound	26	12,660	1,802	20	838	41	0	1	5	5	0	0	1	15,399
Percent	0.2%	82.2%	11.7%	0.1%	5.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	27	13,201	1,308	42	749	121	0	1	13	18	0	0	6	15,486
Percent	0.2%	85.2%	8.4%	0.3%	4.8%	0.8%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	100%
Total	53	25,861	3,110	62	1,587	162	0	2	18	23	0	0	7	30,885
Percent	0.2%	83.7%	10.1%	0.2%	5.1%	0.5%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Location: 2ND AVE SE / N/O SE EVAN ST
Date Range: 4/25/2017 to 4/27/2017
Site Code: 06

Tuesday, April 25, 2017
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
2:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	16	6	0	1	0	0	0	0	0	0	0	0	23
5:00 AM	1	94	18	0	11	0	0	0	0	0	0	0	0	124
6:00 AM	1	231	44	0	60	1	0	0	0	0	0	0	0	337
7:00 AM	0	419	49	1	26	1	0	0	0	0	0	0	0	496
8:00 AM	0	349	60	1	20	5	0	0	0	0	0	0	0	435
9:00 AM	1	332	67	0	21	3	0	0	0	0	0	0	0	424
10:00 AM	0	388	39	0	14	0	0	0	0	1	0	0	0	442
11:00 AM	0	117	25	0	16	1	0	0	0	0	0	0	0	159
12:00 PM	0	195	38	0	13	0	0	0	0	0	0	0	0	246
1:00 PM	1	132	29	1	23	1	0	0	0	0	0	0	0	187
2:00 PM	2	401	47	0	25	3	0	0	0	0	0	0	0	478
3:00 PM	3	354	45	2	24	2	0	0	0	0	0	0	0	430
4:00 PM	0	266	31	0	7	1	0	0	0	1	0	0	0	306
5:00 PM	0	256	40	0	9	0	0	0	0	0	0	0	0	305
6:00 PM	1	244	20	0	8	0	0	0	0	0	0	0	0	273
7:00 PM	0	187	37	0	8	0	0	0	0	0	0	0	0	232
8:00 PM	0	219	33	0	4	0	0	0	0	0	0	0	0	256
9:00 PM	0	77	16	0	2	1	0	0	0	0	0	0	0	96
10:00 PM	0	44	7	0	3	0	0	0	0	0	0	0	0	54
11:00 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
Total	10	4,339	654	5	296	19	0	0	0	2	0	0	0	5,325
Percent	0.2%	81.5%	12.3%	0.1%	5.6%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: 2ND AVE SE / N/O SE EVAN ST
Date Range: 4/25/2017 to 4/27/2017
Site Code: 06

Tuesday, April 25, 2017
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	12
1:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
2:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
3:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
4:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
5:00 AM	1	29	7	0	2	0	0	0	0	0	0	0	0	39
6:00 AM	1	270	8	3	8	1	0	0	0	0	0	0	0	291
7:00 AM	1	330	16	1	11	4	0	0	0	0	0	0	0	363
8:00 AM	0	300	21	5	23	5	0	0	1	0	0	0	1	356
9:00 AM	0	288	16	2	25	5	0	0	0	1	0	0	0	337
10:00 AM	0	497	34	0	9	12	0	0	1	1	0	0	0	554
11:00 AM	1	109	13	0	10	2	0	0	1	0	0	0	0	136
12:00 PM	1	179	18	0	11	2	0	0	0	0	0	0	0	211
1:00 PM	0	250	26	0	14	1	0	0	1	0	0	0	0	292
2:00 PM	1	310	39	3	15	2	0	0	0	1	0	0	0	371
3:00 PM	2	428	48	3	48	2	0	0	0	2	0	0	0	533
4:00 PM	4	390	57	1	43	2	0	0	0	1	0	0	0	498
5:00 PM	0	412	54	0	24	0	0	0	0	0	0	0	0	490
6:00 PM	1	419	31	0	14	2	0	0	0	1	0	0	0	468
7:00 PM	0	210	22	0	7	0	0	0	0	0	0	0	0	239
8:00 PM	0	88	17	0	2	0	0	0	0	0	0	0	0	107
9:00 PM	0	73	2	0	3	0	0	0	0	0	0	0	0	78
10:00 PM	0	30	2	0	0	0	0	0	0	0	0	0	0	32
11:00 PM	0	12	1	0	1	0	0	0	0	0	0	0	0	14
Total	13	4,652	437	18	271	40	0	0	4	7	0	0	1	5,443
Percent	0.2%	85.5%	8.0%	0.3%	5.0%	0.7%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	

Location: 2ND AVE SE / N/O SE EVAN ST
Date Range: 4/25/2017 to 4/27/2017
Site Code: 06

Wednesday, April 26, 2017
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	3	0	0	2	0	0	0	0	0	0	0	0	6
1:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
2:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
4:00 AM	0	13	6	0	1	0	0	0	0	0	0	0	0	20
5:00 AM	0	103	25	0	8	0	0	0	0	0	0	0	0	136
6:00 AM	0	188	29	0	23	0	0	0	0	0	0	0	1	241
7:00 AM	1	334	37	2	29	0	0	0	0	0	0	0	0	403
8:00 AM	0	414	46	1	30	1	0	0	0	0	0	0	0	492
9:00 AM	0	456	42	0	21	0	0	0	0	2	0	0	0	521
10:00 AM	0	257	50	1	18	1	0	0	0	0	0	0	0	327
11:00 AM	0	139	17	0	10	0	0	0	0	0	0	0	0	166
12:00 PM	0	220	38	0	25	0	0	0	0	0	0	0	0	283
1:00 PM	0	165	27	0	14	1	0	0	0	0	0	0	0	207
2:00 PM	0	133	28	1	11	1	0	0	0	0	0	0	0	174
3:00 PM	0	335	43	0	30	5	0	0	0	0	0	0	0	413
4:00 PM	0	403	48	0	23	4	0	0	1	0	0	0	0	479
5:00 PM	4	441	46	0	13	0	0	0	0	0	0	0	0	504
6:00 PM	1	162	29	0	0	0	0	0	0	0	0	0	0	192
7:00 PM	2	126	21	0	7	0	0	0	0	0	0	0	0	156
8:00 PM	0	46	6	0	1	0	0	0	0	0	0	0	0	53
9:00 PM	0	29	6	0	0	0	0	0	0	0	0	0	0	35
10:00 PM	0	33	4	0	0	0	0	0	0	0	0	0	0	37
11:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
Total	9	4,021	551	5	267	13	0	0	1	2	0	0	1	4,870
Percent	0.2%	82.6%	11.3%	0.1%	5.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: 2ND AVE SE / N/O SE EVAN ST
Date Range: 4/25/2017 to 4/27/2017
Site Code: 06

Wednesday, April 26, 2017
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
1:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
2:00 AM	0	7	0	0	1	0	0	0	0	0	0	0	0	8
3:00 AM	0	5	0	0	1	1	0	0	0	0	0	0	0	7
4:00 AM	0	7	2	0	1	0	0	0	0	0	0	0	0	10
5:00 AM	0	20	9	0	0	0	0	0	0	0	0	0	0	29
6:00 AM	0	92	9	0	4	0	0	0	0	0	0	0	0	105
7:00 AM	0	297	13	0	3	4	0	0	0	2	0	0	0	319
8:00 AM	0	351	22	1	14	2	0	0	0	0	0	0	0	390
9:00 AM	0	535	34	0	22	9	0	1	1	0	0	0	1	603
10:00 AM	0	167	9	5	8	1	0	0	1	0	0	0	0	191
11:00 AM	0	133	14	1	9	1	0	0	0	0	0	0	0	158
12:00 PM	0	239	27	0	7	0	0	0	0	0	0	0	0	273
1:00 PM	0	216	23	0	31	4	0	0	0	1	0	0	0	275
2:00 PM	0	236	40	2	25	4	0	0	1	0	0	0	1	309
3:00 PM	2	404	28	0	14	9	0	0	1	0	0	0	1	459
4:00 PM	4	398	45	1	38	6	0	0	0	1	0	0	0	493
5:00 PM	1	382	55	1	24	0	0	0	0	0	0	0	0	463
6:00 PM	0	283	36	0	11	0	0	0	0	0	0	0	0	330
7:00 PM	1	125	25	0	7	0	0	0	0	0	0	0	0	158
8:00 PM	0	75	15	0	4	0	0	0	0	0	0	0	0	94
9:00 PM	0	75	7	0	1	0	0	0	0	0	0	0	0	83
10:00 PM	0	23	0	0	1	0	0	0	0	0	0	0	0	24
11:00 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	17
Total	8	4,105	414	11	226	41	0	1	4	4	0	0	3	4,817
Percent	0.2%	85.2%	8.6%	0.2%	4.7%	0.9%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.1%	

Location: 2ND AVE SE / N/O SE EVAN ST
Date Range: 4/25/2017 to 4/27/2017
Site Code: 06

Thursday, April 27, 2017
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
1:00 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
2:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	14	5	0	2	0	0	0	0	0	0	0	0	21
5:00 AM	0	105	22	0	7	1	0	0	0	0	0	0	0	135
6:00 AM	0	259	30	3	48	0	0	0	0	0	0	0	0	340
7:00 AM	0	477	41	0	27	3	0	0	0	0	0	0	0	548
8:00 AM	0	407	55	2	22	1	0	1	0	0	0	0	0	488
9:00 AM	1	215	48	1	8	2	0	0	0	0	0	0	0	275
10:00 AM	0	222	29	0	18	0	0	0	0	0	0	0	0	269
11:00 AM	1	168	23	0	10	0	0	0	0	0	0	0	0	202
12:00 PM	1	107	26	0	11	0	0	0	0	0	0	0	0	145
1:00 PM	0	147	19	0	28	0	0	0	2	0	0	0	0	196
2:00 PM	3	414	44	2	24	1	0	0	0	0	0	0	0	488
3:00 PM	0	403	59	2	17	1	0	0	2	1	0	0	0	485
4:00 PM	1	264	29	0	10	0	0	0	0	0	0	0	0	304
5:00 PM	0	344	44	0	20	0	0	0	0	0	0	0	0	408
6:00 PM	0	342	45	0	8	0	0	0	0	0	0	0	0	395
7:00 PM	0	213	35	0	9	0	0	0	0	0	0	0	0	257
8:00 PM	0	65	13	0	2	0	0	0	0	0	0	0	0	80
9:00 PM	0	92	24	0	3	0	0	0	0	0	0	0	0	119
10:00 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	18
11:00 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
Total	7	4,300	597	10	275	9	0	1	4	1	0	0	0	5,204
Percent	0.1%	82.6%	11.5%	0.2%	5.3%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: 2ND AVE SE / N/O SE EVAN ST
Date Range: 4/25/2017 to 4/27/2017
Site Code: 06

Thursday, April 27, 2017
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	10
1:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
4:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
5:00 AM	0	46	7	0	1	0	0	0	0	0	0	0	0	54
6:00 AM	1	366	15	0	5	4	0	0	1	0	0	0	0	392
7:00 AM	0	440	21	2	9	7	0	0	0	2	0	0	0	481
8:00 AM	0	278	19	0	21	7	0	0	1	1	0	0	0	327
9:00 AM	0	124	10	2	20	1	0	0	1	0	0	0	0	158
10:00 AM	0	128	14	1	10	1	0	0	0	0	0	0	0	154
11:00 AM	0	176	19	0	13	1	0	0	0	0	0	0	0	209
12:00 PM	1	176	17	0	8	2	0	0	0	1	0	0	0	205
1:00 PM	0	220	28	3	12	2	0	0	0	0	0	0	0	265
2:00 PM	1	344	31	3	17	5	0	0	0	0	0	0	0	401
3:00 PM	1	405	47	2	36	6	0	0	1	1	0	0	0	499
4:00 PM	2	430	67	0	51	3	0	0	1	1	0	0	1	556
5:00 PM	0	430	47	0	19	0	0	0	0	1	0	0	0	497
6:00 PM	0	388	42	0	14	0	0	0	0	0	0	0	0	444
7:00 PM	0	238	43	0	4	0	0	0	0	0	0	0	1	286
8:00 PM	0	98	15	0	4	1	0	0	0	0	0	0	0	118
9:00 PM	0	78	7	0	6	0	0	0	0	0	0	0	0	91
10:00 PM	0	42	3	0	1	0	0	0	0	0	0	0	0	46
11:00 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	13
Total	6	4,444	457	13	252	40	0	0	5	7	0	0	2	5,226
Percent	0.1%	85.0%	8.7%	0.2%	4.8%	0.8%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	

Location: 2ND AVE SE / N/O SE EVAN ST
Date Range: 4/25/2017 to 4/27/2017
Site Code: 06

**Total Study Average
 Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
1:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
2:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	14	6	0	1	0	0	0	0	0	0	0	0	21
5:00 AM	0	101	22	0	9	0	0	0	0	0	0	0	0	132
6:00 AM	0	226	34	1	44	0	0	0	0	0	0	0	0	305
7:00 AM	0	410	42	1	27	1	0	0	0	0	0	0	0	481
8:00 AM	0	390	54	1	24	2	0	0	0	0	0	0	0	471
9:00 AM	1	334	52	0	17	2	0	0	0	1	0	0	0	407
10:00 AM	0	289	39	0	17	0	0	0	0	0	0	0	0	345
11:00 AM	0	141	22	0	12	0	0	0	0	0	0	0	0	175
12:00 PM	0	174	34	0	16	0	0	0	0	0	0	0	0	224
1:00 PM	0	148	25	0	22	1	0	0	1	0	0	0	0	197
2:00 PM	2	316	40	1	20	2	0	0	0	0	0	0	0	381
3:00 PM	1	364	49	1	24	3	0	0	1	0	0	0	0	443
4:00 PM	0	311	36	0	13	2	0	0	0	0	0	0	0	362
5:00 PM	1	347	43	0	14	0	0	0	0	0	0	0	0	405
6:00 PM	1	249	31	0	5	0	0	0	0	0	0	0	0	286
7:00 PM	1	175	31	0	8	0	0	0	0	0	0	0	0	215
8:00 PM	0	110	17	0	2	0	0	0	0	0	0	0	0	129
9:00 PM	0	66	15	0	2	0	0	0	0	0	0	0	0	83
10:00 PM	0	32	4	0	1	0	0	0	0	0	0	0	0	37
11:00 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
Total	7	4,219	600	5	280	13	0	0	2	1	0	0	0	5,127
Percent	0.1%	82.3%	11.7%	0.1%	5.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: 2ND AVE SE / N/O SE EVAN ST
Date Range: 4/25/2017 to 4/27/2017
Site Code: 06

**Total Study Average
 Southbound**

Time	FHWA Vehicle Classification													Total Volume	
	1	2	3	4	5	6	7	8	9	10	11	12	13		
12:00 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
1:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
2:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
5:00 AM	0	32	8	0	1	0	0	0	0	0	0	0	0	0	41
6:00 AM	1	243	11	1	6	2	0	0	0	0	0	0	0	0	264
7:00 AM	0	356	17	1	8	5	0	0	0	1	0	0	0	0	388
8:00 AM	0	310	21	2	19	5	0	0	1	0	0	0	0	0	358
9:00 AM	0	316	20	1	22	5	0	0	1	0	0	0	0	0	365
10:00 AM	0	264	19	2	9	5	0	0	1	0	0	0	0	0	300
11:00 AM	0	139	15	0	11	1	0	0	0	0	0	0	0	0	166
12:00 PM	1	198	21	0	9	1	0	0	0	0	0	0	0	0	230
1:00 PM	0	229	26	1	19	2	0	0	0	0	0	0	0	0	277
2:00 PM	1	297	37	3	19	4	0	0	0	0	0	0	0	0	361
3:00 PM	2	412	41	2	33	6	0	0	1	1	0	0	0	0	498
4:00 PM	3	406	56	1	44	4	0	0	0	1	0	0	0	0	515
5:00 PM	0	408	52	0	22	0	0	0	0	0	0	0	0	0	482
6:00 PM	0	363	36	0	13	1	0	0	0	0	0	0	0	0	413
7:00 PM	0	191	30	0	6	0	0	0	0	0	0	0	0	0	227
8:00 PM	0	87	16	0	3	0	0	0	0	0	0	0	0	0	106
9:00 PM	0	75	5	0	3	0	0	0	0	0	0	0	0	0	83
10:00 PM	0	32	2	0	1	0	0	0	0	0	0	0	0	0	35
11:00 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	0	14
Total	8	4,401	437	14	249	41	0	0	4	3	0	0	0	0	5,157
Percent	0.2%	85.3%	8.5%	0.3%	4.8%	0.8%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Location: 2ND AVE SE / N/O SE EVAN ST
Date Range: 4/25/2017 to 4/27/2017
Site Code: 06

**3-Day (Tuesday - Thursday) Average
 Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	4	0	0	1	0	0	0	0	0	0	0	0	6
1:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
2:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	15	6	0	1	0	0	0	0	0	0	0	0	22
5:00 AM	1	99	22	0	10	0	0	0	0	0	0	0	0	130
6:00 AM	1	210	37	0	42	1	0	0	0	0	0	0	1	289
7:00 AM	1	377	43	2	28	1	0	0	0	0	0	0	0	450
8:00 AM	0	382	53	1	25	3	0	0	0	0	0	0	0	464
9:00 AM	1	394	55	0	21	2	0	0	0	1	0	0	0	473
10:00 AM	0	323	45	1	16	1	0	0	0	1	0	0	0	385
11:00 AM	0	128	21	0	13	1	0	0	0	0	0	0	0	163
12:00 PM	0	208	38	0	19	0	0	0	0	0	0	0	0	265
1:00 PM	1	149	28	1	19	1	0	0	0	0	0	0	0	197
2:00 PM	1	267	38	1	18	2	0	0	0	0	0	0	0	326
3:00 PM	2	345	44	1	27	4	0	0	0	0	0	0	0	422
4:00 PM	0	335	40	0	15	3	0	0	1	1	0	0	0	393
5:00 PM	2	349	43	0	11	0	0	0	0	0	0	0	0	405
6:00 PM	1	203	25	0	4	0	0	0	0	0	0	0	0	233
7:00 PM	1	157	29	0	8	0	0	0	0	0	0	0	0	194
8:00 PM	0	133	20	0	3	0	0	0	0	0	0	0	0	155
9:00 PM	0	53	11	0	1	1	0	0	0	0	0	0	0	66
10:00 PM	0	39	6	0	2	0	0	0	0	0	0	0	0	46
11:00 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
Total	10	4,180	603	5	282	16	0	0	1	2	0	0	1	5,098
Percent	0.2%	82.0%	11.8%	0.1%	5.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: 2ND AVE SE / N/O SE EVAN ST
Date Range: 4/25/2017 to 4/27/2017
Site Code: 06

**3-Day (Tuesday - Thursday) Average
 Southbound**

Time	FHWA Vehicle Classification													Total Volume	
	1	2	3	4	5	6	7	8	9	10	11	12	13		
12:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
1:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
2:00 AM	0	6	1	0	1	0	0	0	0	0	0	0	0	0	7
3:00 AM	0	4	0	0	1	1	0	0	0	0	0	0	0	0	6
4:00 AM	0	6	2	0	1	0	0	0	0	0	0	0	0	0	8
5:00 AM	1	25	8	0	1	0	0	0	0	0	0	0	0	0	34
6:00 AM	1	181	9	2	6	1	0	0	0	0	0	0	0	0	198
7:00 AM	1	314	15	1	7	4	0	0	0	1	0	0	0	0	341
8:00 AM	0	326	22	3	19	4	0	0	1	0	0	0	0	1	373
9:00 AM	0	412	25	1	24	7	0	1	1	1	0	0	0	1	470
10:00 AM	0	332	22	3	9	7	0	0	1	1	0	0	0	0	373
11:00 AM	1	121	14	1	10	2	0	0	1	0	0	0	0	0	147
12:00 PM	1	209	23	0	9	1	0	0	0	0	0	0	0	0	242
1:00 PM	0	233	25	0	23	3	0	0	1	1	0	0	0	0	284
2:00 PM	1	273	40	3	20	3	0	0	1	1	0	0	0	1	340
3:00 PM	2	416	38	2	31	6	0	0	1	1	0	0	0	1	496
4:00 PM	4	394	51	1	41	4	0	0	0	1	0	0	0	0	496
5:00 PM	1	397	55	1	24	0	0	0	0	0	0	0	0	0	477
6:00 PM	1	351	34	0	13	1	0	0	0	1	0	0	0	0	399
7:00 PM	1	168	24	0	7	0	0	0	0	0	0	0	0	0	199
8:00 PM	0	82	16	0	3	0	0	0	0	0	0	0	0	0	101
9:00 PM	0	74	5	0	2	0	0	0	0	0	0	0	0	0	81
10:00 PM	0	27	1	0	1	0	0	0	0	0	0	0	0	0	28
11:00 PM	0	15	1	0	1	0	0	0	0	0	0	0	0	0	16
Total	11	4,379	426	15	249	41	0	1	4	6	0	0	0	2	5,130
Percent	0.2%	85.4%	8.3%	0.3%	4.8%	0.8%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Vehicle Speed Report Summary

Location: 2ND AVE SE / N/O SE EVAN ST
Count Direction: Northbound / Southbound
Date Range: 4/25/2017 to 4/27/2017
Site Code: 06

	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Study Total																		
Northbound	834	1,080	6,153	4,876	1,965	418	65	7	1	0	0	0	0	0	0	0	0	15,399
Percent	5.4%	7.0%	40.0%	31.7%	12.8%	2.7%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	550	2,335	6,990	3,540	1,721	319	25	6	0	0	0	0	0	0	0	0	0	15,486
Percent	3.6%	15.1%	45.1%	22.9%	11.1%	2.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	1,384	3,415	13,143	8,416	3,686	737	90	13	1	0	0	0	0	0	0	0	0	30,885
Percent	4.5%	11.1%	42.6%	27.2%	11.9%	2.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Northbound			Northbound		
50th Percentile (Median)	19.6	mph	Mean (Average) Speed	19.9	mph
85th Percentile	25.1	mph	10 mph Pace	15.2 - 25.2	mph
95th Percentile	28.5	mph	Percent in Pace	71.5	%
Southbound			Southbound		
50th Percentile (Median)	18.3	mph	Mean (Average) Speed	19.0	mph
85th Percentile	24.5	mph	10 mph Pace	13.8 - 23.8	mph
95th Percentile	27.8	mph	Percent in Pace	68.7	%

Location: 2ND AVE SE / N/O SE EVAN ST
Date Range: 4/25/2017 to 4/27/2017
Site Code: 06

Tuesday, April 25, 2017
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	3	0	0	1	0	0	0	0	0	0	0	0	0	5
1:00 AM	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
2:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	3	11	8	1	0	0	0	0	0	0	0	0	0	0	23
5:00 AM	0	0	3	18	67	34	1	1	0	0	0	0	0	0	0	0	0	124
6:00 AM	0	0	98	161	69	8	1	0	0	0	0	0	0	0	0	0	0	337
7:00 AM	2	42	344	104	4	0	0	0	0	0	0	0	0	0	0	0	0	496
8:00 AM	5	39	291	93	6	1	0	0	0	0	0	0	0	0	0	0	0	435
9:00 AM	1	26	276	110	11	0	0	0	0	0	0	0	0	0	0	0	0	424
10:00 AM	11	71	301	59	0	0	0	0	0	0	0	0	0	0	0	0	0	442
11:00 AM	1	14	75	61	7	1	0	0	0	0	0	0	0	0	0	0	0	159
12:00 PM	0	8	107	119	9	2	1	0	0	0	0	0	0	0	0	0	0	246
1:00 PM	0	9	97	72	7	2	0	0	0	0	0	0	0	0	0	0	0	187
2:00 PM	159	77	184	54	4	0	0	0	0	0	0	0	0	0	0	0	0	478
3:00 PM	37	36	254	91	11	1	0	0	0	0	0	0	0	0	0	0	0	430
4:00 PM	0	5	85	153	56	7	0	0	0	0	0	0	0	0	0	0	0	306
5:00 PM	0	4	36	161	84	19	1	0	0	0	0	0	0	0	0	0	0	305
6:00 PM	0	2	15	126	111	19	0	0	0	0	0	0	0	0	0	0	0	273
7:00 PM	0	0	22	101	83	22	4	0	0	0	0	0	0	0	0	0	0	232
8:00 PM	0	0	34	129	78	13	2	0	0	0	0	0	0	0	0	0	0	256
9:00 PM	0	0	9	36	41	8	2	0	0	0	0	0	0	0	0	0	0	96
10:00 PM	0	0	1	18	24	8	3	0	0	0	0	0	0	0	0	0	0	54
11:00 PM	0	0	0	2	4	2	1	0	0	0	0	0	0	0	0	0	0	9
Total	216	333	2,232	1,677	692	156	17	2	0	0	0	0	0	0	0	0	0	5,325
Percent	4.1%	6.3%	41.9%	31.5%	13.0%	2.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	19.6 mph	Mean (Average) Speed	20.1 mph
85th Percentile	25.2 mph	10 mph Pace	15.4 - 25.4 mph
95th Percentile	28.8 mph	Percent in Pace	73.4 %

Location: 2ND AVE SE / N/O SE EVAN ST
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 06

Tuesday, April 25, 2017
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	2	6	2	1	0	0	0	0	0	0	0	0	0	0	12
1:00 AM	0	0	0	3	1	2	0	1	0	0	0	0	0	0	0	0	0	7
2:00 AM	0	0	1	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
3:00 AM	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	6
5:00 AM	0	0	4	20	13	2	0	0	0	0	0	0	0	0	0	0	0	39
6:00 AM	0	24	132	105	27	3	0	0	0	0	0	0	0	0	0	0	0	291
7:00 AM	4	58	278	22	1	0	0	0	0	0	0	0	0	0	0	0	0	363
8:00 AM	13	62	251	28	2	0	0	0	0	0	0	0	0	0	0	0	0	356
9:00 AM	0	70	228	38	1	0	0	0	0	0	0	0	0	0	0	0	0	337
10:00 AM	53	307	170	20	3	1	0	0	0	0	0	0	0	0	0	0	0	554
11:00 AM	0	12	94	30	0	0	0	0	0	0	0	0	0	0	0	0	0	136
12:00 PM	1	14	157	37	2	0	0	0	0	0	0	0	0	0	0	0	0	211
1:00 PM	0	26	214	50	2	0	0	0	0	0	0	0	0	0	0	0	0	292
2:00 PM	6	90	252	22	1	0	0	0	0	0	0	0	0	0	0	0	0	371
3:00 PM	1	126	359	40	6	1	0	0	0	0	0	0	0	0	0	0	0	533
4:00 PM	128	45	100	185	35	4	1	0	0	0	0	0	0	0	0	0	0	498
5:00 PM	80	51	85	162	102	9	1	0	0	0	0	0	0	0	0	0	0	490
6:00 PM	0	0	39	222	178	29	0	0	0	0	0	0	0	0	0	0	0	468
7:00 PM	0	2	12	104	101	19	1	0	0	0	0	0	0	0	0	0	0	239
8:00 PM	0	0	9	40	43	13	2	0	0	0	0	0	0	0	0	0	0	107
9:00 PM	0	0	6	33	29	8	1	1	0	0	0	0	0	0	0	0	0	78
10:00 PM	0	0	4	7	17	4	0	0	0	0	0	0	0	0	0	0	0	32
11:00 PM	0	0	0	5	7	1	1	0	0	0	0	0	0	0	0	0	0	14
Total	286	887	2,396	1,179	581	102	10	2	0	0	0	0	0	0	0	0	0	5,443
Percent	5.3%	16.3%	44.0%	21.7%	10.7%	1.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	17.9 mph	Mean (Average) Speed	18.6 mph
85th Percentile	24.3 mph	10 mph Pace	13.4 - 23.4 mph
95th Percentile	27.7 mph	Percent in Pace	67.9 %

Location: 2ND AVE SE / N/O SE EVAN ST
Date Range: 4/25/2017 to 4/27/2017
Site Code: 06

Wednesday, April 26, 2017
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	0	1	2	0	2	0	0	0	0	0	0	0	0	0	0	6
1:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
4:00 AM	0	0	1	3	11	4	0	1	0	0	0	0	0	0	0	0	0	20
5:00 AM	0	0	3	23	78	28	2	1	1	0	0	0	0	0	0	0	0	136
6:00 AM	0	1	9	110	104	15	2	0	0	0	0	0	0	0	0	0	0	241
7:00 AM	0	9	237	149	8	0	0	0	0	0	0	0	0	0	0	0	0	403
8:00 AM	2	48	320	114	8	0	0	0	0	0	0	0	0	0	0	0	0	492
9:00 AM	16	82	363	57	3	0	0	0	0	0	0	0	0	0	0	0	0	521
10:00 AM	5	25	187	98	11	1	0	0	0	0	0	0	0	0	0	0	0	327
11:00 AM	1	5	82	66	9	3	0	0	0	0	0	0	0	0	0	0	0	166
12:00 PM	1	12	177	84	6	1	2	0	0	0	0	0	0	0	0	0	0	283
1:00 PM	0	4	107	82	11	2	1	0	0	0	0	0	0	0	0	0	0	207
2:00 PM	0	7	89	66	10	2	0	0	0	0	0	0	0	0	0	0	0	174
3:00 PM	162	53	143	54	1	0	0	0	0	0	0	0	0	0	0	0	0	413
4:00 PM	146	43	139	137	12	2	0	0	0	0	0	0	0	0	0	0	0	479
5:00 PM	0	2	133	288	73	8	0	0	0	0	0	0	0	0	0	0	0	504
6:00 PM	1	3	14	78	78	11	7	0	0	0	0	0	0	0	0	0	0	192
7:00 PM	0	0	6	63	74	9	4	0	0	0	0	0	0	0	0	0	0	156
8:00 PM	0	0	3	14	28	6	2	0	0	0	0	0	0	0	0	0	0	53
9:00 PM	0	0	1	13	12	6	3	0	0	0	0	0	0	0	0	0	0	35
10:00 PM	0	0	5	10	14	6	2	0	0	0	0	0	0	0	0	0	0	37
11:00 PM	0	0	2	2	6	2	0	0	0	0	0	0	0	0	0	0	0	12
Total	334	295	2,021	1,514	567	108	27	3	1	0	0	0	0	0	0	0	0	4,870
Percent	6.9%	6.1%	41.5%	31.1%	11.6%	2.2%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	19.5 mph	Mean (Average) Speed	19.6 mph
85th Percentile	24.8 mph	10 mph Pace	15.0 - 25.0 mph
95th Percentile	28.3 mph	Percent in Pace	72.5 %

Location: 2ND AVE SE / N/O SE EVAN ST
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 06

Wednesday, April 26, 2017
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	3	3	3	0	0	0	0	0	0	0	0	0	0	0	9
1:00 AM	0	0	1	1	5	2	0	1	0	0	0	0	0	0	0	0	0	10
2:00 AM	0	0	0	2	3	3	0	0	0	0	0	0	0	0	0	0	0	8
3:00 AM	0	0	0	2	2	2	0	1	0	0	0	0	0	0	0	0	0	7
4:00 AM	0	0	0	3	6	0	1	0	0	0	0	0	0	0	0	0	0	10
5:00 AM	0	0	1	13	12	3	0	0	0	0	0	0	0	0	0	0	0	29
6:00 AM	0	0	17	53	31	3	1	0	0	0	0	0	0	0	0	0	0	105
7:00 AM	0	19	262	38	0	0	0	0	0	0	0	0	0	0	0	0	0	319
8:00 AM	0	40	318	30	2	0	0	0	0	0	0	0	0	0	0	0	0	390
9:00 AM	63	315	209	15	1	0	0	0	0	0	0	0	0	0	0	0	0	603
10:00 AM	0	11	146	31	3	0	0	0	0	0	0	0	0	0	0	0	0	191
11:00 AM	0	11	120	26	1	0	0	0	0	0	0	0	0	0	0	0	0	158
12:00 PM	0	18	205	45	3	2	0	0	0	0	0	0	0	0	0	0	0	273
1:00 PM	2	31	194	40	7	1	0	0	0	0	0	0	0	0	0	0	0	275
2:00 PM	0	29	226	49	4	1	0	0	0	0	0	0	0	0	0	0	0	309
3:00 PM	6	119	293	38	3	0	0	0	0	0	0	0	0	0	0	0	0	459
4:00 PM	115	156	162	57	1	0	0	2	0	0	0	0	0	0	0	0	0	493
5:00 PM	21	14	134	207	74	13	0	0	0	0	0	0	0	0	0	0	0	463
6:00 PM	0	0	26	156	125	23	0	0	0	0	0	0	0	0	0	0	0	330
7:00 PM	0	0	5	68	71	14	0	0	0	0	0	0	0	0	0	0	0	158
8:00 PM	0	0	7	47	34	6	0	0	0	0	0	0	0	0	0	0	0	94
9:00 PM	0	0	3	28	43	9	0	0	0	0	0	0	0	0	0	0	0	83
10:00 PM	0	0	0	6	14	4	0	0	0	0	0	0	0	0	0	0	0	24
11:00 PM	0	0	1	2	10	4	0	0	0	0	0	0	0	0	0	0	0	17
Total	207	763	2,330	960	458	93	2	4	0	0	0	0	0	0	0	0	0	4,817
Percent	4.3%	15.8%	48.4%	19.9%	9.5%	1.9%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	17.9 mph	Mean (Average) Speed	18.6 mph
85th Percentile	23.9 mph	10 mph Pace	13.0 - 23.0 mph
95th Percentile	27.5 mph	Percent in Pace	69.6 %

Location: 2ND AVE SE / N/O SE EVAN ST
Date Range: 4/25/2017 to 4/27/2017
Site Code: 06

Thursday, April 27, 2017
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0	0	0	6
1:00 AM	0	0	1	3	0	2	0	0	0	0	0	0	0	0	0	0	0	6
2:00 AM	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	0	1	3	6	9	2	0	0	0	0	0	0	0	0	0	0	21
5:00 AM	0	0	2	24	74	31	4	0	0	0	0	0	0	0	0	0	0	135
6:00 AM	2	3	94	161	75	5	0	0	0	0	0	0	0	0	0	0	0	340
7:00 AM	13	156	331	45	3	0	0	0	0	0	0	0	0	0	0	0	0	548
8:00 AM	0	78	328	78	3	1	0	0	0	0	0	0	0	0	0	0	0	488
9:00 AM	4	13	121	132	4	1	0	0	0	0	0	0	0	0	0	0	0	275
10:00 AM	0	5	145	107	12	0	0	0	0	0	0	0	0	0	0	0	0	269
11:00 AM	0	7	97	84	13	1	0	0	0	0	0	0	0	0	0	0	0	202
12:00 PM	1	3	65	67	8	1	0	0	0	0	0	0	0	0	0	0	0	145
1:00 PM	0	15	113	63	5	0	0	0	0	0	0	0	0	0	0	0	0	196
2:00 PM	201	76	164	45	1	1	0	0	0	0	0	0	0	0	0	0	0	488
3:00 PM	62	84	238	91	10	0	0	0	0	0	0	0	0	0	0	0	0	485
4:00 PM	0	1	42	186	63	11	1	0	0	0	0	0	0	0	0	0	0	304
5:00 PM	1	3	72	219	105	8	0	0	0	0	0	0	0	0	0	0	0	408
6:00 PM	0	6	54	196	119	20	0	0	0	0	0	0	0	0	0	0	0	395
7:00 PM	0	1	20	113	101	19	2	1	0	0	0	0	0	0	0	0	0	257
8:00 PM	0	0	1	20	41	14	4	0	0	0	0	0	0	0	0	0	0	80
9:00 PM	0	0	8	44	46	18	2	1	0	0	0	0	0	0	0	0	0	119
10:00 PM	0	0	3	2	6	4	3	0	0	0	0	0	0	0	0	0	0	18
11:00 PM	0	0	0	0	3	5	2	0	0	0	0	0	0	0	0	0	0	10
Total	284	452	1,900	1,685	706	154	21	2	0	0	0	0	0	0	0	0	0	5,204
Percent	5.5%	8.7%	36.5%	32.4%	13.6%	3.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	19.9 mph	Mean (Average) Speed	20.0 mph
85th Percentile	25.3 mph	10 mph Pace	15.3 - 25.3 mph
95th Percentile	28.6 mph	Percent in Pace	68.9 %

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Date Range: 4/25/2017 to 4/27/2017
Site Code: 06

Thursday, April 27, 2017
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	3	2	3	1	0	0	0	0	0	0	0	0	0	0	10
1:00 AM	0	0	0	1	5	2	0	0	0	0	0	0	0	0	0	0	0	8
2:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	4	2	1	0	0	0	0	0	0	0	0	0	0	0	7
5:00 AM	0	1	7	26	17	3	0	0	0	0	0	0	0	0	0	0	0	54
6:00 AM	1	56	180	124	29	2	0	0	0	0	0	0	0	0	0	0	0	392
7:00 AM	50	255	160	16	0	0	0	0	0	0	0	0	0	0	0	0	0	481
8:00 AM	2	121	189	14	1	0	0	0	0	0	0	0	0	0	0	0	0	327
9:00 AM	0	11	117	30	0	0	0	0	0	0	0	0	0	0	0	0	0	158
10:00 AM	1	11	114	25	3	0	0	0	0	0	0	0	0	0	0	0	0	154
11:00 AM	0	26	141	39	3	0	0	0	0	0	0	0	0	0	0	0	0	209
12:00 PM	0	19	156	28	2	0	0	0	0	0	0	0	0	0	0	0	0	205
1:00 PM	0	15	202	46	2	0	0	0	0	0	0	0	0	0	0	0	0	265
2:00 PM	1	78	296	25	1	0	0	0	0	0	0	0	0	0	0	0	0	401
3:00 PM	2	69	341	79	7	1	0	0	0	0	0	0	0	0	0	0	0	499
4:00 PM	0	19	192	244	90	10	1	0	0	0	0	0	0	0	0	0	0	556
5:00 PM	0	0	85	266	132	14	0	0	0	0	0	0	0	0	0	0	0	497
6:00 PM	0	3	59	217	140	24	1	0	0	0	0	0	0	0	0	0	0	444
7:00 PM	0	1	20	118	110	35	2	0	0	0	0	0	0	0	0	0	0	286
8:00 PM	0	0	3	46	53	12	4	0	0	0	0	0	0	0	0	0	0	118
9:00 PM	0	0	1	29	55	4	2	0	0	0	0	0	0	0	0	0	0	91
10:00 PM	0	0	0	15	22	9	0	0	0	0	0	0	0	0	0	0	0	46
11:00 PM	0	0	0	5	5	2	1	0	0	0	0	0	0	0	0	0	0	13
Total	57	685	2,264	1,401	682	124	13	0	0	0	0	0	0	0	0	0	0	5,226
Percent	1.1%	13.1%	43.3%	26.8%	13.1%	2.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	18.8 mph	Mean (Average) Speed	19.8 mph
85th Percentile	25.0 mph	10 mph Pace	14.5 - 24.5 mph
95th Percentile	28.3 mph	Percent in Pace	70.4 %

Location: 2ND AVE SE / N/O SE EVAN ST
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 06

**Total Study Average
 Northbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	5
1:00 AM	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	0	1	3	9	7	1	0	0	0	0	0	0	0	0	0	0	21
5:00 AM	0	0	3	22	73	31	2	1	0	0	0	0	0	0	0	0	0	132
6:00 AM	1	1	67	144	83	9	1	0	0	0	0	0	0	0	0	0	0	306
7:00 AM	5	69	304	99	5	0	0	0	0	0	0	0	0	0	0	0	0	482
8:00 AM	2	55	313	95	6	1	0	0	0	0	0	0	0	0	0	0	0	472
9:00 AM	7	40	253	100	6	0	0	0	0	0	0	0	0	0	0	0	0	406
10:00 AM	5	34	211	88	8	0	0	0	0	0	0	0	0	0	0	0	0	346
11:00 AM	1	9	85	70	10	2	0	0	0	0	0	0	0	0	0	0	0	177
12:00 PM	1	8	116	90	8	1	1	0	0	0	0	0	0	0	0	0	0	225
1:00 PM	0	9	106	72	8	1	0	0	0	0	0	0	0	0	0	0	0	196
2:00 PM	120	53	146	55	5	1	0	0	0	0	0	0	0	0	0	0	0	380
3:00 PM	87	58	212	79	7	0	0	0	0	0	0	0	0	0	0	0	0	443
4:00 PM	49	16	89	159	44	7	0	0	0	0	0	0	0	0	0	0	0	364
5:00 PM	0	3	80	223	87	12	0	0	0	0	0	0	0	0	0	0	0	405
6:00 PM	0	4	28	133	103	17	2	0	0	0	0	0	0	0	0	0	0	287
7:00 PM	0	0	16	92	86	17	3	0	0	0	0	0	0	0	0	0	0	214
8:00 PM	0	0	13	54	49	11	3	0	0	0	0	0	0	0	0	0	0	130
9:00 PM	0	0	6	31	33	11	2	0	0	0	0	0	0	0	0	0	0	83
10:00 PM	0	0	3	10	15	6	3	0	0	0	0	0	0	0	0	0	0	37
11:00 PM	0	0	1	1	4	3	1	0	0	0	0	0	0	0	0	0	0	10
Total	278	359	2,053	1,625	656	140	20	1	0	0	0	0	0	0	0	0	0	5,132
Percent	5.4%	7.0%	40.0%	31.7%	12.8%	2.7%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	19.6 mph	Mean (Average) Speed	19.9 mph
85th Percentile	25.1 mph	10 mph Pace	15.2 - 25.2 mph
95th Percentile	28.5 mph	Percent in Pace	71.5 %

Location: 2ND AVE SE / N/O SE EVAN ST
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 06

**Total Study Average
 Southbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	3	4	3	1	0	0	0	0	0	0	0	0	0	0	12
1:00 AM	0	0	0	2	4	2	0	1	0	0	0	0	0	0	0	0	0	9
2:00 AM	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	0	0	3	4	1	0	0	0	0	0	0	0	0	0	0	0	8
5:00 AM	0	0	4	20	14	3	0	0	0	0	0	0	0	0	0	0	0	41
6:00 AM	0	27	110	94	29	3	0	0	0	0	0	0	0	0	0	0	0	263
7:00 AM	18	111	233	25	0	0	0	0	0	0	0	0	0	0	0	0	0	387
8:00 AM	5	74	253	24	2	0	0	0	0	0	0	0	0	0	0	0	0	358
9:00 AM	21	132	185	28	1	0	0	0	0	0	0	0	0	0	0	0	0	367
10:00 AM	18	110	143	25	3	0	0	0	0	0	0	0	0	0	0	0	0	299
11:00 AM	0	16	118	32	1	0	0	0	0	0	0	0	0	0	0	0	0	167
12:00 PM	0	17	173	37	2	1	0	0	0	0	0	0	0	0	0	0	0	230
1:00 PM	1	24	203	45	4	0	0	0	0	0	0	0	0	0	0	0	0	277
2:00 PM	2	66	258	32	2	0	0	0	0	0	0	0	0	0	0	0	0	360
3:00 PM	3	105	331	52	5	1	0	0	0	0	0	0	0	0	0	0	0	497
4:00 PM	81	73	151	162	42	5	1	1	0	0	0	0	0	0	0	0	0	516
5:00 PM	34	22	101	212	103	12	0	0	0	0	0	0	0	0	0	0	0	484
6:00 PM	0	1	41	198	148	25	0	0	0	0	0	0	0	0	0	0	0	413
7:00 PM	0	1	12	97	94	23	1	0	0	0	0	0	0	0	0	0	0	228
8:00 PM	0	0	6	44	43	10	2	0	0	0	0	0	0	0	0	0	0	105
9:00 PM	0	0	3	30	42	7	1	0	0	0	0	0	0	0	0	0	0	83
10:00 PM	0	0	1	9	18	6	0	0	0	0	0	0	0	0	0	0	0	34
11:00 PM	0	0	0	4	7	2	1	0	0	0	0	0	0	0	0	0	0	14
Total	183	779	2,327	1,180	574	107	8	2	0	0	0	0	0	0	0	0	0	5,160
Percent	3.5%	15.1%	45.1%	22.9%	11.1%	2.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	18.3 mph	Mean (Average) Speed	19.0 mph
85th Percentile	24.5 mph	10 mph Pace	13.8 - 23.8 mph
95th Percentile	27.8 mph	Percent in Pace	68.7 %

Location: 2ND AVE SE / N/O SE EVAN ST
 Date Range: 4/25/2017 - 5/1/2017
 Site Code: 06

Time	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average					
	4/25/2017			4/26/2017			4/27/2017			4/28/2017			4/29/2017			4/30/2017			5/1/2017								
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	5	12	17	6	9	15	6	10	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	10	16
1:00 AM	5	7	12	2	10	12	6	8	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	8	13
2:00 AM	2	5	7	3	8	11	4	2	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	5	8
3:00 AM	1	4	5	8	7	15	5	3	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	5	9
4:00 AM	23	6	29	20	10	30	21	7	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	8	29
5:00 AM	124	39	163	136	29	165	135	54	189	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	132	41	172
6:00 AM	337	291	628	241	105	346	340	392	732	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	306	263	569
7:00 AM	496	363	859	403	319	722	548	481	1,029	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	482	388	870
8:00 AM	435	356	791	492	390	882	488	327	815	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	472	358	829
9:00 AM	424	337	761	521	603	1,124	275	158	433	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	407	366	773
10:00 AM	442	554	996	327	191	518	269	154	423	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	346	300	646
11:00 AM	159	136	295	166	158	324	202	209	411	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	176	168	343
12:00 PM	246	211	457	283	273	556	145	205	350	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	225	230	454
1:00 PM	187	292	479	207	275	482	196	265	461	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	197	277	474
2:00 PM	478	371	849	174	309	483	488	401	889	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	380	360	740
3:00 PM	430	533	963	413	459	872	485	499	984	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	443	497	940
4:00 PM	306	498	804	479	493	972	304	556	860	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	363	516	879
5:00 PM	305	490	795	504	463	967	408	497	905	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	406	483	889
6:00 PM	273	468	741	192	330	522	395	444	839	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	287	414	701
7:00 PM	232	239	471	156	158	314	257	286	543	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	215	228	443
8:00 PM	256	107	363	53	94	147	80	118	198	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	130	106	236
9:00 PM	96	78	174	35	83	118	119	91	210	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	83	84	167
10:00 PM	54	32	86	37	24	61	18	46	64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	34	70
11:00 PM	9	14	23	12	17	29	10	13	23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	15	25
Total	5,325	5,443	10,768	4,870	4,817	9,687	5,204	5,226	10,430	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5,133	5,162	10,295
Percent	49%	51%	-	50%	50%	-	50%	50%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50%	50%	-

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

Vehicle Classification Report Summary

Location: ISSAQUAH HOBART RD / N/O SE 106TH PL
Count Direction: Northbound / Southbound
Date Range: 4/25/2017 to 4/27/2017
Site Code: 07

	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Study Total														
Northbound	71	22,488	5,039	12	2,770	34	0	13	14	19	1	0	18	30,479
Percent	0.2%	73.8%	16.5%	0.0%	9.1%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%	100%
Southbound	68	23,527	5,193	20	2,399	68	0	12	10	10	0	0	20	31,327
Percent	0.2%	75.1%	16.6%	0.1%	7.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	100%
Total	139	46,015	10,232	32	5,169	102	0	25	24	29	1	0	38	61,806
Percent	0.2%	74.5%	16.6%	0.1%	8.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Location: ISSAQUAH HOBART RD / N/O SE 106TH PL
Date Range: 4/25/2017 to 4/27/2017
Site Code: 07

Tuesday, April 25, 2017
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	15	0	0	3	0	0	0	0	0	0	0	0	18
1:00 AM	0	15	1	0	1	0	0	0	0	0	0	0	0	17
2:00 AM	0	13	4	0	1	0	0	0	0	0	0	0	0	18
3:00 AM	1	43	9	0	5	0	0	0	0	0	0	0	1	59
4:00 AM	0	131	40	0	16	0	0	0	0	0	0	0	0	187
5:00 AM	2	638	157	0	93	0	0	0	0	0	0	0	0	890
6:00 AM	4	836	192	0	131	0	0	0	0	0	0	0	0	1,163
7:00 AM	0	717	158	1	97	2	0	1	0	2	0	0	0	978
8:00 AM	2	846	187	1	113	0	0	0	1	0	0	0	0	1,150
9:00 AM	3	767	203	0	94	2	0	0	0	2	0	0	1	1,072
10:00 AM	1	421	100	0	62	1	0	1	0	1	0	0	0	587
11:00 AM	4	369	86	1	44	1	0	0	0	0	0	0	1	506
12:00 PM	0	310	78	1	46	0	0	0	0	1	0	0	1	437
1:00 PM	4	327	87	1	37	1	0	0	0	0	0	0	0	457
2:00 PM	1	323	72	0	39	2	0	0	0	1	0	0	1	439
3:00 PM	2	230	40	0	28	0	0	1	0	0	0	0	0	301
4:00 PM	0	317	51	1	34	0	0	0	0	0	0	0	0	403
5:00 PM	0	291	47	0	23	0	0	0	0	0	1	0	0	362
6:00 PM	2	279	61	0	17	0	0	2	0	0	0	0	0	361
7:00 PM	0	172	40	0	6	0	0	0	0	0	0	0	0	218
8:00 PM	0	135	14	0	7	0	0	0	0	0	0	0	0	156
9:00 PM	0	95	16	0	2	0	0	0	0	0	0	0	0	113
10:00 PM	0	54	10	0	5	0	0	0	0	0	0	0	1	70
11:00 PM	0	22	6	0	1	0	0	0	0	0	0	0	0	29
Total	26	7,366	1,659	6	905	9	0	5	1	7	1	0	6	9,991
Percent	0.3%	73.7%	16.6%	0.1%	9.1%	0.1%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.1%	

Location: ISSAQUAH HOBART RD / N/O SE 106TH PL
Date Range: 4/25/2017 to 4/27/2017
Site Code: 07

Tuesday, April 25, 2017
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	34	5	0	3	0	0	0	0	0	0	0	0	42
1:00 AM	1	20	2	0	0	0	0	0	0	0	0	0	0	23
2:00 AM	0	15	5	0	1	0	0	0	0	0	0	0	0	21
3:00 AM	0	10	1	0	4	0	0	0	0	0	0	0	0	15
4:00 AM	0	14	3	0	1	0	0	0	0	0	0	0	1	19
5:00 AM	1	41	14	0	5	0	0	0	0	0	0	0	1	62
6:00 AM	3	157	27	0	37	0	0	0	0	0	0	0	1	225
7:00 AM	0	228	47	0	15	1	0	0	0	0	0	0	2	293
8:00 AM	0	232	40	1	29	1	0	0	0	0	0	0	0	303
9:00 AM	2	245	69	0	25	3	0	0	1	1	0	0	0	346
10:00 AM	1	268	64	0	32	0	0	0	0	2	0	0	1	368
11:00 AM	0	279	90	1	42	1	0	1	0	0	0	0	0	414
12:00 PM	2	400	96	2	52	0	0	0	0	0	0	0	1	553
1:00 PM	1	410	127	0	87	0	0	0	1	0	0	0	0	626
2:00 PM	2	630	155	1	85	1	0	0	0	0	0	0	1	875
3:00 PM	2	827	213	0	104	5	0	0	2	1	0	0	2	1,156
4:00 PM	1	787	151	0	62	0	0	0	0	0	0	0	0	1,001
5:00 PM	4	891	173	0	69	5	0	0	0	0	0	0	0	1,142
6:00 PM	0	828	149	0	57	3	0	0	0	1	0	0	0	1,038
7:00 PM	1	527	81	0	29	0	0	0	0	0	0	0	0	638
8:00 PM	0	370	70	0	28	0	0	0	0	0	0	0	0	468
9:00 PM	0	281	49	0	11	0	0	0	0	0	0	0	0	341
10:00 PM	0	168	27	0	10	1	0	0	0	0	0	0	0	206
11:00 PM	2	56	19	0	5	0	0	0	0	0	0	0	0	82
Total	23	7,718	1,677	5	793	21	0	1	4	5	0	0	10	10,257
Percent	0.2%	75.2%	16.3%	0.0%	7.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	

Location: ISSAQUAH HOBART RD / N/O SE 106TH PL
Date Range: 4/25/2017 to 4/27/2017
Site Code: 07

Wednesday, April 26, 2017
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	13	0	0	5	0	0	0	0	0	0	0	0	18
1:00 AM	0	9	0	0	2	0	0	0	0	0	0	0	0	11
2:00 AM	0	12	3	0	1	0	0	0	0	0	0	0	0	16
3:00 AM	0	49	10	0	6	1	0	0	0	0	0	0	1	67
4:00 AM	0	133	39	0	18	1	0	0	1	0	0	0	0	192
5:00 AM	1	622	144	0	93	0	0	0	0	0	0	0	0	860
6:00 AM	2	821	186	0	130	0	0	0	0	0	0	0	1	1,140
7:00 AM	1	808	203	0	92	2	0	1	0	1	0	0	0	1,108
8:00 AM	2	807	182	0	86	1	0	0	1	0	0	0	2	1,081
9:00 AM	0	658	138	0	82	2	0	0	1	0	0	0	0	881
10:00 AM	2	473	129	0	78	1	0	0	0	0	0	0	1	684
11:00 AM	1	382	100	0	50	2	0	0	1	0	0	0	0	536
12:00 PM	0	392	99	0	31	1	0	1	0	0	0	0	1	525
1:00 PM	1	341	73	0	44	2	0	0	0	0	0	0	1	462
2:00 PM	1	292	77	0	36	0	0	0	0	0	0	0	1	407
3:00 PM	1	289	67	0	25	0	0	0	1	0	0	0	0	383
4:00 PM	0	366	56	0	44	0	0	0	0	0	0	0	0	466
5:00 PM	3	324	66	0	30	0	0	1	0	1	0	0	0	425
6:00 PM	1	301	59	0	16	0	0	0	0	0	0	0	0	377
7:00 PM	3	172	32	0	16	0	0	0	0	0	0	0	0	223
8:00 PM	0	140	18	0	13	0	0	0	0	0	0	0	0	171
9:00 PM	0	76	17	0	3	0	0	0	0	0	0	0	1	97
10:00 PM	1	43	6	0	4	0	0	0	0	0	0	0	0	54
11:00 PM	0	24	1	0	2	0	0	0	0	0	0	0	0	27
Total	20	7,547	1,705	0	907	13	0	3	5	2	0	0	9	10,211
Percent	0.2%	73.9%	16.7%	0.0%	8.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%

Location: ISSAQUAH HOBART RD / N/O SE 106TH PL
Date Range: 4/25/2017 to 4/27/2017
Site Code: 07

Wednesday, April 26, 2017
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	35	3	0	2	0	0	0	0	0	0	0	0	40
1:00 AM	0	26	8	0	0	0	0	0	0	0	0	0	0	34
2:00 AM	0	19	4	0	1	0	0	0	0	0	0	0	0	24
3:00 AM	0	21	2	0	2	0	0	0	0	0	0	0	0	25
4:00 AM	0	19	3	0	2	0	0	0	0	0	0	0	0	24
5:00 AM	0	55	21	0	5	0	0	0	0	0	0	0	0	81
6:00 AM	1	175	35	0	15	0	0	1	0	0	0	0	0	227
7:00 AM	0	256	44	0	29	1	0	0	0	0	0	0	1	331
8:00 AM	0	252	49	0	32	1	0	0	0	0	0	0	1	335
9:00 AM	2	211	83	0	29	1	0	1	0	0	0	0	0	327
10:00 AM	0	281	74	1	36	2	0	0	1	0	0	0	1	396
11:00 AM	0	280	79	0	43	0	0	0	0	0	0	0	0	402
12:00 PM	0	376	101	1	58	1	0	1	0	1	0	0	0	539
1:00 PM	2	465	134	2	71	1	0	0	1	0	0	0	1	677
2:00 PM	1	638	196	1	75	2	0	0	0	0	0	0	0	913
3:00 PM	2	867	216	0	91	3	0	0	0	0	0	0	1	1,180
4:00 PM	4	809	172	0	70	6	0	1	0	0	0	0	0	1,062
5:00 PM	4	862	173	0	76	7	0	1	0	1	0	0	0	1,124
6:00 PM	0	773	138	0	57	0	0	0	0	0	0	0	0	968
7:00 PM	1	506	105	0	17	0	0	0	0	0	0	0	0	629
8:00 PM	0	349	70	0	30	0	0	0	0	0	0	0	0	449
9:00 PM	0	267	37	0	13	0	0	0	0	0	0	0	0	317
10:00 PM	0	163	18	0	9	0	0	0	0	0	0	0	0	190
11:00 PM	1	80	16	0	4	0	0	0	0	0	0	0	0	101
Total	18	7,785	1,781	5	767	25	0	5	2	2	0	0	5	10,395
Percent	0.2%	74.9%	17.1%	0.0%	7.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: ISSAQUAH HOBART RD / N/O SE 106TH PL
Date Range: 4/25/2017 to 4/27/2017
Site Code: 07

Thursday, April 27, 2017
Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	15	1	0	2	0	0	0	0	0	0	0	0	18
1:00 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
2:00 AM	0	11	2	0	2	0	0	0	0	0	0	0	0	15
3:00 AM	1	43	10	0	8	0	0	0	0	0	0	0	0	62
4:00 AM	0	125	31	0	20	0	0	0	0	0	0	0	0	176
5:00 AM	1	613	166	0	98	1	0	1	1	0	0	0	1	882
6:00 AM	2	841	194	0	129	0	0	0	0	0	0	0	0	1,166
7:00 AM	2	742	150	2	100	2	0	0	2	1	0	0	0	1,001
8:00 AM	3	876	215	1	108	2	0	1	1	4	0	0	0	1,211
9:00 AM	2	677	149	1	89	3	0	1	2	0	0	0	1	925
10:00 AM	2	470	125	0	63	0	0	0	1	0	0	0	0	661
11:00 AM	3	423	98	0	49	1	0	0	0	1	0	0	0	575
12:00 PM	1	305	74	0	37	0	0	0	1	0	0	0	0	418
1:00 PM	1	303	79	1	47	1	0	1	0	0	0	0	0	433
2:00 PM	0	319	73	0	35	1	0	1	0	1	0	0	0	430
3:00 PM	2	341	64	1	37	1	0	0	0	1	0	0	0	447
4:00 PM	0	327	45	0	42	0	0	0	0	1	0	0	0	415
5:00 PM	2	311	53	0	36	0	0	0	0	0	0	0	0	402
6:00 PM	2	290	49	0	18	0	0	0	0	0	0	0	0	359
7:00 PM	1	209	41	0	20	0	0	0	0	1	0	0	0	272
8:00 PM	0	130	24	0	8	0	0	0	0	0	0	0	0	162
9:00 PM	0	99	14	0	6	0	0	0	0	0	0	0	1	120
10:00 PM	0	72	12	0	3	0	0	0	0	0	0	0	0	87
11:00 PM	0	20	5	0	1	0	0	0	0	0	0	0	0	26
Total	25	7,575	1,675	6	958	12	0	5	8	10	0	0	3	10,277
Percent	0.2%	73.7%	16.3%	0.1%	9.3%	0.1%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	

Location: ISSAQUAH HOBART RD / N/O SE 106TH PL
Date Range: 4/25/2017 to 4/27/2017
Site Code: 07

Thursday, April 27, 2017
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	43	4	0	1	0	0	0	0	0	0	0	0	48
1:00 AM	0	18	2	0	3	0	0	0	0	0	0	0	0	23
2:00 AM	0	14	4	0	0	0	0	0	0	0	0	0	0	18
3:00 AM	0	6	4	0	2	0	0	0	0	0	0	0	0	12
4:00 AM	0	20	0	0	1	0	0	0	0	0	0	0	0	21
5:00 AM	0	55	11	0	7	0	0	0	0	0	0	0	0	73
6:00 AM	2	165	25	1	37	0	0	0	1	0	0	0	1	232
7:00 AM	1	241	40	0	22	2	0	0	0	0	0	0	1	307
8:00 AM	0	226	37	1	23	0	0	0	0	0	0	0	1	288
9:00 AM	0	245	70	0	32	0	0	0	0	0	0	0	0	347
10:00 AM	1	245	59	0	36	2	0	1	1	0	0	0	0	345
11:00 AM	0	324	104	0	37	0	0	1	0	0	0	0	0	466
12:00 PM	2	408	100	3	42	0	0	0	0	0	0	0	0	555
1:00 PM	2	465	118	3	91	2	0	1	0	1	0	0	0	683
2:00 PM	3	704	175	1	84	0	0	0	0	0	0	0	0	967
3:00 PM	2	838	208	0	100	2	0	0	1	2	0	0	0	1,153
4:00 PM	2	823	164	0	91	6	0	1	1	0	0	0	0	1,088
5:00 PM	2	888	164	0	67	4	0	0	0	0	0	0	2	1,127
6:00 PM	4	822	140	1	62	4	0	0	0	0	0	0	0	1,033
7:00 PM	2	543	153	0	35	0	0	2	0	0	0	0	0	735
8:00 PM	0	382	71	0	32	0	0	0	0	0	0	0	0	485
9:00 PM	0	297	44	0	23	0	0	0	0	0	0	0	0	364
10:00 PM	3	159	22	0	6	0	0	0	0	0	0	0	0	190
11:00 PM	1	93	16	0	5	0	0	0	0	0	0	0	0	115
Total	27	8,024	1,735	10	839	22	0	6	4	3	0	0	5	10,675
Percent	0.3%	75.2%	16.3%	0.1%	7.9%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: ISSAQUAH HOBART RD / N/O SE 106TH PL
Date Range: 4/25/2017 to 4/27/2017
Site Code: 07

**Total Study Average
Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	14	0	0	3	0	0	0	0	0	0	0	0	17
1:00 AM	0	12	1	0	1	0	0	0	0	0	0	0	0	14
2:00 AM	0	12	3	0	1	0	0	0	0	0	0	0	0	16
3:00 AM	1	45	10	0	6	0	0	0	0	0	0	0	1	63
4:00 AM	0	130	37	0	18	0	0	0	0	0	0	0	0	185
5:00 AM	1	624	156	0	95	0	0	0	0	0	0	0	0	876
6:00 AM	3	833	191	0	130	0	0	0	0	0	0	0	0	1,157
7:00 AM	1	756	170	1	96	2	0	1	1	1	0	0	0	1,029
8:00 AM	2	843	195	1	102	1	0	0	1	1	0	0	1	1,147
9:00 AM	2	701	163	0	88	2	0	0	1	1	0	0	1	959
10:00 AM	2	455	118	0	68	1	0	0	0	0	0	0	0	644
11:00 AM	3	391	95	0	48	1	0	0	0	0	0	0	0	538
12:00 PM	0	336	84	0	38	0	0	0	0	0	0	0	1	459
1:00 PM	2	324	80	1	43	1	0	0	0	0	0	0	0	451
2:00 PM	1	311	74	0	37	1	0	0	0	1	0	0	1	426
3:00 PM	2	287	57	0	30	0	0	0	0	0	0	0	0	376
4:00 PM	0	337	51	0	40	0	0	0	0	0	0	0	0	428
5:00 PM	2	309	55	0	30	0	0	0	0	0	0	0	0	396
6:00 PM	2	290	56	0	17	0	0	1	0	0	0	0	0	366
7:00 PM	1	184	38	0	14	0	0	0	0	0	0	0	0	237
8:00 PM	0	135	19	0	9	0	0	0	0	0	0	0	0	163
9:00 PM	0	90	16	0	4	0	0	0	0	0	0	0	1	111
10:00 PM	0	56	9	0	4	0	0	0	0	0	0	0	0	69
11:00 PM	0	22	4	0	1	0	0	0	0	0	0	0	0	27
Total	25	7,497	1,682	3	923	9	0	2	3	4	0	0	6	10,154
Percent	0.2%	73.8%	16.6%	0.0%	9.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	

Note: Average only considered on days with 24-hours of data.

Location: ISSAQUAH HOBART RD / N/O SE 106TH PL
Date Range: 4/25/2017 to 4/27/2017
Site Code: 07

**Total Study Average
 Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	37	4	0	2	0	0	0	0	0	0	0	0	43
1:00 AM	0	21	4	0	1	0	0	0	0	0	0	0	0	26
2:00 AM	0	16	4	0	1	0	0	0	0	0	0	0	0	21
3:00 AM	0	12	2	0	3	0	0	0	0	0	0	0	0	17
4:00 AM	0	18	2	0	1	0	0	0	0	0	0	0	0	21
5:00 AM	0	50	15	0	6	0	0	0	0	0	0	0	0	71
6:00 AM	2	166	29	0	30	0	0	0	0	0	0	0	1	228
7:00 AM	0	242	44	0	22	1	0	0	0	0	0	0	1	310
8:00 AM	0	237	42	1	28	1	0	0	0	0	0	0	1	310
9:00 AM	1	234	74	0	29	1	0	0	0	0	0	0	0	339
10:00 AM	1	265	66	0	35	1	0	0	1	1	0	0	1	371
11:00 AM	0	294	91	0	41	0	0	1	0	0	0	0	0	427
12:00 PM	1	395	99	2	51	0	0	0	0	0	0	0	0	548
1:00 PM	2	447	126	2	83	1	0	0	1	0	0	0	0	662
2:00 PM	2	657	175	1	81	1	0	0	0	0	0	0	0	917
3:00 PM	2	844	212	0	98	3	0	0	1	1	0	0	1	1,162
4:00 PM	2	806	162	0	74	4	0	1	0	0	0	0	0	1,049
5:00 PM	3	880	170	0	71	5	0	0	0	0	0	0	1	1,130
6:00 PM	1	808	142	0	59	2	0	0	0	0	0	0	0	1,012
7:00 PM	1	525	113	0	27	0	0	1	0	0	0	0	0	667
8:00 PM	0	367	70	0	30	0	0	0	0	0	0	0	0	467
9:00 PM	0	282	43	0	16	0	0	0	0	0	0	0	0	341
10:00 PM	1	163	22	0	8	0	0	0	0	0	0	0	0	194
11:00 PM	1	76	17	0	5	0	0	0	0	0	0	0	0	99
Total	20	7,842	1,728	6	802	20	0	3	3	2	0	0	6	10,432
Percent	0.2%	75.2%	16.6%	0.1%	7.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	

Note: Average only considered on days with 24-hours of data.

Location: ISSAQUAH HOBART RD / N/O SE 106TH PL
Date Range: 4/25/2017 to 4/27/2017
Site Code: 07

**3-Day (Tuesday - Thursday) Average
 Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	14	0	0	4	0	0	0	0	0	0	0	0	18
1:00 AM	0	12	1	0	2	0	0	0	0	0	0	0	0	14
2:00 AM	0	13	4	0	1	0	0	0	0	0	0	0	0	17
3:00 AM	1	46	10	0	6	1	0	0	0	0	0	0	1	63
4:00 AM	0	132	40	0	17	1	0	0	1	0	0	0	0	190
5:00 AM	2	630	151	0	93	0	0	0	0	0	0	0	0	875
6:00 AM	3	829	189	0	131	0	0	0	0	0	0	0	1	1,152
7:00 AM	1	763	181	1	95	2	0	1	0	2	0	0	0	1,043
8:00 AM	2	827	185	1	100	1	0	0	1	0	0	0	1	1,116
9:00 AM	2	713	171	0	88	2	0	0	1	1	0	0	1	977
10:00 AM	2	447	115	0	70	1	0	1	0	1	0	0	1	636
11:00 AM	3	376	93	1	47	2	0	0	1	0	0	0	1	521
12:00 PM	0	351	89	1	39	1	0	1	0	1	0	0	1	481
1:00 PM	3	334	80	1	41	2	0	0	0	0	0	0	1	460
2:00 PM	1	308	75	0	38	1	0	0	0	1	0	0	1	423
3:00 PM	2	260	54	0	27	0	0	1	1	0	0	0	0	342
4:00 PM	0	342	54	1	39	0	0	0	0	0	0	0	0	435
5:00 PM	2	308	57	0	27	0	0	1	0	1	1	0	0	394
6:00 PM	2	290	60	0	17	0	0	1	0	0	0	0	0	369
7:00 PM	2	172	36	0	11	0	0	0	0	0	0	0	0	221
8:00 PM	0	138	16	0	10	0	0	0	0	0	0	0	0	164
9:00 PM	0	86	17	0	3	0	0	0	0	0	0	0	1	105
10:00 PM	1	49	8	0	5	0	0	0	0	0	0	0	1	62
11:00 PM	0	23	4	0	2	0	0	0	0	0	0	0	0	28
Total	23	7,457	1,682	3	906	11	0	4	3	5	1	0	8	10,101
Percent	0.2%	73.8%	16.7%	0.0%	9.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	

Location: ISSAQUAH HOBART RD / N/O SE 106TH PL
Date Range: 4/25/2017 to 4/27/2017
Site Code: 07

**3-Day (Tuesday - Thursday) Average
 Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	35	4	0	3	0	0	0	0	0	0	0	0	41
1:00 AM	1	23	5	0	0	0	0	0	0	0	0	0	0	29
2:00 AM	0	17	5	0	1	0	0	0	0	0	0	0	0	23
3:00 AM	0	16	2	0	3	0	0	0	0	0	0	0	0	20
4:00 AM	0	17	3	0	2	0	0	0	0	0	0	0	1	22
5:00 AM	1	48	18	0	5	0	0	0	0	0	0	0	1	72
6:00 AM	2	166	31	0	26	0	0	1	0	0	0	0	1	226
7:00 AM	0	242	46	0	22	1	0	0	0	0	0	0	2	312
8:00 AM	0	242	45	1	31	1	0	0	0	0	0	0	1	319
9:00 AM	2	228	76	0	27	2	0	1	1	1	0	0	0	337
10:00 AM	1	275	69	1	34	1	0	0	1	1	0	0	1	382
11:00 AM	0	280	85	1	43	1	0	1	0	0	0	0	0	408
12:00 PM	1	388	99	2	55	1	0	1	0	1	0	0	1	546
1:00 PM	2	438	131	1	79	1	0	0	1	0	0	0	1	652
2:00 PM	2	634	176	1	80	2	0	0	0	0	0	0	1	894
3:00 PM	2	847	215	0	98	4	0	0	1	1	0	0	2	1,168
4:00 PM	3	798	162	0	66	3	0	1	0	0	0	0	0	1,032
5:00 PM	4	877	173	0	73	6	0	1	0	1	0	0	0	1,133
6:00 PM	0	801	144	0	57	2	0	0	0	1	0	0	0	1,003
7:00 PM	1	517	93	0	23	0	0	0	0	0	0	0	0	634
8:00 PM	0	360	70	0	29	0	0	0	0	0	0	0	0	459
9:00 PM	0	274	43	0	12	0	0	0	0	0	0	0	0	329
10:00 PM	0	166	23	0	10	1	0	0	0	0	0	0	0	198
11:00 PM	2	68	18	0	5	0	0	0	0	0	0	0	0	92
Total	21	7,752	1,729	5	780	23	0	3	3	4	0	0	8	10,326
Percent	0.2%	75.1%	16.7%	0.0%	7.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	

Vehicle Speed Report Summary

Location: ISSAQUAH HOBART RD / N/O SE 106TH PL
Count Direction: Northbound / Southbound
Date Range: 4/25/2017 to 4/27/2017
Site Code: 07

	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Study Total																		
Northbound	285	260	267	345	551	2,411	9,283	11,702	4,711	587	63	12	2	0	0	0	0	30,479
Percent	0.9%	0.9%	0.9%	1.1%	1.8%	7.9%	30.5%	38.4%	15.5%	1.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	678	1,795	2,195	1,521	1,311	2,598	8,560	9,586	2,742	295	31	8	5	1	0	1	0	31,327
Percent	2.2%	5.7%	7.0%	4.9%	4.2%	8.3%	27.3%	30.6%	8.8%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	963	2,055	2,462	1,866	1,862	5,009	17,843	21,288	7,453	882	94	20	7	1	0	1	0	61,806
Percent	1.6%	3.3%	4.0%	3.0%	3.0%	8.1%	28.9%	34.4%	12.1%	1.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Northbound			Northbound		
50th Percentile (Median)	40.5	mph	Mean (Average) Speed	39.9	mph
85th Percentile	45.3	mph	10 mph Pace	36.0 - 46.0	mph
95th Percentile	48.0	mph	Percent in Pace	69.9	%
Southbound			Southbound		
50th Percentile (Median)	38.5	mph	Mean (Average) Speed	35.0	mph
85th Percentile	43.8	mph	10 mph Pace	35.5 - 45.5	mph
95th Percentile	46.6	mph	Percent in Pace	57.9	%

Location: ISSAQUAH HOBART RD / N/O SE 106TH PL
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 07

Tuesday, April 25, 2017
 Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	1	6	8	2	1	0	0	0	0	0	0	18
1:00 AM	0	0	0	0	0	0	0	7	5	5	0	0	0	0	0	0	0	17
2:00 AM	0	0	0	0	1	0	2	8	3	2	1	1	0	0	0	0	0	18
3:00 AM	0	0	0	0	0	0	16	19	16	6	2	0	0	0	0	0	0	59
4:00 AM	0	0	0	0	2	1	23	59	87	14	1	0	0	0	0	0	0	187
5:00 AM	0	0	0	0	2	125	330	297	129	7	0	0	0	0	0	0	0	890
6:00 AM	0	0	0	0	24	102	590	422	24	1	0	0	0	0	0	0	0	1,163
7:00 AM	51	58	66	47	41	173	385	146	10	1	0	0	0	0	0	0	0	978
8:00 AM	21	17	27	58	67	229	539	186	6	0	0	0	0	0	0	0	0	1,150
9:00 AM	7	11	11	21	44	94	347	442	93	2	0	0	0	0	0	0	0	1,072
10:00 AM	0	0	0	0	1	20	103	296	153	13	1	0	0	0	0	0	0	587
11:00 AM	0	0	0	0	0	6	102	250	132	16	0	0	0	0	0	0	0	506
12:00 PM	0	0	0	0	1	5	86	219	108	17	0	1	0	0	0	0	0	437
1:00 PM	0	0	0	1	1	12	74	259	102	8	0	0	0	0	0	0	0	457
2:00 PM	0	0	0	2	3	27	81	193	119	14	0	0	0	0	0	0	0	439
3:00 PM	0	0	0	1	7	22	53	148	62	8	0	0	0	0	0	0	0	301
4:00 PM	0	0	0	0	0	9	86	214	81	12	1	0	0	0	0	0	0	403
5:00 PM	0	0	0	0	2	11	67	186	83	13	0	0	0	0	0	0	0	362
6:00 PM	0	0	0	0	0	2	66	181	100	11	1	0	0	0	0	0	0	361
7:00 PM	0	0	0	0	2	4	17	100	79	10	6	0	0	0	0	0	0	218
8:00 PM	0	0	0	0	0	2	31	63	52	7	1	0	0	0	0	0	0	156
9:00 PM	0	0	0	0	0	1	36	42	25	9	0	0	0	0	0	0	0	113
10:00 PM	0	0	0	0	0	3	12	23	20	10	1	1	0	0	0	0	0	70
11:00 PM	0	0	0	0	0	1	7	11	6	4	0	0	0	0	0	0	0	29
Total	79	86	104	130	198	849	3,054	3,777	1,503	192	16	3	0	0	0	0	0	9,991
Percent	0.8%	0.9%	1.0%	1.3%	2.0%	8.5%	30.6%	37.8%	15.0%	1.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	40.4 mph	Mean (Average) Speed	39.7 mph
85th Percentile	45.2 mph	10 mph Pace	36.1 - 46.1 mph
95th Percentile	48.0 mph	Percent in Pace	69.0 %

Location: ISSAQUAH HOBART RD / N/O SE 106TH PL
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 07

Tuesday, April 25, 2017
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	1	4	19	11	6	1	0	0	0	0	0	0	42
1:00 AM	0	0	0	0	0	1	5	5	7	2	1	1	1	0	0	0	0	23
2:00 AM	0	0	0	0	1	1	1	5	7	5	0	1	0	0	0	0	0	21
3:00 AM	0	0	0	0	0	0	5	4	3	1	1	1	0	0	0	0	0	15
4:00 AM	0	0	0	0	0	0	0	8	8	3	0	0	0	0	0	0	0	19
5:00 AM	0	0	0	0	0	0	8	34	14	6	0	0	0	0	0	0	0	62
6:00 AM	0	0	1	1	1	4	72	91	48	7	0	0	0	0	0	0	0	225
7:00 AM	0	0	0	0	3	9	59	145	65	12	0	0	0	0	0	0	0	293
8:00 AM	0	0	0	0	7	10	102	140	42	2	0	0	0	0	0	0	0	303
9:00 AM	1	0	0	0	0	19	121	149	54	1	0	0	1	0	0	0	0	346
10:00 AM	0	0	0	0	0	4	101	192	64	7	0	0	0	0	0	0	0	368
11:00 AM	0	0	0	0	2	21	125	200	59	6	1	0	0	0	0	0	0	414
12:00 PM	0	0	0	0	2	33	195	241	74	8	0	0	0	0	0	0	0	553
1:00 PM	0	0	2	2	6	38	239	274	58	6	1	0	0	0	0	0	0	626
2:00 PM	0	0	8	5	10	88	327	345	88	4	0	0	0	0	0	0	0	875
3:00 PM	78	180	181	177	114	182	206	37	1	0	0	0	0	0	0	0	0	1,156
4:00 PM	101	210	223	104	94	113	146	9	0	1	0	0	0	0	0	0	0	1,001
5:00 PM	41	269	401	122	71	78	117	42	1	0	0	0	0	0	0	0	0	1,142
6:00 PM	70	106	103	82	99	211	253	103	11	0	0	0	0	0	0	0	0	1,038
7:00 PM	0	0	0	0	1	22	219	317	75	4	0	0	0	0	0	0	0	638
8:00 PM	0	0	0	0	0	13	144	251	58	2	0	0	0	0	0	0	0	468
9:00 PM	0	0	0	0	0	7	97	182	53	2	0	0	0	0	0	0	0	341
10:00 PM	0	0	0	0	0	2	32	107	56	5	3	0	1	0	0	0	0	206
11:00 PM	0	0	0	0	0	0	10	40	26	5	0	0	1	0	0	0	0	82
Total	291	765	919	493	411	857	2,588	2,940	883	95	8	3	4	0	0	0	0	10,257
Percent	2.8%	7.5%	9.0%	4.8%	4.0%	8.4%	25.2%	28.7%	8.6%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	38.0 mph	Mean (Average) Speed	33.9 mph
85th Percentile	43.7 mph	10 mph Pace	35.5 - 45.5 mph
95th Percentile	46.5 mph	Percent in Pace	53.9 %

Location: ISSAQUAH HOBART RD / N/O SE 106TH PL
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 07

Wednesday, April 26, 2017
 Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	3	3	7	4	1	0	0	0	0	0	0	18
1:00 AM	0	0	0	0	0	0	0	4	5	1	1	0	0	0	0	0	0	11
2:00 AM	0	0	0	0	0	0	5	5	4	1	1	0	0	0	0	0	0	16
3:00 AM	0	0	0	0	0	1	13	15	29	7	2	0	0	0	0	0	0	67
4:00 AM	0	0	0	0	1	5	32	82	50	19	3	0	0	0	0	0	0	192
5:00 AM	0	0	0	0	0	42	342	360	111	5	0	0	0	0	0	0	0	860
6:00 AM	0	0	0	1	16	185	620	309	9	0	0	0	0	0	0	0	0	1,140
7:00 AM	0	0	0	1	14	174	573	311	34	1	0	0	0	0	0	0	0	1,108
8:00 AM	33	32	39	50	71	148	446	241	21	0	0	0	0	0	0	0	0	1,081
9:00 AM	0	0	0	0	3	62	234	416	162	4	0	0	0	0	0	0	0	881
10:00 AM	0	0	0	0	0	11	165	343	151	13	1	0	0	0	0	0	0	684
11:00 AM	0	4	3	0	1	10	125	268	118	7	0	0	0	0	0	0	0	536
12:00 PM	0	0	0	0	0	8	97	284	118	16	2	0	0	0	0	0	0	525
1:00 PM	0	0	0	0	4	25	82	228	110	11	2	0	0	0	0	0	0	462
2:00 PM	0	0	0	0	0	4	49	186	152	14	1	0	1	0	0	0	0	407
3:00 PM	0	0	0	0	2	12	106	166	82	13	2	0	0	0	0	0	0	383
4:00 PM	0	0	0	4	2	43	158	195	58	5	1	0	0	0	0	0	0	466
5:00 PM	0	0	0	1	1	6	97	201	111	8	0	0	0	0	0	0	0	425
6:00 PM	0	0	0	0	3	7	59	177	114	15	2	0	0	0	0	0	0	377
7:00 PM	0	0	0	0	0	3	23	88	83	20	6	0	0	0	0	0	0	223
8:00 PM	0	0	0	0	0	1	39	74	49	7	0	0	1	0	0	0	0	171
9:00 PM	0	0	0	0	1	0	22	33	29	10	2	0	0	0	0	0	0	97
10:00 PM	0	0	0	0	0	2	7	16	15	10	1	3	0	0	0	0	0	54
11:00 PM	0	0	0	0	0	0	2	10	10	3	0	2	0	0	0	0	0	27
Total	33	36	42	57	119	749	3,299	4,015	1,632	194	28	5	2	0	0	0	0	10,211
Percent	0.3%	0.4%	0.4%	0.6%	1.2%	7.3%	32.3%	39.3%	16.0%	1.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	40.7 mph	Mean (Average) Speed	40.6 mph
85th Percentile	45.4 mph	10 mph Pace	36.0 - 46.0 mph
95th Percentile	48.1 mph	Percent in Pace	72.9 %

Location: ISSAQUAH HOBART RD / N/O SE 106TH PL
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 07

Wednesday, April 26, 2017
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	1	4	18	13	3	0	0	0	0	0	0	0	40
1:00 AM	0	0	0	0	0	1	2	13	13	4	0	0	1	0	0	0	0	34
2:00 AM	0	0	0	0	1	1	4	8	6	2	0	1	0	1	0	0	0	24
3:00 AM	0	0	0	0	2	2	4	6	4	5	1	1	0	0	0	0	0	25
4:00 AM	0	0	0	0	0	1	4	9	7	3	0	0	0	0	0	0	0	24
5:00 AM	0	0	0	0	0	2	9	43	20	7	0	0	0	0	0	0	0	81
6:00 AM	0	0	0	0	0	2	35	112	69	9	0	0	0	0	0	0	0	227
7:00 AM	0	0	0	0	0	12	76	156	74	13	0	0	0	0	0	0	0	331
8:00 AM	0	0	0	0	2	9	124	147	48	4	1	0	0	0	0	0	0	335
9:00 AM	0	0	1	0	6	10	99	159	47	4	1	0	0	0	0	0	0	327
10:00 AM	0	0	0	0	0	17	165	168	42	4	0	0	0	0	0	0	0	396
11:00 AM	0	0	0	0	1	10	119	224	42	6	0	0	0	0	0	0	0	402
12:00 PM	0	0	0	2	2	23	139	291	75	7	0	0	0	0	0	0	0	539
1:00 PM	0	1	3	10	26	53	237	302	42	3	0	0	0	0	0	0	0	677
2:00 PM	0	0	0	1	15	81	359	378	77	2	0	0	0	0	0	0	0	913
3:00 PM	14	49	59	89	146	324	368	117	14	0	0	0	0	0	0	0	0	1,180
4:00 PM	104	183	285	127	104	156	94	7	1	0	0	0	0	0	0	1	0	1,062
5:00 PM	29	137	188	200	106	153	258	51	2	0	0	0	0	0	0	0	0	1,124
6:00 PM	0	0	0	0	8	115	441	348	49	7	0	0	0	0	0	0	0	968
7:00 PM	0	0	0	0	0	25	172	333	90	7	2	0	0	0	0	0	0	629
8:00 PM	0	0	0	0	0	16	147	223	59	4	0	0	0	0	0	0	0	449
9:00 PM	0	0	0	0	2	14	84	153	57	5	2	0	0	0	0	0	0	317
10:00 PM	0	0	0	0	5	8	37	69	63	6	2	0	0	0	0	0	0	190
11:00 PM	0	0	0	0	0	1	18	37	31	12	2	0	0	0	0	0	0	101
Total	147	370	536	429	427	1,037	2,999	3,372	945	117	11	2	1	1	0	1	0	10,395
Percent	1.4%	3.6%	5.2%	4.1%	4.1%	10.0%	28.9%	32.4%	9.1%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	38.8 mph	Mean (Average) Speed	36.3 mph
85th Percentile	43.8 mph	10 mph Pace	35.1 - 45.1 mph
95th Percentile	46.8 mph	Percent in Pace	61.3 %

Location: ISSAQUAH HOBART RD / N/O SE 106TH PL
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 07

Thursday, April 27, 2017
 Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	1	10	6	1	0	0	0	0	0	0	0	18
1:00 AM	0	0	0	0	0	0	4	1	8	1	0	0	0	0	0	0	0	14
2:00 AM	0	0	0	0	0	1	3	5	4	1	1	0	0	0	0	0	0	15
3:00 AM	0	0	0	0	1	1	13	27	12	5	2	1	0	0	0	0	0	62
4:00 AM	0	0	0	0	1	4	38	62	58	12	1	0	0	0	0	0	0	176
5:00 AM	0	0	0	0	0	35	376	363	99	9	0	0	0	0	0	0	0	882
6:00 AM	0	0	0	3	68	284	607	197	7	0	0	0	0	0	0	0	0	1,166
7:00 AM	135	88	82	114	135	222	163	58	3	0	1	0	0	0	0	0	0	1,001
8:00 AM	38	50	37	40	23	124	551	327	21	0	0	0	0	0	0	0	0	1,211
9:00 AM	0	0	0	0	0	19	269	524	107	6	0	0	0	0	0	0	0	925
10:00 AM	0	0	0	0	1	9	116	362	157	16	0	0	0	0	0	0	0	661
11:00 AM	0	0	1	0	0	2	105	292	153	18	3	1	0	0	0	0	0	575
12:00 PM	0	0	0	0	1	11	58	206	133	8	1	0	0	0	0	0	0	418
1:00 PM	0	0	0	0	1	14	95	207	103	12	1	0	0	0	0	0	0	433
2:00 PM	0	0	0	0	0	24	74	221	105	6	0	0	0	0	0	0	0	430
3:00 PM	0	0	1	1	0	19	91	199	119	16	1	0	0	0	0	0	0	447
4:00 PM	0	0	0	0	0	15	92	202	97	9	0	0	0	0	0	0	0	415
5:00 PM	0	0	0	0	2	8	96	180	106	10	0	0	0	0	0	0	0	402
6:00 PM	0	0	0	0	0	4	72	193	69	18	2	1	0	0	0	0	0	359
7:00 PM	0	0	0	0	1	4	34	112	90	30	1	0	0	0	0	0	0	272
8:00 PM	0	0	0	0	0	6	31	72	42	8	3	0	0	0	0	0	0	162
9:00 PM	0	0	0	0	0	5	22	47	40	5	1	0	0	0	0	0	0	120
10:00 PM	0	0	0	0	0	1	16	34	28	7	1	0	0	0	0	0	0	87
11:00 PM	0	0	0	0	0	1	3	9	9	3	0	1	0	0	0	0	0	26
Total	173	138	121	158	234	813	2,930	3,910	1,576	201	19	4	0	0	0	0	0	10,277
Percent	1.7%	1.3%	1.2%	1.5%	2.3%	7.9%	28.5%	38.0%	15.3%	2.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	40.5 mph	Mean (Average) Speed	39.4 mph
85th Percentile	45.3 mph	10 mph Pace	36.2 - 46.2 mph
95th Percentile	48.1 mph	Percent in Pace	68.1 %

Location: ISSAQUAH HOBART RD / N/O SE 106TH PL
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 07

Thursday, April 27, 2017
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	1	6	18	17	6	0	0	0	0	0	0	0	48
1:00 AM	0	0	0	0	0	0	9	6	6	2	0	0	0	0	0	0	0	23
2:00 AM	0	0	0	0	0	0	2	9	5	1	1	0	0	0	0	0	0	18
3:00 AM	0	0	0	0	1	0	0	3	5	1	2	0	0	0	0	0	0	12
4:00 AM	0	0	0	0	0	0	0	9	7	4	0	1	0	0	0	0	0	21
5:00 AM	0	0	0	0	0	1	7	34	28	2	1	0	0	0	0	0	0	73
6:00 AM	0	0	3	0	9	6	86	83	40	5	0	0	0	0	0	0	0	232
7:00 AM	1	0	1	3	1	19	84	146	45	7	0	0	0	0	0	0	0	307
8:00 AM	0	0	0	0	0	6	87	137	52	4	2	0	0	0	0	0	0	288
9:00 AM	0	0	0	0	1	15	89	179	57	5	1	0	0	0	0	0	0	347
10:00 AM	0	0	0	0	1	4	109	163	63	5	0	0	0	0	0	0	0	345
11:00 AM	0	0	0	0	2	10	131	243	78	2	0	0	0	0	0	0	0	466
12:00 PM	0	0	0	0	11	28	178	269	64	4	1	0	0	0	0	0	0	555
1:00 PM	0	0	0	0	4	32	260	324	62	1	0	0	0	0	0	0	0	683
2:00 PM	1	4	20	15	24	83	411	336	72	1	0	0	0	0	0	0	0	967
3:00 PM	26	50	76	77	44	179	391	284	23	3	0	0	0	0	0	0	0	1,153
4:00 PM	89	246	315	220	114	50	52	2	0	0	0	0	0	0	0	0	0	1,088
5:00 PM	71	228	260	218	168	92	83	7	0	0	0	0	0	0	0	0	0	1,127
6:00 PM	52	132	65	66	92	125	366	127	8	0	0	0	0	0	0	0	0	1,033
7:00 PM	0	0	0	0	1	17	276	358	78	5	0	0	0	0	0	0	0	735
8:00 PM	0	0	0	0	0	21	172	233	57	2	0	0	0	0	0	0	0	485
9:00 PM	0	0	0	0	0	12	123	161	61	7	0	0	0	0	0	0	0	364
10:00 PM	0	0	0	0	0	2	33	91	52	7	3	2	0	0	0	0	0	190
11:00 PM	0	0	0	0	0	1	18	52	34	9	1	0	0	0	0	0	0	115
Total	240	660	740	599	473	704	2,973	3,274	914	83	12	3	0	0	0	0	0	10,675
Percent	2.2%	6.2%	6.9%	5.6%	4.4%	6.6%	27.9%	30.7%	8.6%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	38.5 mph	Mean (Average) Speed	34.8 mph
85th Percentile	43.7 mph	10 mph Pace	35.5 - 45.5 mph
95th Percentile	46.3 mph	Percent in Pace	58.6 %

Location: ISSAQUAH HOBART RD / N/O SE 106TH PL
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 07

**Total Study Average
Northbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	2	6	7	2	1	0	0	0	0	0	0	18
1:00 AM	0	0	0	0	0	0	1	4	6	2	0	0	0	0	0	0	0	13
2:00 AM	0	0	0	0	0	0	3	6	4	1	1	0	0	0	0	0	0	15
3:00 AM	0	0	0	0	0	1	14	20	19	6	2	0	0	0	0	0	0	62
4:00 AM	0	0	0	0	1	3	31	68	65	15	2	0	0	0	0	0	0	185
5:00 AM	0	0	0	0	1	67	349	340	113	7	0	0	0	0	0	0	0	877
6:00 AM	0	0	0	1	36	190	606	309	13	0	0	0	0	0	0	0	0	1,155
7:00 AM	62	49	49	54	63	190	374	172	16	1	0	0	0	0	0	0	0	1,030
8:00 AM	31	33	34	49	54	167	512	251	16	0	0	0	0	0	0	0	0	1,147
9:00 AM	2	4	4	7	16	58	283	461	121	4	0	0	0	0	0	0	0	960
10:00 AM	0	0	0	0	1	13	128	334	154	14	1	0	0	0	0	0	0	645
11:00 AM	0	1	1	0	0	6	111	270	134	14	1	0	0	0	0	0	0	538
12:00 PM	0	0	0	0	1	8	80	236	120	14	1	0	0	0	0	0	0	460
1:00 PM	0	0	0	0	2	17	84	231	105	10	1	0	0	0	0	0	0	450
2:00 PM	0	0	0	1	1	18	68	200	125	11	0	0	0	0	0	0	0	424
3:00 PM	0	0	0	1	3	18	83	171	88	12	1	0	0	0	0	0	0	377
4:00 PM	0	0	0	1	1	22	112	204	79	9	1	0	0	0	0	0	0	429
5:00 PM	0	0	0	0	2	8	87	189	100	10	0	0	0	0	0	0	0	396
6:00 PM	0	0	0	0	1	4	66	184	94	15	2	0	0	0	0	0	0	366
7:00 PM	0	0	0	0	1	4	25	100	84	20	4	0	0	0	0	0	0	238
8:00 PM	0	0	0	0	0	3	34	70	48	7	1	0	0	0	0	0	0	163
9:00 PM	0	0	0	0	0	2	27	41	31	8	1	0	0	0	0	0	0	110
10:00 PM	0	0	0	0	0	2	12	24	21	9	1	1	0	0	0	0	0	70
11:00 PM	0	0	0	0	0	1	4	10	8	3	0	1	0	0	0	0	0	27
Total	95	87	88	114	184	802	3,096	3,901	1,571	194	21	2	0	0	0	0	0	10,155
Percent	0.9%	0.9%	0.9%	1.1%	1.8%	7.9%	30.5%	38.4%	15.5%	1.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	40.5 mph	Mean (Average) Speed	39.9 mph
85th Percentile	45.3 mph	10 mph Pace	36.0 - 46.0 mph
95th Percentile	48.0 mph	Percent in Pace	69.9 %

Location: ISSAQUAH HOBART RD / N/O SE 106TH PL
 Date Range: 4/25/2017 to 4/27/2017
 Site Code: 07

**Total Study Average
 Southbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	1	5	18	14	5	0	0	0	0	0	0	0	43
1:00 AM	0	0	0	0	0	1	5	8	9	3	0	0	1	0	0	0	0	27
2:00 AM	0	0	0	0	1	1	2	7	6	3	0	1	0	0	0	0	0	21
3:00 AM	0	0	0	0	1	1	3	4	4	2	1	1	0	0	0	0	0	17
4:00 AM	0	0	0	0	0	0	1	9	7	3	0	0	0	0	0	0	0	20
5:00 AM	0	0	0	0	0	1	8	37	21	5	0	0	0	0	0	0	0	72
6:00 AM	0	0	1	0	3	4	64	95	52	7	0	0	0	0	0	0	0	226
7:00 AM	0	0	0	1	1	13	73	149	61	11	0	0	0	0	0	0	0	309
8:00 AM	0	0	0	0	3	8	104	141	47	3	1	0	0	0	0	0	0	307
9:00 AM	0	0	0	0	2	15	103	162	53	3	1	0	0	0	0	0	0	339
10:00 AM	0	0	0	0	0	8	125	174	56	5	0	0	0	0	0	0	0	368
11:00 AM	0	0	0	0	2	14	125	222	60	5	0	0	0	0	0	0	0	428
12:00 PM	0	0	0	1	5	28	171	267	71	6	0	0	0	0	0	0	0	549
1:00 PM	0	0	2	4	12	41	245	300	54	3	0	0	0	0	0	0	0	661
2:00 PM	0	1	9	7	16	84	366	353	79	2	0	0	0	0	0	0	0	917
3:00 PM	39	93	105	114	101	228	322	146	13	1	0	0	0	0	0	0	0	1,162
4:00 PM	98	213	274	150	104	106	97	6	0	0	0	0	0	0	0	0	0	1,048
5:00 PM	47	211	283	180	115	108	153	33	1	0	0	0	0	0	0	0	0	1,131
6:00 PM	41	79	56	49	66	150	353	193	23	2	0	0	0	0	0	0	0	1,012
7:00 PM	0	0	0	0	1	21	222	336	81	5	1	0	0	0	0	0	0	667
8:00 PM	0	0	0	0	0	17	154	236	58	3	0	0	0	0	0	0	0	468
9:00 PM	0	0	0	0	1	11	101	165	57	5	1	0	0	0	0	0	0	341
10:00 PM	0	0	0	0	2	4	34	89	57	6	3	1	0	0	0	0	0	196
11:00 PM	0	0	0	0	0	1	15	43	30	9	1	0	0	0	0	0	0	99
Total	225	597	730	506	436	866	2,851	3,193	914	97	9	3	1	0	0	0	0	10,428
Percent	2.2%	5.7%	7.0%	4.9%	4.2%	8.3%	27.3%	30.6%	8.8%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	38.5 mph	Mean (Average) Speed	35.0 mph
85th Percentile	43.8 mph	10 mph Pace	35.5 - 45.5 mph
95th Percentile	46.6 mph	Percent in Pace	57.9 %

Location: ISSAQUAH HOBART RD / N/O SE 106TH PL
 Date Range: 4/25/2017 - 5/1/2017
 Site Code: 07

Time	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average		
	4/25/2017			4/26/2017			4/27/2017			4/28/2017			4/29/2017			4/30/2017			5/1/2017					
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	18	42	60	18	40	58	18	48	66	-	-	-	-	-	-	-	-	-	-	-	-	18	43	61
1:00 AM	17	23	40	11	34	45	14	23	37	-	-	-	-	-	-	-	-	-	-	-	-	14	27	41
2:00 AM	18	21	39	16	24	40	15	18	33	-	-	-	-	-	-	-	-	-	-	-	-	16	21	37
3:00 AM	59	15	74	67	25	92	62	12	74	-	-	-	-	-	-	-	-	-	-	-	-	63	17	80
4:00 AM	187	19	206	192	24	216	176	21	197	-	-	-	-	-	-	-	-	-	-	-	-	185	21	206
5:00 AM	890	62	952	860	81	941	882	73	955	-	-	-	-	-	-	-	-	-	-	-	-	877	72	949
6:00 AM	1,163	225	1,388	1,140	227	1,367	1,166	232	1,398	-	-	-	-	-	-	-	-	-	-	-	-	1,156	228	1,384
7:00 AM	978	293	1,271	1,108	331	1,439	1,001	307	1,308	-	-	-	-	-	-	-	-	-	-	-	-	1,029	310	1,339
8:00 AM	1,150	303	1,453	1,081	335	1,416	1,211	288	1,499	-	-	-	-	-	-	-	-	-	-	-	-	1,147	309	1,456
9:00 AM	1,072	346	1,418	881	327	1,208	925	347	1,272	-	-	-	-	-	-	-	-	-	-	-	-	959	340	1,299
10:00 AM	587	368	955	684	396	1,080	661	345	1,006	-	-	-	-	-	-	-	-	-	-	-	-	644	370	1,014
11:00 AM	506	414	920	536	402	938	575	466	1,041	-	-	-	-	-	-	-	-	-	-	-	-	539	427	966
12:00 PM	437	553	990	525	539	1,064	418	555	973	-	-	-	-	-	-	-	-	-	-	-	-	460	549	1,009
1:00 PM	457	626	1,083	462	677	1,139	433	683	1,116	-	-	-	-	-	-	-	-	-	-	-	-	451	662	1,113
2:00 PM	439	875	1,314	407	913	1,320	430	967	1,397	-	-	-	-	-	-	-	-	-	-	-	-	425	918	1,344
3:00 PM	301	1,156	1,457	383	1,180	1,563	447	1,153	1,600	-	-	-	-	-	-	-	-	-	-	-	-	377	1,163	1,540
4:00 PM	403	1,001	1,404	466	1,062	1,528	415	1,088	1,503	-	-	-	-	-	-	-	-	-	-	-	-	428	1,050	1,478
5:00 PM	362	1,142	1,504	425	1,124	1,549	402	1,127	1,529	-	-	-	-	-	-	-	-	-	-	-	-	396	1,131	1,527
6:00 PM	361	1,038	1,399	377	968	1,345	359	1,033	1,392	-	-	-	-	-	-	-	-	-	-	-	-	366	1,013	1,379
7:00 PM	218	638	856	223	629	852	272	735	1,007	-	-	-	-	-	-	-	-	-	-	-	-	238	667	905
8:00 PM	156	468	624	171	449	620	162	485	647	-	-	-	-	-	-	-	-	-	-	-	-	163	467	630
9:00 PM	113	341	454	97	317	414	120	364	484	-	-	-	-	-	-	-	-	-	-	-	-	110	341	451
10:00 PM	70	206	276	54	190	244	87	190	277	-	-	-	-	-	-	-	-	-	-	-	-	70	195	266
11:00 PM	29	82	111	27	101	128	26	115	141	-	-	-	-	-	-	-	-	-	-	-	-	27	99	127
Total	9,991	10,257	20,248	10,211	10,395	20,606	10,277	10,675	20,952	-	-	-	-	-	-	-	-	-	-	-	-	10,160	10,442	20,602
Percent	49%	51%	-	50%	50%	-	49%	51%	-	-	-	-	-	-	-	-	-	-	-	-	-	49%	51%	-

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

King County, WA

6038W Weekly Volume Report - Mon 10/03/2016 - Sun 10/09/2016

Location ID:	6038W
Located On:	CEDAR GROVE RD
Direction	2-WAY
Community:	6
AADT:	4683

Type:	SPOT
AT:	ISS HOBART RD
Period:	Mon 10/03/2016 - Sun 10/09/2016

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg
12:00 AM			12	14				13
1:00 AM			8	13				11
2:00 AM			10	5				8
3:00 AM			16	20				18
4:00 AM			49	42				46
5:00 AM			199	212				206
6:00 AM			433	392				413
7:00 AM			107	56				82
8:00 AM			169	293				231
9:00 AM			334	349				342
10:00 AM			277	298				288
11:00 AM			276	302				289
12:00 PM			273	320				297
1:00 PM			283	286				285
2:00 PM			290	353				322
3:00 PM			309	334				322
4:00 PM			330	333				332
5:00 PM			354	349				352
6:00 PM			328	320				324
7:00 PM			199	218				209
8:00 PM			138	127				133
9:00 PM			109	104				107
10:00 PM			53	61				57
11:00 PM			23	35				29
Total	0	0	4579	4836	0	0	0	
24HrTotal			4579	4836				4708
AM Pk Hr			6:00	6:00				
AM Peak			433	392				413
PM Pk Hr			5:00	2:00				
PM Peak			354	353				354
% Peak Hr			9.46%	8.11%				8.50%
% Peak Hr			9.46%	8.11%				8.78%

King County, WA

6038W_EB Weekly Volume Report - Mon 10/03/2016 - Sun 10/09/2016

Location ID:	6038W_EB
Located On:	CEDAR GROVE RD
Direction:	EB
Community:	6
AADT:	2389

Type:	SPOT
AT:	ISS HOBART RD
Period:	Mon 10/03/2016 - Sun 10/09/2016

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg
12:00 AM			4	2				3
1:00 AM			1	5				3
2:00 AM			4	1				3
3:00 AM			13	14				14
4:00 AM			40	36				38
5:00 AM			165	177				171
6:00 AM			398	346				372
7:00 AM			45	4				25
8:00 AM			85	179				132
9:00 AM			227	235				231
10:00 AM			166	196				181
11:00 AM			162	153				158
12:00 PM			135	149				142
1:00 PM			123	136				130
2:00 PM			111	140				126
3:00 PM			115	125				120
4:00 PM			101	117				109
5:00 PM			105	118				112
6:00 PM			108	93				101
7:00 PM			52	57				55
8:00 PM			35	43				39
9:00 PM			36	29				33
10:00 PM			18	12				15
11:00 PM			6	13				10
Total	0	0	2255	2380	0	0	0	
24HrTotal				2255	2380			2318
AM Pk Hr			6:00	6:00				
AM Peak			398	346				372
PM Pk Hr			12:00	12:00				
PM Peak			135	149				142
% Peak Hr			17.65%	14.54%				16.50%
% Peak Hr				17.65%	14.54%			16.09%

King County, WA

6038W_WB Weekly Volume Report - Mon 10/03/2016 - Sun 10/09/2016

Location ID:	6038W_WB
Located On:	CEDAR GROVE RD
Direction:	WB
Community:	6
AADT:	2294

Type:	SPOT
AT:	ISS HOBART RD
Period:	Mon 10/03/2016 - Sun 10/09/2016

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg
12:00 AM			8	12				10
1:00 AM			7	8				8
2:00 AM			6	4				5
3:00 AM			3	6				5
4:00 AM			9	6				8
5:00 AM			34	35				35
6:00 AM			35	46				41
7:00 AM			62	52				57
8:00 AM			84	114				99
9:00 AM			107	114				111
10:00 AM			111	102				107
11:00 AM			114	149				132
12:00 PM			138	171				155
1:00 PM			160	150				155
2:00 PM			179	213				196
3:00 PM			194	209				202
4:00 PM			229	216				223
5:00 PM			249	231				240
6:00 PM			220	227				224
7:00 PM			147	161				154
8:00 PM			103	84				94
9:00 PM			73	75				74
10:00 PM			35	49				42
11:00 PM			17	22				20
Total	0	0	2324	2456	0	0	0	
24HrTotal				2324	2456			2390
AM Pk Hr			11:00	11:00				
AM Peak			114	149				132
PM Pk Hr			5:00	5:00				
PM Peak			249	231				240
% Peak Hr			10.71%	9.41%				10.00%
% Peak Hr			10.71%	9.41%				10.06%

King County, WA

6054S Weekly Volume Report - Mon 10/03/2016 - Sun 10/09/2016

Location ID:	6054S
Located On:	ISSAQUAH HOBART RD SE
Direction	2-WAY
Community:	6
AADT:	16001

Type:	SPOT
AT:	TIGER 233 WY SE
Period:	Mon 10/03/2016 - Sun 10/09/2016

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg
12:00 AM			44	63				54
1:00 AM			37	36				37
2:00 AM			28	31				30
3:00 AM			61	59				60
4:00 AM			203	209				206
5:00 AM			943	962				953
6:00 AM			1143	1029				1086
7:00 AM			894	752				823
8:00 AM			833	940				887
9:00 AM			1025	1074				1050
10:00 AM			885	869				877
11:00 AM			814	849				832
12:00 PM			843	873				858
1:00 PM			956	970				963
2:00 PM			1129	1234				1182
3:00 PM			1422	1476				1449
4:00 PM			1422	1406				1414
5:00 PM			1411	1404				1408
6:00 PM			1262	1333				1298
7:00 PM			760	816				788
8:00 PM			484	430				457
9:00 PM			374	372				373
10:00 PM			197	208				203
11:00 PM			104	105				105
Total	0	0	17274	17500	0	0	0	
24HrTotal			17274	17500				17387
AM Pk Hr			6:00	9:00				
AM Peak			1143	1074				1109
PM Pk Hr			3:00	3:00				
PM Peak			1422	1476				1449
% Peak Hr			8.23%	8.43%				8.00%
% Peak Hr			8.23%	8.43%				8.33%

King County, WA

6038NW_NWB Weekly Volume Report - Mon 10/03/2016 - Sun 10/09/2016

Location ID:	6038NW_NWB
Located On:	ISSAQUAH HOBART RD SE
Direction:	NWB
Community:	6
AADT:	7315

Type:	SPOT
AT:	CEDAR GROVE RD
Period:	Mon 10/03/2016 - Sun 10/09/2016

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg
12:00 AM			12	21				17
1:00 AM			10	16				13
2:00 AM			9	17				13
3:00 AM			35	33				34
4:00 AM			119	116				118
5:00 AM			525	566				546
6:00 AM			1197	1080				1139
7:00 AM			715	642				679
8:00 AM			510	538				524
9:00 AM			828	841				835
10:00 AM			613	610				612
11:00 AM			501	499				500
12:00 PM			444	420				432
1:00 PM			364	427				396
2:00 PM			333	383				358
3:00 PM			328	373				351
4:00 PM			322	326				324
5:00 PM			337	298				318
6:00 PM			274	306				290
7:00 PM			199	196				198
8:00 PM			129	113				121
9:00 PM			114	107				111
10:00 PM			64	62				63
11:00 PM			24	28				26
Total	0	0	8006	8018	0	0	0	
24HrTotal			8006	8018				8012
AM Pk Hr			6:00	6:00				
AM Peak			1197	1080				1139
PM Pk Hr			12:00	1:00				
PM Peak			444	427				436
% Peak Hr			14.95%	13.47%				14.00%
% Peak Hr			14.95%	13.47%				14.21%

King County, WA

6038NW_SEB Weekly Volume Report - Mon 10/03/2016 - Sun 10/09/2016

Location ID:	6038NW_SEB
Located On:	ISSAQUAH HOBART RD SE
Direction:	SEB
Community:	6
AADT:	8687

Type:	SPOT
AT:	CEDAR GROVE RD
Period:	Mon 10/03/2016 - Sun 10/09/2016

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg
12:00 AM			46	62				54
1:00 AM			28	22				25
2:00 AM			23	20				22
3:00 AM			10	18				14
4:00 AM			18	15				17
5:00 AM			52	60				56
6:00 AM			115	98				107
7:00 AM			178	167				173
8:00 AM			265	281				273
9:00 AM			226	243				235
10:00 AM			303	314				309
11:00 AM			312	341				327
12:00 PM			393	431				412
1:00 PM			559	515				537
2:00 PM			720	753				737
3:00 PM			1006	1044				1025
4:00 PM			1118	1123				1121
5:00 PM			1095	1101				1098
6:00 PM			1087	1088				1088
7:00 PM			703	823				763
8:00 PM			411	407				409
9:00 PM			319	254				287
10:00 PM			194	207				201
11:00 PM			78	104				91
Total	0	0	9259	9491	0	0	0	
24HrTotal				9259	9491			9375
AM Pk Hr			11:00	11:00				
AM Peak			312	341				327
PM Pk Hr			4:00	4:00				
PM Peak			1118	1123				1121
% Peak Hr			12.07%	11.83%				12.00%
% Peak Hr			12.07%	11.83%				11.95%

King County, WA

6038SE Weekly Volume Report - Mon 10/03/2016 - Sun 10/09/2016

Location ID:	6038SE
Located On:	ISSAQUAH HOBART RD SE
Direction:	2-WAY
Community:	6
AADT:	13585

Type:	SPOT
AT:	CEDAR GROVE RD
Period:	Mon 10/03/2016 - Sun 10/09/2016

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg
12:00 AM			35	55				45
1:00 AM			29	24				27
2:00 AM			15	29				22
3:00 AM			43	39				41
4:00 AM			164	182				173
5:00 AM			783	810				797
6:00 AM			643	601				622
7:00 AM			479	408				444
8:00 AM			521	566				544
9:00 AM			776	738				757
10:00 AM			650	648				649
11:00 AM			612	655				634
12:00 PM			711	718				715
1:00 PM			855	847				851
2:00 PM			1136	1188				1162
3:00 PM			1624	1714				1669
4:00 PM			1593	1567				1580
5:00 PM			1473	1445				1459
6:00 PM			1265	1287				1276
7:00 PM			633	658				646
8:00 PM			375	317				346
9:00 PM			293	286				290
10:00 PM			138	143				141
11:00 PM			80	79				80
Total	0	0	14926	15004	0	0	0	
24HrTotal			14926	15004				14965
AM Pk Hr			5:00	5:00				
AM Peak			783	810				797
PM Pk Hr			3:00	3:00				
PM Peak			1624	1714				1669
% Peak Hr			10.88%	11.42%				11.00%
% Peak Hr			10.88%	11.42%				11.15%

King County, WA

6038SE_NWB Weekly Volume Report - Mon 10/03/2016 - Sun 10/09/2016

Location ID:	6038SE_NWB
Located On:	ISSAQUAH HOBART RD SE
Direction:	NWB
Community:	6
AADT:	5435

Type:	SPOT
AT:	CEDAR GROVE RD
Period:	Mon 10/03/2016 - Sun 10/09/2016

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg
12:00 AM			10	21				16
1:00 AM			9	7				8
2:00 AM			6	14				10
3:00 AM			35	29				32
4:00 AM			151	160				156
5:00 AM			757	768				763
6:00 AM			519	464				492
7:00 AM			263	231				247
8:00 AM			263	286				275
9:00 AM			535	529				532
10:00 AM			443	394				419
11:00 AM			340	360				350
12:00 PM			316	308				312
1:00 PM			269	309				289
2:00 PM			269	280				275
3:00 PM			292	314				303
4:00 PM			285	259				272
5:00 PM			266	263				265
6:00 PM			236	203				220
7:00 PM			121	125				123
8:00 PM			90	71				81
9:00 PM			78	83				81
10:00 PM			32	31				32
11:00 PM			23	21				22
Total	0	0	5608	5530	0	0	0	
24HrTotal				5608	5530			5569
AM Pk Hr			5:00	5:00				
AM Peak			757	768				763
PM Pk Hr			12:00	3:00				
PM Peak			316	314				315
% Peak Hr			13.50%	13.89%				13.50%
% Peak Hr			13.50%	13.89%				13.69%

King County, WA

6038SE_SEB Weekly Volume Report - Mon 10/03/2016 - Sun 10/09/2016

Location ID:	6038SE_SEB
Located On:	ISSAQUAH HOBART RD SE
Direction:	SEB
Community:	6
AADT:	8150

Type:	SPOT
AT:	CEDAR GROVE RD
Period:	Mon 10/03/2016 - Sun 10/09/2016

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg
12:00 AM			25	34				30
1:00 AM			20	17				19
2:00 AM			9	15				12
3:00 AM			8	10				9
4:00 AM			13	22				18
5:00 AM			26	42				34
6:00 AM			124	137				131
7:00 AM			216	177				197
8:00 AM			258	280				269
9:00 AM			241	209				225
10:00 AM			207	254				231
11:00 AM			272	295				284
12:00 PM			395	410				403
1:00 PM			586	538				562
2:00 PM			867	908				888
3:00 PM			1332	1400				1366
4:00 PM			1308	1308				1308
5:00 PM			1207	1182				1195
6:00 PM			1029	1084				1057
7:00 PM			512	533				523
8:00 PM			285	246				266
9:00 PM			215	203				209
10:00 PM			106	112				109
11:00 PM			57	58				58
Total	0	0	9318	9474	0	0	0	
24HrTotal			9318	9474				9396
AM Pk Hr			11:00	11:00				
AM Peak			272	295				284
PM Pk Hr			3:00	3:00				
PM Peak			1332	1400				1366
% Peak Hr			14.29%	14.78%				14.50%
% Peak Hr			14.29%	14.78%				14.54%

King County, WA

6037N Weekly Volume Report - Mon 10/03/2016 - Sun 10/09/2016

Location ID:	6037N
Located On:	ISSAQUAH HOBART RD SE
Direction	2-WAY
Community:	6
AADT:	18213

Type:	SPOT
AT:	SE MAY VALLEY RD
Period:	Mon 10/03/2016 - Sun 10/09/2016

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg
12:00 AM			52	71				62
1:00 AM			35	39				37
2:00 AM			36	35				36
3:00 AM			60	58				59
4:00 AM			211	212				212
5:00 AM			898	941				920
6:00 AM			1297	1374				1336
7:00 AM			1107	983				1045
8:00 AM			1343	1255				1299
9:00 AM			1153	1217				1185
10:00 AM			981	946				964
11:00 AM			941	925				933
12:00 PM			962	970				966
1:00 PM			1020	1039				1030
2:00 PM			1214	1252				1233
3:00 PM			1330	1327				1329
4:00 PM			1320	1291				1306
5:00 PM			1322	1342				1332
6:00 PM			1241	1304				1273
7:00 PM			839	866				853
8:00 PM			541	501				521
9:00 PM			416	435				426
10:00 PM			233	239				236
11:00 PM			121	128				125
Total	0	0	18673	18750	0	0	0	
24HrTotal			18673	18750				18712
AM Pk Hr			8:00	6:00				
AM Peak			1343	1374				1359
PM Pk Hr			3:00	5:00				
PM Peak			1330	1342				1336
% Peak Hr			7.19%	7.33%				7.00%
% Peak Hr			7.19%	7.33%				7.26%

King County, WA

6037N_NB Weekly Volume Report - Mon 10/03/2016 - Sun 10/09/2016

Location ID:	6037N_NB
Located On:	ISSAQUAH HOBART RD SE
Direction:	NB
Community:	6
AADT:	9040

Type:	SPOT
AT:	SE MAY VALLEY RD
Period:	Mon 10/03/2016 - Sun 10/09/2016

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg
12:00 AM			10	19				15
1:00 AM			9	11				10
2:00 AM			15	15				15
3:00 AM			48	44				46
4:00 AM			188	188				188
5:00 AM			850	884				867
6:00 AM			1145	1176				1161
7:00 AM			853	764				809
8:00 AM			1053	984				1019
9:00 AM			849	931				890
10:00 AM			658	621				640
11:00 AM			572	518				545
12:00 PM			465	457				461
1:00 PM			389	419				404
2:00 PM			359	396				378
3:00 PM			367	353				360
4:00 PM			359	357				358
5:00 PM			356	355				356
6:00 PM			319	299				309
7:00 PM			174	186				180
8:00 PM			110	113				112
9:00 PM			106	104				105
10:00 PM			58	48				53
11:00 PM			28	34				31
Total	0	0	9340	9276	0	0	0	
24HrTotal			9340	9276				9308
AM Pk Hr			6:00	6:00				
AM Peak			1145	1176				1161
PM Pk Hr			12:00	12:00				
PM Peak			465	457				461
% Peak Hr			12.26%	12.68%				12.50%
% Peak Hr			12.26%	12.68%				12.47%

King County, WA

6037N_SB Weekly Volume Report - Mon 10/03/2016 - Sun 10/09/2016

Location ID:	6037N_SB
Located On:	ISSAQUAH HOBART RD SE
Direction:	SB
Community:	6
AADT:	9173

Type:	SPOT
AT:	SE MAY VALLEY RD
Period:	Mon 10/03/2016 - Sun 10/09/2016

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg
12:00 AM			42	52				47
1:00 AM			26	28				27
2:00 AM			21	20				21
3:00 AM			12	14				13
4:00 AM			23	24				24
5:00 AM			48	57				53
6:00 AM			152	198				175
7:00 AM			254	219				237
8:00 AM			290	271				281
9:00 AM			304	286				295
10:00 AM			323	325				324
11:00 AM			369	407				388
12:00 PM			497	513				505
1:00 PM			631	620				626
2:00 PM			855	856				856
3:00 PM			963	974				969
4:00 PM			961	934				948
5:00 PM			966	987				977
6:00 PM			922	1005				964
7:00 PM			665	680				673
8:00 PM			431	388				410
9:00 PM			310	331				321
10:00 PM			175	191				183
11:00 PM			93	94				94
Total	0	0	9333	9474	0	0	0	
24HrTotal				9333	9474			9404
AM Pk Hr			11:00	11:00				
AM Peak			369	407				388
PM Pk Hr			5:00	6:00				
PM Peak			966	1005				986
% Peak Hr			10.35%	10.61%				10.50%
% Peak Hr				10.35%	10.61%			10.48%

King County, WA

6037S Weekly Volume Report - Mon 10/03/2016 - Sun 10/09/2016

Location ID:	6037S
Located On:	ISSAQUAH HOBART RD SE
Direction:	2-WAY
Community:	6
AADT:	18360

Type:	SPOT
AT:	SE MAY VALLEY RD
Period:	Mon 10/03/2016 - Sun 10/09/2016

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg
12:00 AM			49	69				59
1:00 AM			38	38				38
2:00 AM			32	34				33
3:00 AM			67	62				65
4:00 AM			222	230				226
5:00 AM			1018	1025				1022
6:00 AM			1343	1352				1348
7:00 AM			1317	1189				1253
8:00 AM			1380	1332				1356
9:00 AM			1191	1148				1170
10:00 AM			948	932				940
11:00 AM			885	902				894
12:00 PM			924	975				950
1:00 PM			1027	1001				1014
2:00 PM			1222	1304				1263
3:00 PM			1550	1578				1564
4:00 PM			1540	1525				1533
5:00 PM			1552	1539				1546
6:00 PM			1369	1414				1392
7:00 PM			808	867				838
8:00 PM			520	475				498
9:00 PM			395	396				396
10:00 PM			221	228				225
11:00 PM			109	109				109
Total	0	0	19727	19724	0	0	0	
24HrTotal				19727	19724			19726
AM Pk Hr			8:00	6:00				
AM Peak			1380	1352				1366
PM Pk Hr			5:00	3:00				
PM Peak			1552	1578				1565
% Peak Hr			7.87%	8.00%				8.00%
% Peak Hr				7.87%	8.00%			7.93%

King County, WA

6037S_NB Weekly Volume Report - Mon 10/03/2016 - Sun 10/09/2016

Location ID:	6037S_NB
Located On:	ISSAQUAH HOBART RD SE
Direction:	NB
Community:	6
AADT:	8925

Type:	SPOT
AT:	SE MAY VALLEY RD
Period:	Mon 10/03/2016 - Sun 10/09/2016

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg
12:00 AM			13	21				17
1:00 AM			10	12				11
2:00 AM			12	15				14
3:00 AM			53	47				50
4:00 AM			201	208				205
5:00 AM			959	965				962
6:00 AM			1198	1186				1192
7:00 AM			1071	966				1019
8:00 AM			1125	1046				1086
9:00 AM			868	863				866
10:00 AM			625	593				609
11:00 AM			527	517				522
12:00 PM			446	451				449
1:00 PM			388	423				406
2:00 PM			347	389				368
3:00 PM			378	371				375
4:00 PM			348	355				352
5:00 PM			364	352				358
6:00 PM			315	269				292
7:00 PM			170	186				178
8:00 PM			115	110				113
9:00 PM			102	109				106
10:00 PM			51	44				48
11:00 PM			26	28				27
Total	0	0	9712	9526	0	0	0	
24HrTotal			9712	9526				9619
AM Pk Hr			6:00	6:00				
AM Peak			1198	1186				1192
PM Pk Hr			12:00	12:00				
PM Peak			446	451				449
% Peak Hr			12.34%	12.45%				12.00%
% Peak Hr			12.34%	12.45%				12.39%

King County, WA

6037S_SB Weekly Volume Report - Mon 10/03/2016 - Sun 10/09/2016

Location ID:	6037S_SB
Located On:	ISSAQUAH HOBART RD SE
Direction:	SB
Community:	6
AADT:	9435

Type:	SPOT
AT:	SE MAY VALLEY RD
Period:	Mon 10/03/2016 - Sun 10/09/2016

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg
12:00 AM			36	48				42
1:00 AM			28	26				27
2:00 AM			20	19				20
3:00 AM			14	15				15
4:00 AM			21	22				22
5:00 AM			59	60				60
6:00 AM			145	166				156
7:00 AM			246	223				235
8:00 AM			255	286				271
9:00 AM			323	285				304
10:00 AM			323	339				331
11:00 AM			358	385				372
12:00 PM			478	524				501
1:00 PM			639	578				609
2:00 PM			875	915				895
3:00 PM			1172	1207				1190
4:00 PM			1192	1170				1181
5:00 PM			1188	1187				1188
6:00 PM			1054	1145				1100
7:00 PM			638	681				660
8:00 PM			405	365				385
9:00 PM			293	287				290
10:00 PM			170	184				177
11:00 PM			83	81				82
Total	0	0	10015	10198	0	0	0	
24HrTotal			10015	10198				10107
AM Pk Hr			11:00	11:00				
AM Peak			358	385				372
PM Pk Hr			4:00	3:00				
PM Peak			1192	1207				1200
% Peak Hr			11.90%	11.84%				12.00%
% Peak Hr			11.90%	11.84%				11.87%

King County, WA

6054N Weekly Volume Report - Mon 02/08/2016 - Sun 02/14/2016

Location ID:	6054N
Located On:	ISSAQUAH HOBART RD SE
Direction	2-WAY
Community:	6
AADT:	18363

Type:	SPOT
AT:	TIGER 233 WY SE
Period:	Mon 02/08/2016 - Sun 02/14/2016

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg
12:00 AM			50	57				54
1:00 AM			28	22				25
2:00 AM			29	35				32
3:00 AM			62	60				61
4:00 AM			217	217				217
5:00 AM			890	899				895
6:00 AM			1225	1240				1233
7:00 AM			1010	1016				1013
8:00 AM			1095	1122				1109
9:00 AM			1041	938				990
10:00 AM			747	798				773
11:00 AM			795	748				772
12:00 PM			846	838				842
1:00 PM			837	864				851
2:00 PM			1060	1041				1051
3:00 PM			1331	1300				1316
4:00 PM			1412	1337				1375
5:00 PM			1348	1319				1334
6:00 PM			1143	1259				1201
7:00 PM			677	772				725
8:00 PM			504	480				492
9:00 PM			381	390				386
10:00 PM			221	221				221
11:00 PM			97	113				105
Total	0	0	17046	17086	0	0	0	
24HrTotal			17046	17086				17066
AM Pk Hr			6:00	6:00				
AM Peak			1225	1240				1233
PM Pk Hr			4:00	4:00				
PM Peak			1412	1337				1375
% Peak Hr			8.28%	7.83%				8.00%
% Peak Hr			8.28%	7.83%				8.05%

King County, WA

6054N_NB Weekly Volume Report - Mon 02/08/2016 - Sun 02/14/2016

Location ID:	6054N_NB
Located On:	ISSAQUAH HOBART RD SE
Direction:	NB
Community:	6
AADT:	8926

Type:	SPOT
AT:	TIGER 233 WY SE
Period:	Mon 02/08/2016 - Sun 02/14/2016

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg
12:00 AM			11	12				12
1:00 AM			10	7				9
2:00 AM			13	15				14
3:00 AM			50	45				48
4:00 AM			196	200				198
5:00 AM			839	836				838
6:00 AM			1162	1158				1160
7:00 AM			915	898				907
8:00 AM			912	900				906
9:00 AM			799	716				758
10:00 AM			462	513				488
11:00 AM			444	437				441
12:00 PM			402	380				391
1:00 PM			298	350				324
2:00 PM			274	284				279
3:00 PM			271	245				258
4:00 PM			265	271				268
5:00 PM			309	342				326
6:00 PM			266	213				240
7:00 PM			126	147				137
8:00 PM			106	90				98
9:00 PM			94	97				96
10:00 PM			53	53				53
11:00 PM			24	26				25
Total	0	0	8301	8235	0	0	0	
24HrTotal			8301	8235				8268
AM Pk Hr			6:00	6:00				
AM Peak			1162	1158				1160
PM Pk Hr			12:00	12:00				
PM Peak			402	380				391
% Peak Hr			14.00%	14.06%				14.00%
% Peak Hr			14.00%	14.06%				14.03%

King County, WA

6054N_SB Weekly Volume Report - Mon 02/08/2016 - Sun 02/14/2016

Location ID:	6054N_SB
Located On:	ISSAQUAH HOBART RD SE
Direction:	SB
Community:	6
AADT:	9437

Type:	SPOT
AT:	TIGER 233 WY SE
Period:	Mon 02/08/2016 - Sun 02/14/2016

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg
12:00 AM			39	45				42
1:00 AM			18	15				17
2:00 AM			16	20				18
3:00 AM			12	15				14
4:00 AM			21	17				19
5:00 AM			51	63				57
6:00 AM			63	82				73
7:00 AM			95	118				107
8:00 AM			183	222				203
9:00 AM			242	222				232
10:00 AM			285	285				285
11:00 AM			351	311				331
12:00 PM			444	458				451
1:00 PM			539	514				527
2:00 PM			786	757				772
3:00 PM			1060	1055				1058
4:00 PM			1147	1066				1107
5:00 PM			1039	977				1008
6:00 PM			877	1046				962
7:00 PM			551	625				588
8:00 PM			398	390				394
9:00 PM			287	293				290
10:00 PM			168	168				168
11:00 PM			73	87				80
Total	0	0	8745	8851	0	0	0	
24HrTotal			8745	8851				8798
AM Pk Hr			11:00	11:00				
AM Peak			351	311				331
PM Pk Hr			4:00	4:00				
PM Peak			1147	1066				1107
% Peak Hr			13.12%	12.04%				12.50%
% Peak Hr			13.12%	12.04%				12.58%

King County, WA

6091NW Weekly Volume Report - Mon 01/09/2017 - Sun 01/09/2017

Location ID:	6091NW
Located On:	ISSAQUAH HOBART RD SE
Direction	2-WAY
Community:	6
AADT:	11358

Type:	SPOT
AT:	TIGER MOUNTAIN RD
Period:	Mon 01/09/2017 - Su 01/09/2017

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Su
12:00 AM		31	31				
1:00 AM		30	19				
2:00 AM		23	11				
3:00 AM		37	43				
4:00 AM		123	145				
5:00 AM		722	770				
6:00 AM		671	834				
7:00 AM		641	743				
8:00 AM		752	748				
9:00 AM		621	584				
10:00 AM		447	475				
11:00 AM		442	416				
12:00 PM		441	467				
1:00 PM		454	499				
2:00 PM		693	682				
3:00 PM		960	1056				
4:00 PM		1011	1106				
5:00 PM		949	997				
6:00 PM		654	750				
7:00 PM		329	321				
8:00 PM		220	157				
9:00 PM		190	120				
10:00 PM		103	60				
11:00 PM		59	38				
Total	0	10603	11072	0	0	0	0
24HrTotal		10603	11072				
AM Pk Hr		8:00	6:00				
AM Peak		752	834				
PM Pk Hr		4:00	4:00				
PM Peak		1011	1106				
% Peak Hr		9.54%	9.99%				
% Peak Hr		9.54%	9.99%				

'15/2017

USE

In 01/15/2017

In	Avg
	31
	25
	17
	40
	134
	746
	753
	692
	750
	603
	461
	429
	454
	477
	688
	1008
	1059
	973
	702
	325
	189
	155
	82
	49
	10838
	793
	1059
	10.00%
	9.76%

King County, WA

6091NW_NWB Weekly Volume Report - Mon 01/09/2017 - Sun

Location ID:	6091NW_NWB
Located On:	ISSAQUAH HOBART RD SE
Direction	NWB
Community:	6
AADT:	5435

Type:	SPOT
AT:	TIGER MOUNTAIN RD
Period:	Mon 01/09/2017 - Su

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Su
12:00 AM		11	7				
1:00 AM		9	5				
2:00 AM		10	5				
3:00 AM		31	34				
4:00 AM		113	134				
5:00 AM		687	740				
6:00 AM		598	710				
7:00 AM		508	556				
8:00 AM		564	547				
9:00 AM		452	413				
10:00 AM		296	297				
11:00 AM		244	240				
12:00 PM		193	222				
1:00 PM		183	182				
2:00 PM		159	192				
3:00 PM		207	220				
4:00 PM		199	228				
5:00 PM		196	203				
6:00 PM		139	159				
7:00 PM		90	69				
8:00 PM		59	52				
9:00 PM		51	60				
10:00 PM		28	33				
11:00 PM		17	20				
Total	0	5044	5328	0	0	0	0
24HrTotal		5044	5328				
AM Pk Hr		5:00	5:00				
AM Peak		687	740				
PM Pk Hr		3:00	4:00				
PM Peak		207	228				
% Peak Hr		13.62%	13.89%				
% Peak Hr		13.62%	13.89%				

01/15/2017

USE

In 01/15/2017

In	Avg
	9
	7
	8
	33
	124
	714
	654
	532
	556
	433
	297
	242
	208
	183
	176
	214
	214
	200
	149
	80
	56
	56
	31
	19
	5186
	714
	218
	14.00%
	13.75%

King County, WA

6091NW_SEB Weekly Volume Report - Mon 01/09/2017 - Sun C

Location ID:	6091NW_SEB
Located On:	ISSAQUAH HOBART RD SE
Direction	SEB
Community:	6
AADT:	5923

Type:	SPOT
AT:	TIGER MOUNTAIN RD
Period:	Mon 01/09/2017 - Su

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Su
12:00 AM		20	24				
1:00 AM		21	14				
2:00 AM		13	6				
3:00 AM		6	9				
4:00 AM		10	11				
5:00 AM		35	30				
6:00 AM		73	124				
7:00 AM		133	187				
8:00 AM		188	201				
9:00 AM		169	171				
10:00 AM		151	178				
11:00 AM		198	176				
12:00 PM		248	245				
1:00 PM		271	317				
2:00 PM		534	490				
3:00 PM		753	836				
4:00 PM		812	878				
5:00 PM		753	794				
6:00 PM		515	591				
7:00 PM		239	252				
8:00 PM		161	105				
9:00 PM		139	60				
10:00 PM		75	27				
11:00 PM		42	18				
Total	0	5559	5744	0	0	0	0
24HrTotal		5559	5744				
AM Pk Hr		11:00	8:00				
AM Peak		198	201				
PM Pk Hr		4:00	4:00				
PM Peak		812	878				
% Peak Hr		14.61%	15.29%				
% Peak Hr		14.61%	15.29%				

01/15/2017

USE

In 01/15/2017

In	Avg
	22
	18
	10
	8
	11
	33
	99
	160
	195
	170
	165
	187
	247
	294
	512
	795
	845
	774
	553
	246
	133
	100
	51
	30
	5652
	200
	845
	15.00%
	14.95%

King County, WA

6091SE Weekly Volume Report - Mon 11/16/2015 - Sun 11/22/2015

Location ID:	6091SE
Located On:	ISSAQUAH HOBART RD SE
Direction:	2-WAY
Community:	6
AADT:	10879

Type:	SPOT
AT:	TIGER MOUNTAIN RD SE
Period:	Mon 11/16/2015 - Sun 11/22/2015

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg
12:00 AM		25	36					31
1:00 AM		17	15					16
2:00 AM		17	22					20
3:00 AM		35	37					36
4:00 AM		129	140					135
5:00 AM		766	760					763
6:00 AM		889	810					850
7:00 AM		788	769					779
8:00 AM		710	678					694
9:00 AM		592	565					579
10:00 AM		446	419					433
11:00 AM		430	437					434
12:00 PM		440	455					448
1:00 PM		486	530					508
2:00 PM		682	704					693
3:00 PM		860	973					917
4:00 PM		915	1046					981
5:00 PM		908	965					937
6:00 PM		646	761					704
7:00 PM		352	445					399
8:00 PM		204	247					226
9:00 PM		143	190					167
10:00 PM		109	124					117
11:00 PM		65	64					65
Total	0	10654	11192	0	0	0	0	
24HrTotal			10654	11192				10923
AM Pk Hr		6:00	6:00					
AM Peak		889	810					850
PM Pk Hr		4:00	4:00					
PM Peak		915	1046					981
% Peak Hr		8.59%	9.35%					9.00%
% Peak Hr			8.59%	9.35%				8.97%

King County, WA

6091SE_NWB Weekly Volume Report - Mon 11/16/2015 - Sun 11/22/2015

Location ID:	6091SE_NWB
Located On:	ISSAQUAH HOBART RD SE
Direction:	NWB
Community:	6
AADT:	5026

Type:	SPOT
AT:	TIGER MOUNTAIN RD SE
Period:	Mon 11/16/2015 - Sun 11/22/2015

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg
12:00 AM		5	7					6
1:00 AM		7	6					7
2:00 AM		10	14					12
3:00 AM		28	27					28
4:00 AM		111	124					118
5:00 AM		731	712					722
6:00 AM		757	705					731
7:00 AM		564	553					559
8:00 AM		448	474					461
9:00 AM		377	379					378
10:00 AM		239	245					242
11:00 AM		191	256					224
12:00 PM		188	210					199
1:00 PM		179	217					198
2:00 PM		178	170					174
3:00 PM		187	199					193
4:00 PM		166	218					192
5:00 PM		173	219					196
6:00 PM		134	180					157
7:00 PM		86	89					88
8:00 PM		63	76					70
9:00 PM		47	57					52
10:00 PM		29	27					28
11:00 PM		15	15					15
Total	0	4913	5179	0	0	0	0	
24HrTotal		4913	5179					5046
AM Pk Hr		6:00	5:00					
AM Peak		757	712					735
PM Pk Hr		12:00	5:00					
PM Peak		188	219					204
% Peak Hr		15.41%	13.75%					14.50%
% Peak Hr		15.41%	13.75%					14.58%

King County, WA

6091SE_SEB Weekly Volume Report - Mon 11/16/2015 - Sun 11/22/2015

Location ID:	6091SE_SEB
Located On:	ISSAQUAH HOBART RD SE
Direction:	SEB
Community:	6
AADT:	5853

Type:	SPOT
AT:	TIGER MOUNTAIN RD SE
Period:	Mon 11/16/2015 - Sun 11/22/2015

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg
12:00 AM		20	29					25
1:00 AM		10	9					10
2:00 AM		7	8					8
3:00 AM		7	10					9
4:00 AM		18	16					17
5:00 AM		35	48					42
6:00 AM		132	105					119
7:00 AM		224	216					220
8:00 AM		262	204					233
9:00 AM		215	186					201
10:00 AM		207	174					191
11:00 AM		239	181					210
12:00 PM		252	245					249
1:00 PM		307	313					310
2:00 PM		504	534					519
3:00 PM		673	774					724
4:00 PM		749	828					789
5:00 PM		735	746					741
6:00 PM		512	581					547
7:00 PM		266	356					311
8:00 PM		141	171					156
9:00 PM		96	133					115
10:00 PM		80	97					89
11:00 PM		50	49					50
Total	0	5741	6013	0	0	0	0	
24HrTotal		5741	6013					5877
AM Pk Hr		8:00	7:00					
AM Peak		262	216					239
PM Pk Hr		4:00	4:00					
PM Peak		749	828					789
% Peak Hr		13.05%	13.77%					13.50%
% Peak Hr		13.05%	13.77%					13.41%

King County, WA

6037SW Weekly Volume Report - Mon 10/03/2016 - Sun 10/09/2016

Location ID:	6037SW
Located On:	SE MAY VALLEY RD
Direction:	2-WAY
Community:	6
AADT:	5362

Type:	SPOT
AT:	ISSAQUAH HOBART RD SE
Period:	Mon 10/03/2016 - Sun 10/09/2016

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg
12:00 AM			9	19				14
1:00 AM			7	6				7
2:00 AM			9	8				9
3:00 AM			7	7				7
4:00 AM			13	24				19
5:00 AM			91	113				102
6:00 AM			222	309				266
7:00 AM			356	447				402
8:00 AM			409	405				407
9:00 AM			384	288				336
10:00 AM			292	252				272
11:00 AM			250	255				253
12:00 PM			303	287				295
1:00 PM			307	307				307
2:00 PM			335	391				363
3:00 PM			455	512				484
4:00 PM			525	503				514
5:00 PM			501	563				532
6:00 PM			407	437				422
7:00 PM			207	236				222
8:00 PM			152	158				155
9:00 PM			96	111				104
10:00 PM			50	50				50
11:00 PM			23	28				26
Total	0	0	5410	5716	0	0	0	
24HrTotal			5410	5716				5563
AM Pk Hr			8:00	7:00				
AM Peak			409	447				428
PM Pk Hr			4:00	5:00				
PM Peak			525	563				544
% Peak Hr			9.70%	9.85%				10.00%
% Peak Hr			9.70%	9.85%				9.78%

King County, WA

6037SW_NEB Weekly Volume Report - Mon 10/03/2016 - Sun 10/09/2016

Location ID:	6037SW_NEB
Located On:	SE MAY VALLEY RD
Direction	NEB
Community:	6
AADT:	2936

Type:	SPOT
AT:	ISSAQUAH HOBART RD SE
Period:	Mon 10/03/2016 - Sun 10/09/2016

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg
12:00 AM			1	10				6
1:00 AM			4	3				4
2:00 AM			6	3				5
3:00 AM			3	3				3
4:00 AM			3	13				8
5:00 AM			32	43				38
6:00 AM			62	86				74
7:00 AM			106	146				126
8:00 AM			168	170				169
9:00 AM			167	150				159
10:00 AM			163	134				149
11:00 AM			139	125				132
12:00 PM			146	145				146
1:00 PM			156	147				152
2:00 PM			189	233				211
3:00 PM			314	338				326
4:00 PM			376	345				361
5:00 PM			351	373				362
6:00 PM			270	312				291
7:00 PM			110	127				119
8:00 PM			66	69				68
9:00 PM			48	42				45
10:00 PM			27	25				26
11:00 PM			8	11				10
Total	0	0	2915	3053	0	0	0	
24HrTotal			2915	3053				2984
AM Pk Hr			8:00	8:00				
AM Peak			168	170				169
PM Pk Hr			4:00	5:00				
PM Peak			376	373				375
% Peak Hr			12.90%	12.22%				12.50%
% Peak Hr			12.90%	12.22%				12.56%

King County, WA

6037SW_SWB Weekly Volume Report - Mon 10/03/2016 - Sun 10/09/2016

Location ID:	6037SW_SWB
Located On:	SE MAY VALLEY RD
Direction:	SWB
Community:	6
AADT:	2427

Type:	SPOT
AT:	ISSAQUAH HOBART RD SE
Period:	Mon 10/03/2016 - Sun 10/09/2016

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg
12:00 AM			8	9				9
1:00 AM			3	3				3
2:00 AM			3	5				4
3:00 AM			4	4				4
4:00 AM			10	11				11
5:00 AM			59	70				65
6:00 AM			160	223				192
7:00 AM			250	301				276
8:00 AM			241	235				238
9:00 AM			217	138				178
10:00 AM			129	118				124
11:00 AM			111	130				121
12:00 PM			157	142				150
1:00 PM			151	160				156
2:00 PM			146	158				152
3:00 PM			141	174				158
4:00 PM			149	158				154
5:00 PM			150	190				170
6:00 PM			137	125				131
7:00 PM			97	109				103
8:00 PM			86	89				88
9:00 PM			48	69				59
10:00 PM			23	25				24
11:00 PM			15	17				16
Total	0	0	2495	2663	0	0	0	
24HrTotal			2495	2663				2579
AM Pk Hr			7:00	7:00				
AM Peak			250	301				276
PM Pk Hr			12:00	5:00				
PM Peak			157	190				174
% Peak Hr			10.02%	11.30%				10.50%
% Peak Hr			10.02%	11.30%				10.66%

King County, WA

6091NE Weekly Volume Report - Mon 01/09/2017 - Sun 01/15/2017

Location ID:	6091NE
Located On:	TIGER MOUNTAIN RD SE
Direction	2-WAY
Community:	6
AADT:	833

Type:	SPOT
AT:	ISSAQUAH HOBART R
Period:	Mon 01/09/2017 - Su

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Su
12:00 AM		3	3				
1:00 AM		1	1				
2:00 AM		0	0				
3:00 AM		0	2				
4:00 AM		2	2				
5:00 AM		16	20				
6:00 AM		53	54				
7:00 AM		62	61				
8:00 AM		58	78				
9:00 AM		44	41				
10:00 AM		49	42				
11:00 AM		48	46				
12:00 PM		42	44				
1:00 PM		41	41				
2:00 PM		40	50				
3:00 PM		57	54				
4:00 PM		63	57				
5:00 PM		58	58				
6:00 PM		34	60				
7:00 PM		36	31				
8:00 PM		26	30				
9:00 PM		18	16				
10:00 PM		10	8				
11:00 PM		4	4				
Total	0	765	803	0	0	0	0
24HrTotal		765	803				
AM Pk Hr		7:00	8:00				
AM Peak		62	78				
PM Pk Hr		4:00	6:00				
PM Peak		63	60				
% Peak Hr		8.24%	9.71%				
% Peak Hr		8.24%	9.71%				

15/2017

D SE

In 01/15/2017

In	Avg
	3
	1
	0
	1
	2
	18
	54
	62
	68
	43
	46
	47
	43
	41
	45
	56
	60
	58
	47
	34
	28
	17
	9
	4
	784
	70
	62
	9.00%
	8.97%

King County, WA

6091NE_NEB Weekly Volume Report - Mon 01/09/2017 - Sun 0

Location ID:	6091NE_NEB
Located On:	TIGER MOUNTAIN RD SE
Direction	NEB
Community:	6
AADT:	458

Type:	SPOT
AT:	ISSAQUAH HOBART R
Period:	Mon 01/09/2017 - Su

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Su
12:00 AM		2	3				
1:00 AM		1	0				
2:00 AM		0	0				
3:00 AM		0	2				
4:00 AM		0	0				
5:00 AM		4	3				
6:00 AM		32	26				
7:00 AM		37	44				
8:00 AM		21	42				
9:00 AM		16	17				
10:00 AM		17	16				
11:00 AM		21	18				
12:00 PM		29	25				
1:00 PM		16	22				
2:00 PM		15	21				
3:00 PM		36	33				
4:00 PM		35	34				
5:00 PM		41	37				
6:00 PM		25	39				
7:00 PM		26	25				
8:00 PM		20	22				
9:00 PM		8	13				
10:00 PM		10	5				
11:00 PM		1	2				
Total	0	413	449	0	0	0	0
24HrTotal		413	449				
AM Pk Hr		7:00	7:00				
AM Peak		37	44				
PM Pk Hr		5:00	6:00				
PM Peak		41	39				
% Peak Hr		9.93%	9.80%				
% Peak Hr		9.93%	9.80%				

01/15/2017

D SE

In 01/15/2017

In	Avg
	3
	1
	0
	1
	0
	4
	29
	41
	32
	17
	17
	20
	27
	19
	18
	35
	35
	39
	32
	26
	21
	11
	8
	2
	431
	41
	40
	10.00%
	9.86%

King County, WA

6091NE_SWB Weekly Volume Report - Mon 01/09/2017 - Sun C

Location ID:	6091NE_SWB
Located On:	TIGER MOUNTAIN RD SE
Direction	SWB
Community:	6
AADT:	375

Type:	SPOT
AT:	ISSAQUAH HOBART R
Period:	Mon 01/09/2017 - Su

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Su
12:00 AM		1	0				
1:00 AM		0	1				
2:00 AM		0	0				
3:00 AM		0	0				
4:00 AM		2	2				
5:00 AM		12	17				
6:00 AM		21	28				
7:00 AM		25	17				
8:00 AM		37	36				
9:00 AM		28	24				
10:00 AM		32	26				
11:00 AM		27	28				
12:00 PM		13	19				
1:00 PM		25	19				
2:00 PM		25	29				
3:00 PM		21	21				
4:00 PM		28	23				
5:00 PM		17	21				
6:00 PM		9	21				
7:00 PM		10	6				
8:00 PM		6	8				
9:00 PM		10	3				
10:00 PM		0	3				
11:00 PM		3	2				
Total	0	352	354	0	0	0	0
24HrTotal			352	354			
AM Pk Hr		8:00	8:00				
AM Peak		37	36				
PM Pk Hr		4:00	2:00				
PM Peak		28	29				
% Peak Hr		10.51%	10.17%				
% Peak Hr			10.51%	10.17%			

01/15/2017

D SE

In 01/15/2017

In	Avg
	1
	1
	0
	0
	2
	15
	25
	21
	37
	26
	29
	28
	16
	22
	27
	21
	26
	19
	15
	8
	7
	7
	2
	3
	353
	37
	29
	10.50%
	10.34%

King County, WA

6054E Weekly Volume Report - Mon 02/08/2016 - Sun 02/14/2016

Location ID:	6054E
Located On:	TIGER 233 WY SE
Direction	2-WAY
Community:	6
AADT:	2353

Type:	SPOT
AT:	ISS HOBART RD
Period:	Mon 02/08/2016 - Sun 02/14/2016

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg
12:00 AM			3	5				4
1:00 AM			6	2				4
2:00 AM			2	3				3
3:00 AM			6	4				5
4:00 AM			21	25				23
5:00 AM			62	56				59
6:00 AM			365	381				373
7:00 AM			370	348				359
8:00 AM			192	199				196
9:00 AM			139	122				131
10:00 AM			88	95				92
11:00 AM			89	86				88
12:00 PM			99	104				102
1:00 PM			93	89				91
2:00 PM			104	113				109
3:00 PM			120	127				124
4:00 PM			167	153				160
5:00 PM			155	161				158
6:00 PM			123	135				129
7:00 PM			80	81				81
8:00 PM			67	50				59
9:00 PM			49	40				45
10:00 PM			33	28				31
11:00 PM			12	15				14
Total	0	0	2445	2422	0	0	0	
24HrTotal			2445	2422				2434
AM Pk Hr			7:00	6:00				
AM Peak			370	381				376
PM Pk Hr			4:00	5:00				
PM Peak			167	161				164
% Peak Hr			15.13%	15.73%				15.50%
% Peak Hr			15.13%	15.73%				15.43%

King County, WA

6054E_EB Weekly Volume Report - Mon 02/08/2016 - Sun 02/14/2016

Location ID:	6054E_EB
Located On:	TIGER 233 WY SE
Direction	EB
Community:	6
AADT:	905

Type:	SPOT
AT:	ISS HOBART RD
Period:	Mon 02/08/2016 - Sun 02/14/2016

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg
12:00 AM			2	5				4
1:00 AM			4	1				3
2:00 AM			0	2				1
3:00 AM			3	1				2
4:00 AM			2	3				3
5:00 AM			1	0				1
6:00 AM			4	6				5
7:00 AM			19	23				21
8:00 AM			34	48				41
9:00 AM			40	41				41
10:00 AM			39	46				43
11:00 AM			42	37				40
12:00 PM			41	54				48
1:00 PM			52	46				49
2:00 PM			59	71				65
3:00 PM			76	81				79
4:00 PM			115	91				103
5:00 PM			95	92				94
6:00 PM			83	102				93
7:00 PM			60	62				61
8:00 PM			48	43				46
9:00 PM			39	33				36
10:00 PM			27	23				25
11:00 PM			11	14				13
Total	0	0	896	925	0	0	0	
24HrTotal			896	925				911
AM Pk Hr			11:00	8:00				
AM Peak			42	48				45
PM Pk Hr			4:00	6:00				
PM Peak			115	102				109
% Peak Hr			12.83%	11.03%				12.00%
% Peak Hr			12.83%	11.03%				11.93%

King County, WA

6054E_WB Weekly Volume Report - Mon 02/08/2016 - Sun 02/14/2016

Location ID:	6054E_WB
Located On:	TIGER 233 WY SE
Direction	WB
Community:	6
AADT:	1448

Type:	SPOT
AT:	ISS HOBART RD
Period:	Mon 02/08/2016 - Sun 02/14/2016

Start Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg
12:00 AM			1	0				1
1:00 AM			2	1				2
2:00 AM			2	1				2
3:00 AM			3	3				3
4:00 AM			19	22				21
5:00 AM			61	56				59
6:00 AM			361	375				368
7:00 AM			351	325				338
8:00 AM			158	151				155
9:00 AM			99	81				90
10:00 AM			49	49				49
11:00 AM			47	49				48
12:00 PM			58	50				54
1:00 PM			41	43				42
2:00 PM			45	42				44
3:00 PM			44	46				45
4:00 PM			52	62				57
5:00 PM			60	69				65
6:00 PM			40	33				37
7:00 PM			20	19				20
8:00 PM			19	7				13
9:00 PM			10	7				9
10:00 PM			6	5				6
11:00 PM			1	1				1
Total	0	0	1549	1497	0	0	0	
24HrTotal			1549	1497				1523
AM Pk Hr			6:00	6:00				
AM Peak			361	375				368
PM Pk Hr			5:00	5:00				
PM Peak			60	69				65
% Peak Hr			23.31%	25.05%				24.00%
% Peak Hr			23.31%	25.05%				24.18%

Appendix B: Travel Time Limits & Data Summary

SUMMARY

Segment	Average TT (min)		Segment Limits	Segment Distance (ft)	Average Segment Speed (mph)		Segment Distance (mi)
	SB	NB			SB	NB	
FR11	1.87	1.24	Gilman to Sunset	2,864	17	26	0.54
FR12	1.22	1.79	Sunset to Newport	954	9	6	0.18
FR22	1.42	2.15	Newport to 2nd Ave	3,964	32	21	0.75
FR33	1.11	2.05	2nd Ave to City Limits	3,795	39	21	0.72
Corridor	5.6	7.2		11,577	23	18	2.19

Segment	Average TT (min)		Segment Limits	Segment Distance (ft)	Average Segment Speed (mph)		Segment Distance (mi)
	SB	NB			SB	NB	
IH111	2.38	5.59	City Limits to May Valley	9,121	44	19	1.73
IH222	1.66	4.65	May Valley to Cedar Grove	4,889	33	12	0.93
IH333	4.96	21.02	Cedar Grove to SR 18	17,804	41	10	3.37
Corridor	9.0	31.3		31,814	40	12	6.03 8.22

Front	Average TT (min)	
	SB	NB
Run 1	8.37	6.82
Run 2	5.90	9.25
Run 3	4.52	7.40
Run 4	4.38	7.93
Run 5	4.93	4.77
Run 6		
Corridor	5.6	7.2

Corridor Speeds (mph)

Front	SB	NB
Run 1	16	19
Run 2	22	14
Run 3	29	18
Run 4	30	17
Run 5	27	28
Run 6		
Average	25	19

Iss-Hob	Average TT (min)	
	SB	NB
Run 1	8.07	29.38
Run 2	8.73	30.60
Run 3	9.85	20.62
Run 4	8.63	28.83
Run 5	9.68	46.88
Run 6		
Corridor	9.0	31.3

Iss-Hob	SB	NB
Run 1	45	12
Run 2	41	12
Run 3	37	18
Run 4	42	13
Run 5	37	8
Run 6		
Average	40	12

Full Corridor	Average TT (min)	
	SB	NB
Run 1	16.43	36.20
Run 2	14.63	39.85
Run 3	14.37	28.02
Run 4	13.02	36.77
Run 5	14.62	51.65
Run 6		
Corridor	14.6	38.5

Corridor Speeds (mph)

Full Corridor	SB	NB
Run 1	30	14
Run 2	34	12
Run 3	34	18
Run 4	38	13
Run 5	34	10
Run 6		
Average	34	13

SUMMARY

Segment	Average TT (min)		Segment Limits	Segment Distance (ft)	Average Segment Speed (mph)	
	SB	NB			SB	NB
FR11	14.09	2.39	Gilman to Sunset	2,864	2	14
FR12	4.37	1.60	Sunset to Newport	954	2	7
FR22	5.70	1.69	Newport to 2nd Ave	3,964	8	27
FR33	2.31	1.25	2nd Ave to City Limits	3,795	19	34
Corridor	26.5	6.9		11,577	5	19

Segment	Average TT (min)		Segment Limits	Segment Distance (ft)	Average Segment Speed (mph)	
	SB	NB			SB	NB
IH111	6.07	2.53	City Limits to May Valley	9,121	17	41
IH222	1.80	1.32	May Valley to Cedar Grove	4,889	31	42
IH333	5.52	4.95	Cedar Grove to SR 18	17,804	37	41
Corridor	13.4	8.8		31,814	27	41

Front	Average TT (min)	
	SB	NB
Run 1	24.13	6.95
Run 2	32.88	6.87
Run 3	19.33	7.07
Run 4	37.45	7.15
Run 5	18.55	6.62
Run 6		
Corridor	26.5	6.9

Front	Corridor Speeds (mph)	
	SB	NB
Run 1	5	19
Run 2	4	19
Run 3	7	19
Run 4	4	18
Run 5	7	20
Run 6		
Average	5	19

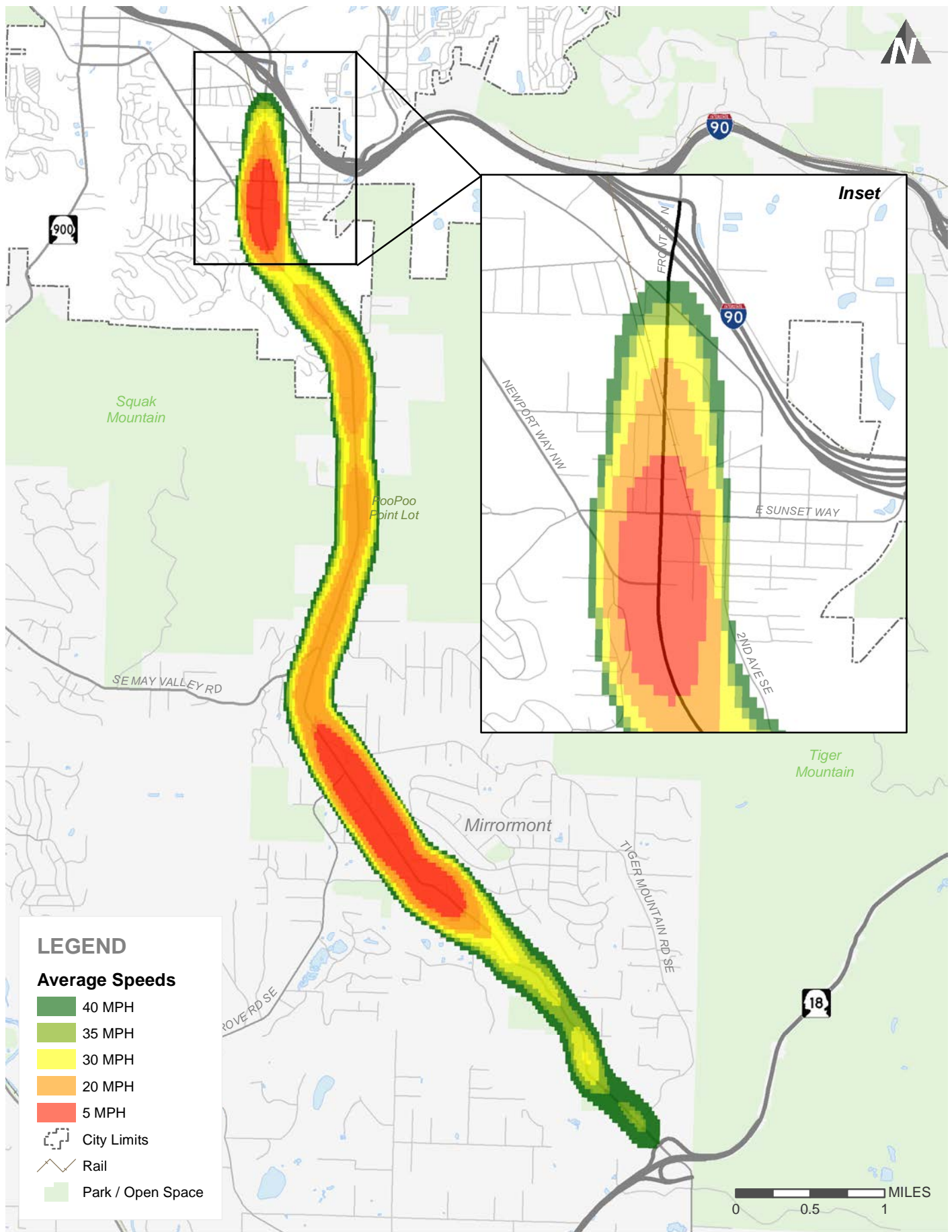
Iss-Hob	Average TT (min)	
	SB	NB
Run 1	12.22	9.42
Run 2	13.22	9.30
Run 3	15.10	8.80
Run 4	12.15	8.58
Run 5	14.25	7.92
Corridor	13.4	8.8

Iss-Hob	Corridor Speeds (mph)	
	SB	NB
Run 1	30	38
Run 2	27	39
Run 3	24	41
Run 4	30	42
Run 5	25	46
Average	27	41

Full Corridor	Average TT (min)	
	SB	NB
Run 1	36.35	16.37
Run 2	46.10	16.17
Run 3	34.43	15.87
Run 4	49.60	15.73
Run 5	32.80	14.53
Run 6		
Corridor	39.9	15.7

Full Corridor	Corridor Speeds (mph)	
	SB	NB
Run 1	14	30
Run 2	11	30
Run 3	14	31
Run 4	10	31
Run 5	15	34
Run 6		
Average	13	31

Appendix C: AM & PM Peak Hour Travel Delay Heat Maps

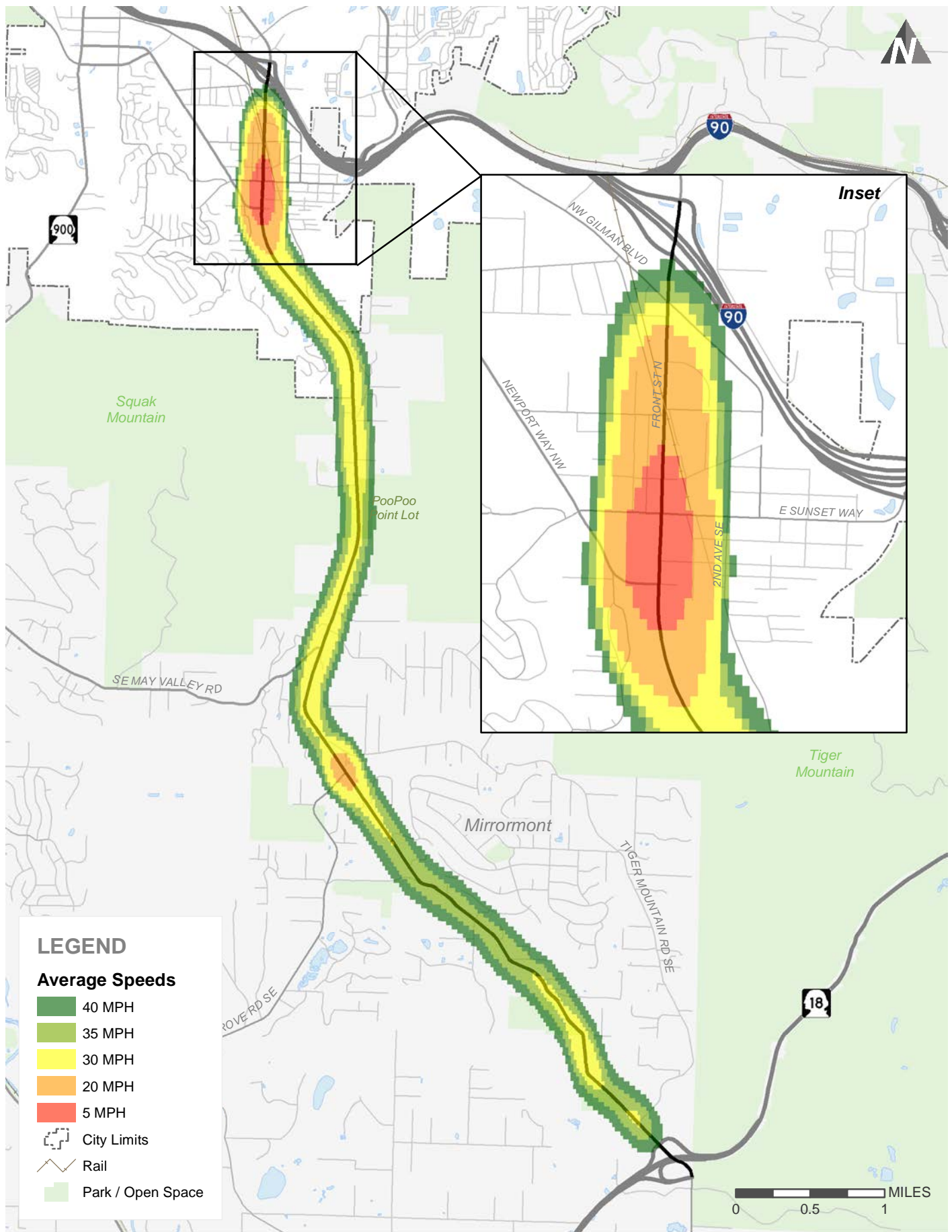


Average Weekday Delays - Northbound AM Peak Hour

FIGURE

Issaquah-Hobart Rd/Front St Corridor Study

M:\16\16540.00 - Issaquah-Hobart Road\GIS\Maps\MXD\10.4\TT_NB_AM.mxd



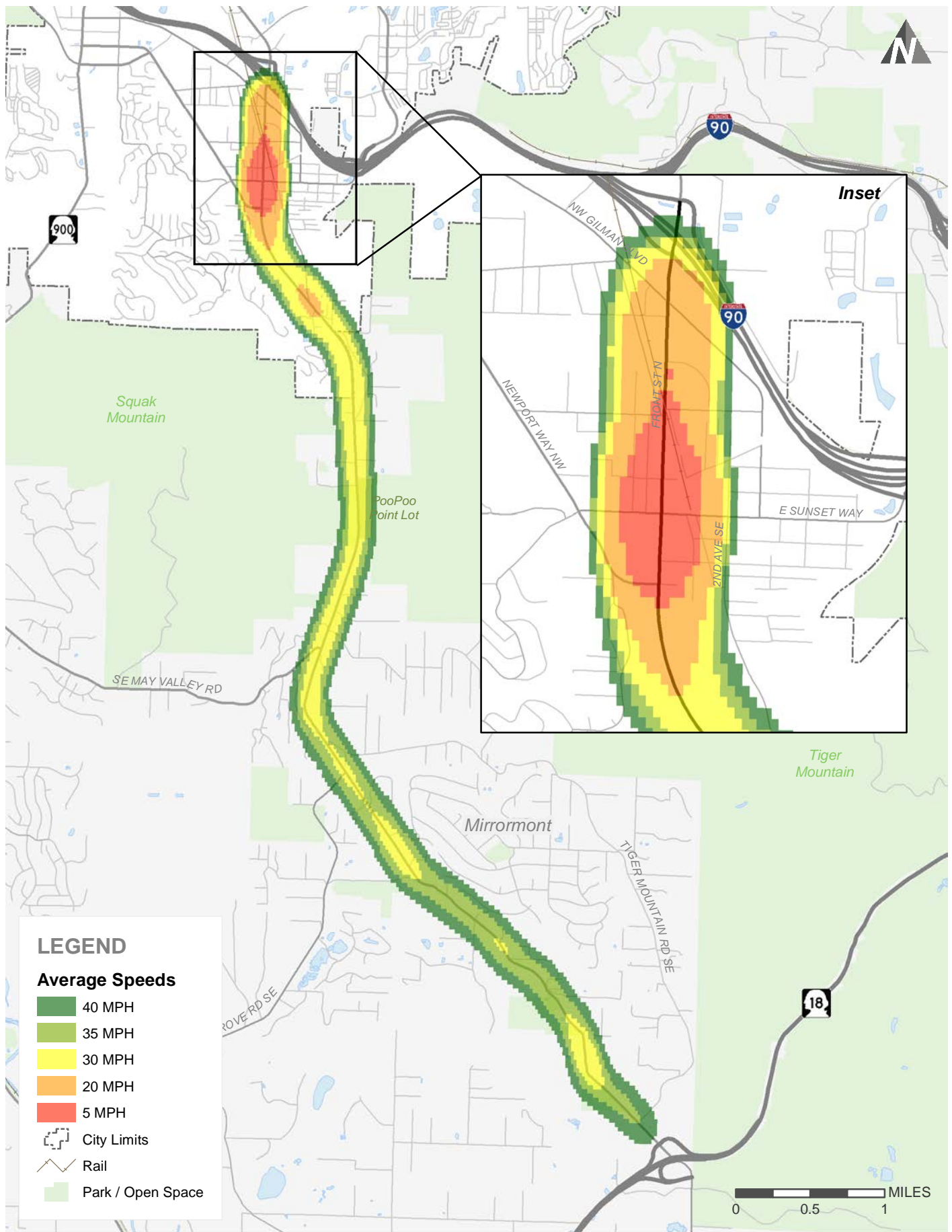
Average Weekday Delays - Southbound AM Peak Hour

FIGURE

Issaquah-Hobart Rd/Front St Corridor Study

B

M:\16\16540.00 - Issaquah-Hobart Road\GIS\Maps\MXD\10.4\TT_SB_AM.mxd

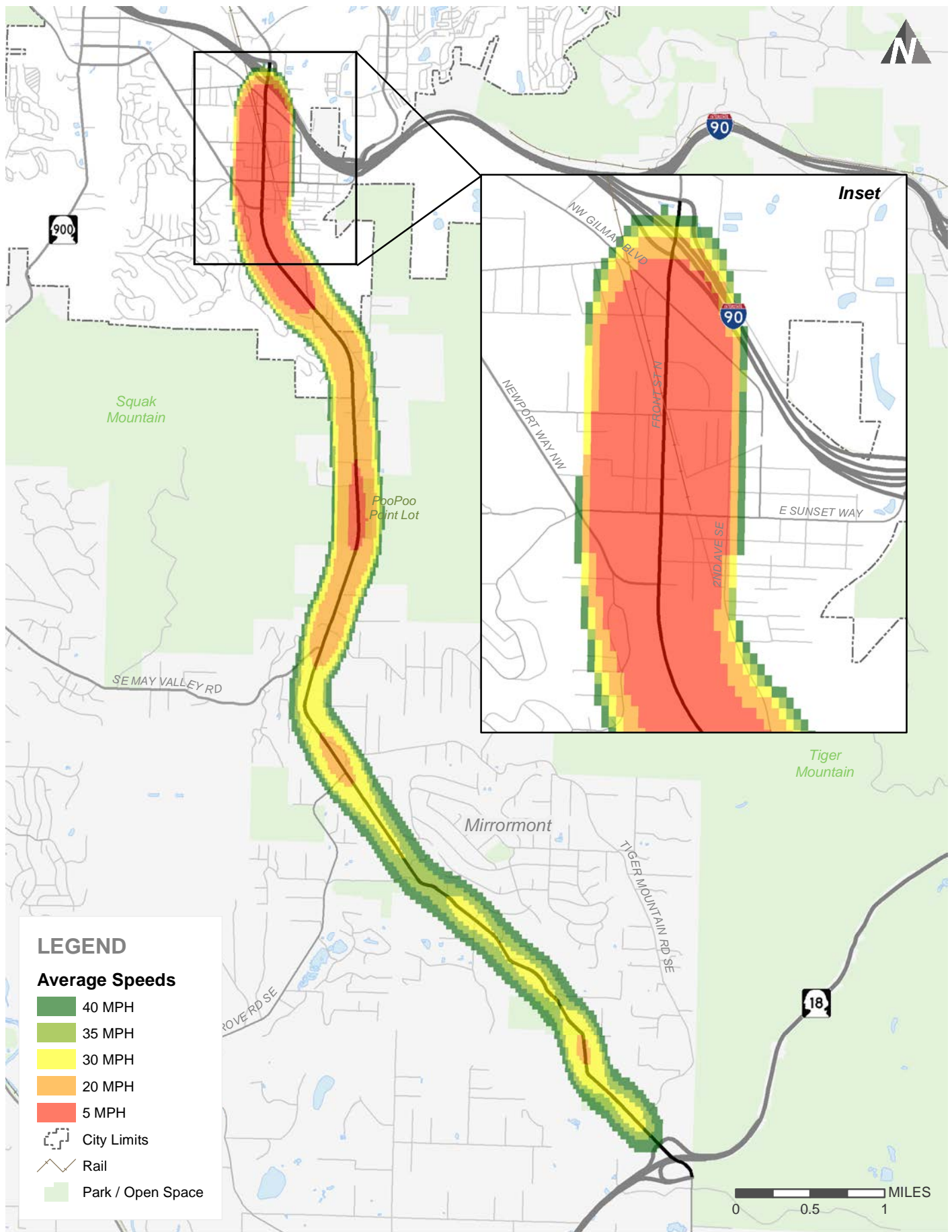


Average Weekday Delays - Northbound PM Peak Hour

FIGURE

Issaquah-Hobart Rd/Front St Corridor Study

M:\16\16540.00 - Issaquah-Hobart Road\GIS\Maps\MXD\10.4\TT_NB_PM.mxd



Average Weekday Delays - Southbound PM Peak Hour

FIGURE

D

Highway Capacity Manual 2010

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

Table 1. Level of Service Criteria for Signalized Intersections

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

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

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

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

Table 2. Level of Service Criteria for Unsignalized Intersections

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

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

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

Corridor Level of Service Definitions

HCM 2010 LOS Criteria (used for City segments)

Exhibit 16-4
LOS Criteria: Automobile
Mode

Travel Speed as a Percentage of Base Free- Flow Speed (%)	LOS by Critical Volume-to-Capacity Ratio ^a	
	≤ 1.0	> 1.0
>85	A	F
>67-85	B	F
>50-67	C	F
>40-50	D	F
>30-40	E	F
≤30	F	F

Note: ^a The critical volume-to-capacity ratio is based on consideration of the through movement volume-to-capacity ratio at each boundary intersection in the subject direction of travel. The critical volume-to-capacity ratio is the largest ratio of those considered.

King County LOS Criteria (used for County segments)

14.70.220 Transportation adequacy measure and travel time standards.

A. Concurrency shall be determined by the application of travel time standards to designated principal and minor arterials associated with the adopted travel shed map.

B.1. The travel time standards are levels of service based on average travel speed in miles per hour, and the standards vary by road classification. The travel time standard for the Urban Growth Area and the Rural Mobility Areas is level of service E. The travel time standard for the Rural Area is level of service B. The travel time standard for the Rural Neighborhood Commercial Centers is level of service D. The travel time standard for the minor developments and public and educational facilities listed in K.C.C. 14.70.285 is level of service F.

2. The following table identifies the range of travel speeds for the travel time levels of service.

LEVEL OF SERVICE SPEEDS		
	Principal Arterials	Minor Arterials
LEVEL OF SERVICE	AVERAGE TRAVEL SPEED (MILES PER HOUR)	
A	>35	>30
B	>28 – 35	>24 – 30
C	>22 – 28	>18 – 24
D	>17 – 22	>14 – 18
E	>13 – 17	>10 – 14
F		≤13

(Ord. 18459 § 2, 2017; Ord. 16266 § 8, 2008; Ord. 15839 § 2, 2007; 15030 § 2, 2004; Ord. 14580 § 2, 2003; Ord. 14375 § 1, 2002; Ord. 14050 § 9, 2001).

Lanes, Volumes, Timings
1: Front St N & I-90 WB Ramps

Existing AM Peak Hour
01/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↕			↕	↗
Traffic Volume (vph)	0	0	0	270	0	385	265	900	0	0	525	875
Future Volume (vph)	0	0	0	270	0	385	265	900	0	0	525	875
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	350		0	0		350
Storage Lanes	0		0	0		1	1		0	0		2
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	0	1662	1487	1646	3292	0	0	3355	2642
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1662	1466	1646	3292	0	0	3355	2586
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						177						911
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		351			591			751			291	
Travel Time (s)		8.0			13.4			20.5			7.9	
Confl. Peds. (#/hr)	1						1		5	5		
Confl. Bikes (#/hr)							1					1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	5%	5%	5%	6%	6%	6%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	281	401	276	938	0	0	547	911
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2				6
Permitted Phases				8		8						6
Total Split (s)				35.0	35.0	35.0	47.0	95.0			48.0	48.0
Total Lost Time (s)					5.5	5.5	5.5	6.0			6.0	6.0
Act Effct Green (s)					27.0	27.0	27.3	91.5			58.7	58.7
Actuated g/C Ratio					0.21	0.21	0.21	0.70			0.45	0.45
v/c Ratio					0.81	0.90	0.80	0.41			0.36	0.55
Control Delay					67.5	51.7	63.8	4.9			26.2	3.1
Queue Delay					0.0	0.0	0.0	0.0			0.0	0.0
Total Delay					67.5	51.7	63.8	4.9			26.2	3.1
LOS					E	D	E	A			C	A
Approach Delay					58.2			18.3			11.8	
Approach LOS					E			B			B	
Queue Length 50th (ft)					219	189	210	147			165	0
Queue Length 95th (ft)					#333	#372	306	211			235	46
Internal Link Dist (ft)		271			511			671			211	
Turn Bay Length (ft)							350					350
Base Capacity (vph)					384	475	525	2331			1515	1667
Starvation Cap Reductn					0	0	0	0			0	0
Spillback Cap Reductn					0	0	0	0			0	0
Storage Cap Reductn					0	0	0	0			0	0
Reduced v/c Ratio					0.73	0.84	0.53	0.40			0.36	0.55

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130

Lanes, Volumes, Timings
 1: Front St N & I-90 WB Ramps

Existing AM Peak Hour
 01/15/2018

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 23.6

Intersection LOS: C

Intersection Capacity Utilization 74.8%

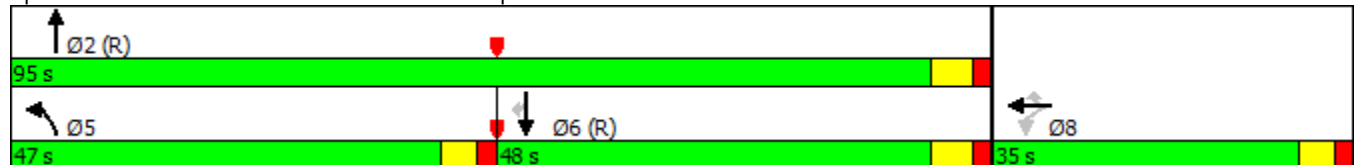
ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Front St N & I-90 WB Ramps



Lanes, Volumes, Timings
2: Front St N & I-90 EB Ramps

Existing AM Peak Hour
01/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖	↖					↑↑	↖	↖	↑↑	
Traffic Volume (vph)	410	0	310	0	0	0	0	740	65	85	745	0
Future Volume (vph)	410	0	310	0	0	0	0	740	65	85	745	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Storage Length (ft)	650		900	0		0	0		100	150		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1618	1618	1524	0	0	0	0	3471	1553	1687	3374	0
Flt Permitted	0.950	0.950								0.950		
Satd. Flow (perm)	1618	1618	1524	0	0	0	0	3471	1517	1676	3374	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			344						101			
Link Speed (mph)		35			30			25				25
Link Distance (ft)		1686			888			564				751
Travel Time (s)		32.8			20.2			15.4				20.5
Confl. Peds. (#/hr)									7	7		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	6%	6%	6%	0%	0%	0%	4%	4%	4%	7%	7%	7%
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	228	228	344	0	0	0	0	822	72	94	828	0
Turn Type	Split	NA	Free					NA	Free	Prot	NA	
Protected Phases	8	8						6		5	2	
Permitted Phases			Free						Free			
Total Split (s)	46.0	46.0						67.0		17.0	84.0	
Total Lost Time (s)	5.0	5.0						5.0		5.0	5.0	
Act Effct Green (s)	27.5	27.5	130.0					75.5	130.0	12.0	92.5	
Actuated g/C Ratio	0.21	0.21	1.00					0.58	1.00	0.09	0.71	
v/c Ratio	0.67	0.67	0.23					0.41	0.05	0.61	0.34	
Control Delay	55.7	55.7	0.3					12.6	0.1	61.6	7.0	
Queue Delay	0.0	0.0	0.0					0.2	0.0	0.0	0.0	
Total Delay	55.7	55.7	0.3					12.8	0.1	61.6	7.0	
LOS	E	E	A					B	A	E	A	
Approach Delay		31.9						11.7			12.6	
Approach LOS		C						B			B	
Queue Length 50th (ft)	187	187	0					91	0	80	193	
Queue Length 95th (ft)	252	252	0					187	0	m107	246	
Internal Link Dist (ft)		1606			808			484			671	
Turn Bay Length (ft)	650		900						100	150		
Base Capacity (vph)	510	510	1524					2017	1517	170	2401	
Starvation Cap Reductn	0	0	0					386	0	0	0	
Spillback Cap Reductn	0	0	0					0	0	0	0	
Storage Cap Reductn	0	0	0					0	0	0	0	
Reduced v/c Ratio	0.45	0.45	0.23					0.50	0.05	0.55	0.34	

Intersection Summary
Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130

Lanes, Volumes, Timings
 2: Front St N & I-90 EB Ramps

Existing AM Peak Hour
 01/15/2018

Offset: 112 (86%), Referenced to phase 2:SBT and 6:NBT, Start of Red

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 18.2

Intersection LOS: B

Intersection Capacity Utilization 74.8%

ICU Level of Service D

Analysis Period (min) 15

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

Splits and Phases: 2: Front St N & I-90 EB Ramps



Lanes, Volumes, Timings
3: Front St/Front St N & NW Gilman Blvd

Existing AM Peak Hour
01/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	225	45	40	10	40	50	80	540	30	120	355	515
Future Volume (vph)	225	45	40	10	40	50	80	540	30	120	355	515
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1550	1550	1550	1900	1900	1900
Storage Length (ft)	600		0	0		0	150		0	175		0
Storage Lanes	2		0	0		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3255	1642	0	0	1684	1446	1343	2660	0	1662	1749	1487
Flt Permitted	0.950				0.990		0.400			0.403		
Satd. Flow (perm)	3255	1642	0	0	1684	1446	565	2660	0	702	1749	1487
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30				143		5				442
Link Speed (mph)		35			35			25				25
Link Distance (ft)		624			1319			254				564
Travel Time (s)		12.2			25.7			6.9				15.4
Confl. Peds. (#/hr)									5	5		
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
Heavy Vehicles (%)	4%	4%	4%	8%	8%	8%	6%	6%	6%	5%	5%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	259	98	0	0	57	57	92	655	0	138	408	592
Turn Type	Split	NA		Split	NA	Perm	pm+pt	NA		pm+pt	NA	Free
Protected Phases	8	8		4	4		5	2		1	6	
Permitted Phases						4	2			6		Free
Total Split (s)	28.0	28.0		25.0	25.0	25.0	17.0	61.0		16.0	60.0	
Total Lost Time (s)	5.0	5.0			5.0	5.0	5.0	5.0		5.0	5.0	
Act Effct Green (s)	15.2	15.2			10.0	10.0	75.8	75.8		77.9	77.9	130.0
Actuated g/C Ratio	0.12	0.12			0.08	0.08	0.58	0.58		0.60	0.60	1.00
v/c Ratio	0.68	0.45			0.44	0.23	0.24	0.42		0.27	0.39	0.40
Control Delay	63.8	42.3			66.0	2.3	17.0	18.1		27.4	26.3	2.0
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.6	0.0
Total Delay	63.8	42.3			66.0	2.3	17.0	18.1		27.4	26.9	2.0
LOS	E	D			E	A	B	B		C	C	A
Approach Delay		57.9			34.1			18.0				14.0
Approach LOS		E			C			B				B
Queue Length 50th (ft)	110	54			47	0	33	152		72	264	41
Queue Length 95th (ft)	141	101			82	0	79	256		146	432	54
Internal Link Dist (ft)		544			1239			174				484
Turn Bay Length (ft)	600						150			175		
Base Capacity (vph)	575	315			259	343	403	1552		502	1048	1487
Starvation Cap Reductn	0	0			0	0	0	0		0	309	0
Spillback Cap Reductn	0	0			0	0	0	0		0	0	0
Storage Cap Reductn	0	0			0	0	0	0		0	0	0
Reduced v/c Ratio	0.45	0.31			0.22	0.17	0.23	0.42		0.27	0.55	0.40

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 76 (58%), Referenced to phase 2:NBT and 6:SBTL, Start of 1st Green

Lanes, Volumes, Timings
 3: Front St/Front St N & NW Gilman Blvd

Existing AM Peak Hour
 01/15/2018

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 22.9

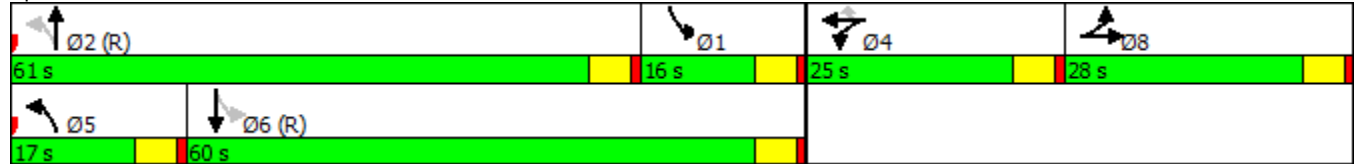
Intersection LOS: C

Intersection Capacity Utilization 58.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Front St/Front St N & NW Gilman Blvd



Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗	↖	↑↑	↑	
Traffic Vol, veh/h	0	5	10	685	375	20
Future Vol, veh/h	0	5	10	685	375	20
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	2	2	8	8
Mvmt Flow	0	5	10	714	391	21

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	403	412	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.2	4.13	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.219	-	-
Pot Cap-1 Maneuver	0	652	1145	-	-
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	651	1144	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1144	-	651	-	-
HCM Lane V/C Ratio	0.009	-	0.008	-	-
HCM Control Delay (s)	8.2	-	10.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘		↘	↑	↑	
Traffic Vol, veh/h	55	30	35	635	345	25
Future Vol, veh/h	55	30	35	635	345	25
Conflicting Peds, #/hr	5	8	8	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	4	4	8	8
Mvmt Flow	57	31	36	655	356	26

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1109	385	389	0	-	0
Stage 1	377	-	-	-	-	-
Stage 2	732	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.14	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.236	-	-	-
Pot Cap-1 Maneuver	232	663	1159	-	-	-
Stage 1	694	-	-	-	-	-
Stage 2	476	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	222	655	1152	-	-	-
Mov Cap-2 Maneuver	222	-	-	-	-	-
Stage 1	690	-	-	-	-	-
Stage 2	458	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.7	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1152	-	290	-	-
HCM Lane V/C Ratio	0.031	-	0.302	-	-
HCM Control Delay (s)	8.2	-	22.7	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1.2	-	-

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	5	0	0	5	5	645	5	5	345	5
Future Vol, veh/h	5	0	5	0	0	5	5	645	5	5	345	5
Conflicting Peds, #/hr	2	0	2	1	0	1	2	0	1	1	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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	13	13	13	0	0	0	2	2	2	8	8	8
Mvmt Flow	5	0	5	0	0	5	5	679	5	5	363	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1075	1074	370	1074	1074	685	370	0	0	685	0	0
Stage 1	378	378	-	693	693	-	-	-	-	-	-	-
Stage 2	697	696	-	381	381	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.63	6.33	7.1	6.5	6.2	4.12	-	-	4.18	-	-
Critical Hdwy Stg 1	6.23	5.63	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.63	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4.117	3.417	3.5	4	3.3	2.218	-	-	2.272	-	-
Pot Cap-1 Maneuver	188	210	652	199	222	452	1189	-	-	881	-	-
Stage 1	622	596	-	437	448	-	-	-	-	-	-	-
Stage 2	414	427	-	645	617	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	183	207	650	195	218	451	1187	-	-	880	-	-
Mov Cap-2 Maneuver	183	207	-	195	218	-	-	-	-	-	-	-
Stage 1	617	591	-	434	445	-	-	-	-	-	-	-
Stage 2	406	424	-	634	612	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	18.1		13.1		0.1		0.1	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1187	-	-	286	451	880	-	-
HCM Lane V/C Ratio	0.004	-	-	0.037	0.012	0.006	-	-
HCM Control Delay (s)	8	0	-	18.1	13.1	9.1	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Lanes, Volumes, Timings
7: Front St & W Sunset Way/E Sunset Way

Existing AM Peak Hour
01/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Volume (vph)	50	140	10	50	135	120	35	500	55	70	180	35
Future Volume (vph)	50	140	10	50	135	120	35	500	55	70	180	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1550	1550	1550	1700	1700	1700
Storage Length (ft)	0		0	0		200	125		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1532	0	0	1545	1331	1358	1397	0	1446	1323	0
Flt Permitted		0.988			0.987		0.614			0.228		
Satd. Flow (perm)	0	1521	0	0	1529	1255	871	1397	0	347	1323	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				125		5			10	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1129			877			655			389	
Travel Time (s)		30.8			23.9			17.9			10.6	
Confl. Peds. (#/hr)	10		14	14		10	3		19	19		3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	4%	4%	4%	8%	8%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0	2	2	2	0	0	0
Parking (#/hr)	1	1	1	1	1	1					1	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	208	0	0	193	125	36	578	0	73	224	0
Turn Type	Split	NA		Split	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		8	8	1	5	2		1	6	
Permitted Phases						8	2			6		
Total Split (s)	26.0	26.0		27.0	27.0	16.0	13.0	51.0		16.0	54.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0		5.0	5.0	
Act Effct Green (s)		18.8			18.3	25.7	61.6	55.5		66.0	60.8	
Actuated g/C Ratio		0.16			0.15	0.21	0.51	0.46		0.55	0.51	
v/c Ratio		0.86			0.82	0.34	0.08	0.89		0.28	0.33	
Control Delay		79.7			75.5	7.9	10.6	41.8		19.7	25.3	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		79.7			75.5	7.9	10.6	41.8		19.7	25.3	
LOS		E			E	A	B	D		B	C	
Approach Delay		79.7			48.9			39.9			24.0	
Approach LOS		E			D			D			C	
Queue Length 50th (ft)		154			145	0	10	429		26	107	
Queue Length 95th (ft)		#272			#227	44	m12	#711		56	260	
Internal Link Dist (ft)		1049			797			575			309	
Turn Bay Length (ft)						200	125			150		
Base Capacity (vph)		269			283	407	492	648		295	675	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.77			0.68	0.31	0.07	0.89		0.25	0.33	

Intersection Summary

Area Type: Other
Cycle Length: 120

Lanes, Volumes, Timings
 7: Front St & W Sunset Way/E Sunset Way

Existing AM Peak Hour
 01/15/2018

Actuated Cycle Length: 120

Offset: 25 (21%), Referenced to phase 2:NBTL and 6:SBTL, Start of 1st Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 44.4

Intersection LOS: D

Intersection Capacity Utilization 80.1%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 7: Front St & W Sunset Way/E Sunset Way

 Ø1	 Ø2 (R)	 Ø4	 Ø8
16 s	51 s	26 s	27 s
 Ø5	 Ø6 (R)		
13 s	54 s		

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	30	565	50	65	245
Future Vol, veh/h	30	30	565	50	65	245
Conflicting Peds, #/hr	8	6	0	8	6	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	75	-	-	25	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	4	4	9	9
Mvmt Flow	33	33	628	56	72	272

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1089	670	0	0	691
Stage 1	664	-	-	-	-
Stage 2	425	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.19
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.281
Pot Cap-1 Maneuver	237	455	-	-	872
Stage 1	510	-	-	-	-
Stage 2	657	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	215	450	-	-	868
Mov Cap-2 Maneuver	348	-	-	-	-
Stage 1	507	-	-	-	-
Stage 2	599	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15	0	2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	348	450	868
HCM Lane V/C Ratio	-	-	0.096	0.074	0.083
HCM Control Delay (s)	-	-	16.4	13.6	9.5
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.2	0.3

Lanes, Volumes, Timings
9: Front St & Newport Way NW

Existing AM Peak Hour
01/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↗	↖		↖	↕	↖
Traffic Volume (vph)	60	5	140	5	5	10	325	545	10	15	225	30
Future Volume (vph)	60	5	140	5	5	10	325	545	10	15	225	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1100	1100	1100	1700	1700	1700
Grade (%)		0%			-3%			0%			0%	
Storage Length (ft)	0		0	0		0	200		0	100		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1641	1459	0	1224	0	971	1019	0	1459	1508	0
Flt Permitted		0.726			0.926		0.218			0.437		
Satd. Flow (perm)	0	1214	1328	0	1129	0	223	1019	0	665	1508	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			152		11			1			6	
Link Speed (mph)		30			30			22			25	
Link Distance (ft)		517			733			1469			316	
Travel Time (s)		11.8			16.7			45.5			8.6	
Confl. Peds. (#/hr)	8		19	19		8			5	5		
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	7%	7%	22%	22%	22%	4%	4%	4%	7%	7%	7%
Parking (#/hr)				1	1	1						
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	70	152	0	21	0	353	603	0	16	278	0
Turn Type	Perm	NA	pm+ov	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8	1		4		1	6		5	2	
Permitted Phases	8		8	4			6			2		
Total Split (s)	38.0	38.0	45.0	38.0	38.0		45.0	64.0		18.0	37.0	
Total Lost Time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0	
Act Effct Green (s)		11.6	74.0		11.5		93.3	94.3		32.0	32.0	
Actuated g/C Ratio		0.10	0.62		0.10		0.78	0.79		0.27	0.27	
v/c Ratio		0.60	0.16		0.18		0.62	0.75		0.07	0.68	
Control Delay		71.2	1.6		33.3		19.6	20.7		24.3	38.0	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		71.2	1.6		33.3		19.6	20.7		24.3	38.0	
LOS		E	A		C		B	C		C	D	
Approach Delay		23.6			33.3			20.3			37.3	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)		53	0		7		110	154		7	179	
Queue Length 95th (ft)		99	23		32		310	#685		m17	m200	
Internal Link Dist (ft)		437			653			1389			236	
Turn Bay Length (ft)							200			100		
Base Capacity (vph)		333	946		318		568	800		263	406	
Starvation Cap Reductn		0	0		0		0	0		0	0	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.21	0.16		0.07		0.62	0.75		0.06	0.68	

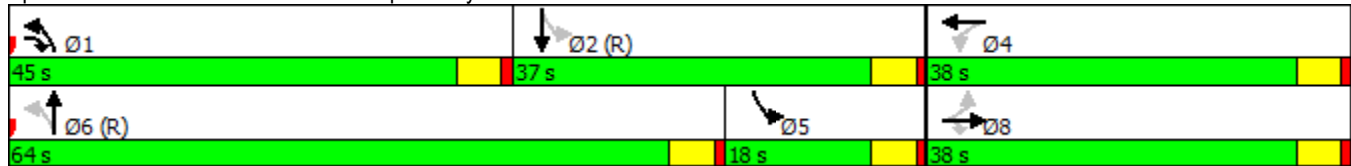
Intersection Summary

Area Type: Other

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of 1st Green, Master Intersection
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 24.3
 Intersection LOS: C
 Intersection Capacity Utilization 79.0%
 ICU Level of Service D
 Analysis Period (min) 15

- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Front St & Newport Way NW



Lanes, Volumes, Timings
10: Front St & 2nd Ave

Existing AM Peak Hour
01/15/2018



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	70	15	880	285	25	265
Future Volume (vph)	70	15	880	285	25	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60	0		200	275	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Satd. Flow (prot)	1586	1419	*1505	1487	1678	1766
Flt Permitted	0.950				0.208	
Satd. Flow (perm)	1586	1363	*1505	1487	367	1766
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		16		297		
Link Speed (mph)	25		20			35
Link Distance (ft)	209		2116			2179
Travel Time (s)	5.7		72.1			42.4
Confl. Peds. (#/hr)		5				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	10%	10%	5%	5%	4%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	73	16	917	297	26	276
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	4		6	4	5	2
Permitted Phases		4		6	2	
Total Split (s)	30.0	30.0	85.0	30.0	30.0	115.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Act Effct Green (s)	10.7	10.7	80.6	98.6	87.6	87.6
Actuated g/C Ratio	0.10	0.10	0.74	0.91	0.81	0.81
v/c Ratio	0.47	0.11	0.82	0.22	0.07	0.19
Control Delay	57.3	21.3	19.7	0.5	2.9	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.3	21.3	19.7	0.5	2.9	3.0
LOS	E	C	B	A	A	A
Approach Delay	50.9		15.0			3.0
Approach LOS	D		B			A
Queue Length 50th (ft)	51	0	430	0	3	33
Queue Length 95th (ft)	100	21	#932	10	10	75
Internal Link Dist (ft)	129		2036			2099
Turn Bay Length (ft)	60			200	275	
Base Capacity (vph)	369	329	1120	1452	601	1714
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.05	0.82	0.20	0.04	0.16

Intersection Summary

Area Type: Other
 Cycle Length: 145
 Actuated Cycle Length: 108.3
 Control Type: Actuated-Uncoordinated

Lanes, Volumes, Timings
 10: Front St & 2nd Ave

Existing AM Peak Hour
 01/15/2018

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 14.8

Intersection LOS: B

Intersection Capacity Utilization 61.9%

ICU Level of Service B

Analysis Period (min) 15

* User Entered Value

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 10: Front St & 2nd Ave



Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	5	1170	0	5	300
Future Vol, veh/h	0	5	1170	0	5	300
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	4	4	4	4
Mvmt Flow	0	5	1206	0	5	309

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1526	1206	0	0	1206
Stage 1	1206	-	-	-	-
Stage 2	320	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.14
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.236
Pot Cap-1 Maneuver	131	226	-	-	572
Stage 1	286	-	-	-	-
Stage 2	741	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	130	226	-	-	572
Mov Cap-2 Maneuver	232	-	-	-	-
Stage 1	286	-	-	-	-
Stage 2	735	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.3	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	226	572
HCM Lane V/C Ratio	-	-	0.023	0.009
HCM Control Delay (s)	-	-	21.3	11.4
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	15	15	1140	10	10	295
Future Vol, veh/h	15	15	1140	10	10	295
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	6	6	5	5	6	6
Mvmt Flow	16	16	1188	10	10	307

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1521	1193	0	0	1198
Stage 1	1193	-	-	-	-
Stage 2	328	-	-	-	-
Critical Hdwy	6.46	6.26	-	-	4.16
Critical Hdwy Stg 1	5.46	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.254
Pot Cap-1 Maneuver	128	223	-	-	569
Stage 1	282	-	-	-	-
Stage 2	721	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	125	223	-	-	569
Mov Cap-2 Maneuver	125	-	-	-	-
Stage 1	282	-	-	-	-
Stage 2	706	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	32.9	0	0.4
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	160	569
HCM Lane V/C Ratio	-	-	0.195	0.018
HCM Control Delay (s)	-	-	32.9	11.4
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	0.7	0.1

Lanes, Volumes, Timings
 13: Issq-Hobart Rd & May Valley Rd

Existing AM Peak Hour
 01/15/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	95	65	155	1170	240	80	
Future Volume (vph)	95	65	155	1170	240	80	
Ideal Flow (vphpl)	1900	1900	1450	1450	1900	1900	
Storage Length (ft)	0	100	140			120	
Storage Lanes	1	1	1			1	
Taper Length (ft)	25		25				
Satd. Flow (prot)	1517	1358	1268	1335	1749	1487	
Flt Permitted	0.950		0.578				
Satd. Flow (perm)	1517	1358	772	1335	1749	1487	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		58				69	
Link Speed (mph)	30			13	45		
Link Distance (ft)	899			2288	726		
Travel Time (s)	20.4			120.0	11.0		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	
Heavy Vehicles (%)	15%	15%	5%	5%	5%	5%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	101	69	165	1245	255	85	
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm	
Protected Phases	3		5	2	6		4
Permitted Phases		3	2			6	
Total Split (s)	40.0	40.0	20.0	156.0	151.0	151.0	35.0
Total Lost Time (s)	5.0	5.0	5.0	6.0	6.5	6.5	
Act Effct Green (s)	16.1	16.1	151.1	150.1	135.4	135.4	
Actuated g/C Ratio	0.09	0.09	0.85	0.85	0.76	0.76	
v/c Ratio	0.73	0.39	0.24	1.10	0.19	0.07	
Control Delay	107.6	28.0	3.4	75.5	6.8	2.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	107.6	28.0	3.4	75.5	6.8	2.1	
LOS	F	C	A	E	A	A	
Approach Delay	75.3			67.1	5.6		
Approach LOS	E			E	A		
Queue Length 50th (ft)	116	12	27	~1635	74	4	
Queue Length 95th (ft)	188	67	52	#2009	131	23	
Internal Link Dist (ft)	819			2208	646		
Turn Bay Length (ft)		100	140			120	
Base Capacity (vph)	299	314	700	1243	1427	1225	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.34	0.22	0.24	1.00	0.18	0.07	

Intersection Summary

Area Type: Other
 Cycle Length: 246
 Actuated Cycle Length: 177.2
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.10

Lanes, Volumes, Timings
 13: Issq-Hobart Rd & May Valley Rd

Existing AM Peak Hour
 01/15/2018

Intersection Signal Delay: 56.9 Intersection LOS: E
 Intersection Capacity Utilization 95.1% ICU Level of Service F
 Analysis Period (min) 15

- ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 13: Issq-Hobart Rd & May Valley Rd

↑ Ø2		↘ Ø3		Ⓜ Ø4	
156 s		40 s		35 s	
↙ Ø5		↓ Ø6			
20 s		151 s			

Intersection						
Int Delay, s/veh	13.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	10	250	925	5	25	295
Future Vol, veh/h	10	250	925	5	25	295
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	5	5	7	7
Mvmt Flow	11	266	984	5	27	314

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1354	987	0	0	989
Stage 1	987	-	-	-	-
Stage 2	367	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.17
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.263
Pot Cap-1 Maneuver	166	302	-	-	679
Stage 1	362	-	-	-	-
Stage 2	703	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	159	302	-	-	679
Mov Cap-2 Maneuver	159	-	-	-	-
Stage 1	362	-	-	-	-
Stage 2	675	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	78.9	0	0.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	292	679
HCM Lane V/C Ratio	-	-	0.947	0.039
HCM Control Delay (s)	-	-	78.9	10.5
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	9.3	0.1

Lanes, Volumes, Timings
15: Issq-Hobart Rd & Cedar Grove Rd

Existing AM Peak Hour
01/15/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	275	10	15	660	220	65	
Future Volume (vph)	275	10	15	660	220	65	
Ideal Flow (vphpl)	1000	1000	1000	1000	1000	1000	
Storage Length (ft)	0	200	150			180	
Storage Lanes	1	1	1			1	
Taper Length (ft)	25		25				
Satd. Flow (prot)	858	768	866	912	912	775	
Flt Permitted	0.950		0.559				
Satd. Flow (perm)	858	768	510	912	912	775	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		8				67	
Link Speed (mph)	30			11	45		
Link Distance (ft)	1094			2691	2652		
Travel Time (s)	24.9			166.8	40.2		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	7%	7%	6%	6%	6%	6%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	284	10	15	680	227	67	
Turn Type	Prot	Perm	pm+pt	NA	NA	pm+ov	
Protected Phases	3		5	2	6	3	4
Permitted Phases		3	2			6	
Total Split (s)	60.0	60.0	10.0	110.0	75.0	60.0	27.0
Total Lost Time (s)	5.0	5.0	5.0	6.0	6.0	5.0	
Act Effct Green (s)	55.0	55.0	105.0	104.0	98.0	161.0	
Actuated g/C Ratio	0.32	0.32	0.62	0.61	0.58	0.95	
v/c Ratio	1.03	0.04	0.05	1.22	0.43	0.09	
Control Delay	115.5	22.5	13.1	145.7	24.4	0.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	115.5	22.5	13.1	145.7	24.4	0.4	
LOS	F	C	B	F	C	A	
Approach Delay	112.3			142.8	18.9		
Approach LOS	F			F	B		
Queue Length 50th (ft)	~335	2	6	~925	147	0	
Queue Length 95th (ft)	#536	18	17	#1176	225	3	
Internal Link Dist (ft)	1014			2611	2572		
Turn Bay Length (ft)		200	150			180	
Base Capacity (vph)	277	253	325	557	525	737	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	1.03	0.04	0.05	1.22	0.43	0.09	

Intersection Summary






Area Type: Other
 Cycle Length: 197
 Actuated Cycle Length: 170
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.22

Lanes, Volumes, Timings
 15: Issq-Hobart Rd & Cedar Grove Rd

Existing AM Peak Hour
 01/15/2018

Intersection Signal Delay: 107.4 Intersection LOS: F
 Intersection Capacity Utilization 104.1% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 15: Issq-Hobart Rd & Cedar Grove Rd

 Ø2	 Ø3	 Ø4
110 s	60 s	27 s
 Ø5  Ø6		
10 s 75 s		

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	75	550	10	20	205
Future Vol, veh/h	10	75	550	10	20	205
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	70	0	-	-	250	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	7	7	4	4
Mvmt Flow	10	78	573	10	21	214

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	833	578	0	0	583
Stage 1	578	-	-	-	-
Stage 2	255	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.14
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.236
Pot Cap-1 Maneuver	339	516	-	-	982
Stage 1	561	-	-	-	-
Stage 2	788	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	332	516	-	-	982
Mov Cap-2 Maneuver	499	-	-	-	-
Stage 1	561	-	-	-	-
Stage 2	771	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	499	516	982
HCM Lane V/C Ratio	-	-	0.021	0.151	0.021
HCM Control Delay (s)	-	-	12.4	13.2	8.7
HCM Lane LOS	-	-	B	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0.5	0.1

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	5	10	10	560	215	5
Future Vol, veh/h	5	10	10	560	215	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	11	11	609	234	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	866	236	239	0	-	0
Stage 1	236	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	324	803	1328	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	531	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	320	803	1328	-	-	-
Mov Cap-2 Maneuver	423	-	-	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	524	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1328	-	618	-	-
HCM Lane V/C Ratio	0.008	-	0.026	-	-
HCM Control Delay (s)	7.7	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		B			A
Traffic Vol, veh/h	30	5	490	135	10	240
Future Vol, veh/h	30	5	490	135	10	240
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	3	6	6	5	5
Mvmt Flow	34	6	557	153	11	273

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	929	634	0	0	710
Stage 1	634	-	-	-	-
Stage 2	295	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.15
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.245
Pot Cap-1 Maneuver	296	477	-	-	875
Stage 1	527	-	-	-	-
Stage 2	753	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	292	477	-	-	875
Mov Cap-2 Maneuver	292	-	-	-	-
Stage 1	527	-	-	-	-
Stage 2	742	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.4	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	309	875
HCM Lane V/C Ratio	-	-	0.129	0.013
HCM Control Delay (s)	-	-	18.4	9.2
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.4	0

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔	↔	↔	↔			↔	↔
Traffic Vol, veh/h	0	0	0	25	5	5	10	630	0	0	70	190
Future Vol, veh/h	0	0	0	25	5	5	10	630	0	0	70	190
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	125	-	-	-	-	325
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	18	18	18	5	5	5	3	3	3
Mvmt Flow	0	0	0	28	6	6	11	716	0	0	80	216

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	819	819	716
Stage 1	739	739	-
Stage 2	80	80	-
Critical Hdwy	6.58	6.68	6.38
Critical Hdwy Stg 1	5.58	5.68	-
Critical Hdwy Stg 2	5.58	5.68	-
Follow-up Hdwy	3.662	4.162	3.462
Pot Cap-1 Maneuver	324	293	404
Stage 1	445	401	-
Stage 2	904	798	-
Platoon blocked, %			
Mov Cap-1 Maneuver	322	0	404
Mov Cap-2 Maneuver	322	0	-
Stage 1	442	0	-
Stage 2	904	0	-

Approach	WB	NB	SB
HCM Control Delay, s	17	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	1499	-	322	404	-
HCM Lane V/C Ratio	0.008	-	0.106	0.014	-
HCM Control Delay (s)	7.4	-	17.5	14	-
HCM Lane LOS	A	-	C	B	-
HCM 95th %tile Q(veh)	0	-	0.4	0	-

Lanes, Volumes, Timings
20: Issq-Hobart Rd & SR 18 EB Ramp

Existing AM Peak Hour
01/15/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	425	10	85	205	75	15
Future Volume (vph)	425	10	85	205	75	15
Ideal Flow (vphpl)	1900	1900	1900	1900	2200	2200
Storage Length (ft)	0	330	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Satd. Flow (prot)	1662	1487	0	1708	1855	0
Flt Permitted	0.950			0.986		
Satd. Flow (perm)	1662	1487	0	1708	1855	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		12			7	
Link Speed (mph)	30			12	50	
Link Distance (ft)	695			595	1569	
Travel Time (s)	15.8			33.8	21.4	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	5%	5%	6%	6%	12%	12%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	512	12	0	349	108	0
Turn Type	Prot	Perm	Split	NA	NA	
Protected Phases	3		2	2	6	
Permitted Phases		3				
Total Split (s)	50.0	50.0	50.0	50.0	30.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	
Act Effct Green (s)	34.2	34.2		26.1	11.4	
Actuated g/C Ratio	0.39	0.39		0.30	0.13	
v/c Ratio	0.79	0.02		0.69	0.44	
Control Delay	35.3	10.4		36.5	43.8	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	35.3	10.4		36.5	43.8	
LOS	D	B		D	D	
Approach Delay	34.7			36.5	43.8	
Approach LOS	C			D	D	
Queue Length 50th (ft)	239	0		169	52	
Queue Length 95th (ft)	422	12		284	115	
Internal Link Dist (ft)	615			515	1489	
Turn Bay Length (ft)		330				
Base Capacity (vph)	906	816		931	566	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.57	0.01		0.37	0.19	

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 87.7
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.79

Lanes, Volumes, Timings
20: Issq-Hobart Rd & SR 18 EB Ramp

Existing AM Peak Hour
01/15/2018

Intersection Signal Delay: 36.4
Intersection Capacity Utilization 54.0%
Analysis Period (min) 15

Intersection LOS: D
ICU Level of Service A

Splits and Phases: 20: Issq-Hobart Rd & SR 18 EB Ramp



Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	10	15	680	10	5	360
Future Vol, veh/h	10	15	680	10	5	360
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	15	701	10	5	371

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1087	706	0	0	711
Stage 1	706	-	-	-	-
Stage 2	381	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	239	436	-	-	888
Stage 1	489	-	-	-	-
Stage 2	691	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	237	436	-	-	888
Mov Cap-2 Maneuver	237	-	-	-	-
Stage 1	489	-	-	-	-
Stage 2	686	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	326	888
HCM Lane V/C Ratio	-	-	0.079	0.006
HCM Control Delay (s)	-	-	17	9.1
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.3	0

Lanes, Volumes, Timings
1: Front St N & I-90 WB Ramps

Existing PM Pk
01/03/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↖	↕			↕	↗
Traffic Volume (vph)	0	0	0	210	0	215	255	1610	0	0	870	590
Future Volume (vph)	0	0	0	210	0	215	255	1610	0	0	870	590
Ideal Flow (vphpl)	1250	1250	1250	2000	2000	2000	2000	2000	2000	2000	2000	2000
Storage Length (ft)	0		0	0		0	350		0	0		350
Storage Lanes	0		0	0		1	1		0	0		2
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	0	1818	1627	1818	3637	0	0	3601	2836
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1818	1601	1818	3637	0	0	3601	2836
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						66						602
Link Speed (mph)		30			30			25				25
Link Distance (ft)		405			398			796				901
Travel Time (s)		9.2			9.0			21.7				24.6
Confl. Peds. (#/hr)	3					3			8	8		
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
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	214	219	260	1643	0	0	888	602
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					4		1	6				2
Permitted Phases				4		4						2
Total Split (s)				38.0	38.0	38.0	38.0	102.0			64.0	64.0
Total Lost Time (s)					5.5	5.5	5.5	6.0			6.0	6.0
Act Effct Green (s)					22.1	22.1	25.2	106.4			75.7	75.7
Actuated g/C Ratio					0.16	0.16	0.18	0.76			0.54	0.54
v/c Ratio					0.75	0.71	0.80	0.59			0.46	0.33
Control Delay					71.7	51.0	71.7	10.1			22.4	2.2
Queue Delay					0.0	0.0	0.0	0.2			0.0	0.0
Total Delay					71.7	51.0	71.7	10.3			22.4	2.2
LOS					E	D	E	B			C	A
Approach Delay					61.2			18.7			14.2	
Approach LOS					E			B			B	
Queue Length 50th (ft)					189	135	253	272			250	0
Queue Length 95th (ft)					262	214	m256	160			384	37
Internal Link Dist (ft)		325			318			716			821	
Turn Bay Length (ft)							350					350
Base Capacity (vph)					422	422	423	2764			1947	1810
Starvation Cap Reductn					0	0	0	348			0	0
Spillback Cap Reductn					0	0	0	0			0	0
Storage Cap Reductn					0	0	0	0			0	0
Reduced v/c Ratio					0.51	0.52	0.61	0.68			0.46	0.33

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 2 (1%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow

Lanes, Volumes, Timings
 1: Front St N & I-90 WB Ramps

Existing PM Pk
 01/03/2018

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 21.8

Intersection LOS: C

Intersection Capacity Utilization 80.3%

ICU Level of Service D

Analysis Period (min) 15

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

Splits and Phases: 1: Front St N & I-90 WB Ramps



Lanes, Volumes, Timings
2: Front St N & I-90 EB Ramps

Existing PM Pk
01/03/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖	↖					↖	↖	↖	↖	↖
Traffic Volume (vph)	995	0	300	0	0	0	0	895	300	320	765	0
Future Volume (vph)	995	0	300	0	0	0	0	895	300	320	765	0
Ideal Flow (vphpl)	2000	2000	2000	1250	1250	1250	1900	1900	1900	2000	2000	2000
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Storage Length (ft)	650		900	0		0	0		100	150		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1787	1787	1683	0	0	0	0	3574	1599	1881	3762	0
Flt Permitted	0.950	0.950								0.950		
Satd. Flow (perm)	1787	1787	1683	0	0	0	0	3574	1561	1870	3762	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			309						94			
Link Speed (mph)		35			30			25				25
Link Distance (ft)		1560			888			564				796
Travel Time (s)		30.4			20.2			15.4				21.7
Confl. Peds. (#/hr)										7	7	
Confl. Bikes (#/hr)										1		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	513	513	309	0	0	0	0	923	309	330	789	0
Turn Type	Split	NA	Free					NA	Free	Prot	NA	
Protected Phases	8	8						6		5	2	
Permitted Phases			Free						Free			
Total Split (s)	52.0	52.0						54.0		34.0	88.0	
Total Lost Time (s)	5.0	5.0						5.0		5.0	5.0	
Act Effct Green (s)	46.3	46.3	140.0					51.5	140.0	27.3	83.7	
Actuated g/C Ratio	0.33	0.33	1.00					0.37	1.00	0.20	0.60	
v/c Ratio	0.87	0.87	0.18					0.70	0.20	0.90	0.35	
Control Delay	60.4	60.4	0.2					26.6	0.2	75.9	21.4	
Queue Delay	0.0	0.0	0.0					0.8	0.0	0.0	0.0	
Total Delay	60.4	60.4	0.2					27.4	0.2	75.9	21.4	
LOS	E	E	A					C	A	E	C	
Approach Delay		46.5						20.6			37.5	
Approach LOS		D						C			D	
Queue Length 50th (ft)	457	457	0					366	0	267	212	
Queue Length 95th (ft)	#660	#660	0					450	0	#465	374	
Internal Link Dist (ft)		1480			808			484			716	
Turn Bay Length (ft)	650		900						100	150		
Base Capacity (vph)	599	599	1683					1313	1561	389	2250	
Starvation Cap Reductn	0	0	0					153	0	0	0	
Spillback Cap Reductn	0	0	0					0	0	0	0	
Storage Cap Reductn	0	0	0					0	0	0	0	
Reduced v/c Ratio	0.86	0.86	0.18					0.80	0.20	0.85	0.35	

Intersection Summary

Area Type: Other
Cycle Length: 140

Lanes, Volumes, Timings
 2: Front St N & I-90 EB Ramps

Existing PM Pk
 01/03/2018

Actuated Cycle Length: 140
 Offset: 89 (64%), Referenced to phase 2:SBT and 6:NBT, Start of Red
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 35.1
 Intersection LOS: D
 Intersection Capacity Utilization 80.3%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: Front St N & I-90 EB Ramps



Lanes, Volumes, Timings
3: Front St/Front St N & NW Gilman Blvd

Existing PM Pk
01/03/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	635	90	80	20	95	180	80	355	25	115	240	670
Future Volume (vph)	635	90	80	20	95	180	80	355	25	115	240	670
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1250	1250	1250	1900	1900	1900
Storage Length (ft)	600		0	0		0	150		0	175		0
Storage Lanes	1		0	0		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3351	1664	0	0	1802	1546	1125	2224	0	1728	1818	1546
Flt Permitted	0.950				0.991		0.950			0.464		
Satd. Flow (perm)	3320	1664	0	0	1799	1517	1118	2224	0	838	1818	1512
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30				182		6				677
Link Speed (mph)		35			35			15				25
Link Distance (ft)		1104			1319			194				564
Travel Time (s)		21.5			25.7			8.8				15.4
Confl. Peds. (#/hr)	3		4	4		3	4		6	6		4
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	641	172	0	0	116	182	81	384	0	116	242	677
Turn Type	Split	NA		Split	NA	Perm	Prot	NA		pm+pt	NA	Free
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases						4				2		Free
Total Split (s)	38.0	38.0		25.0	25.0	25.0	19.0	57.0		20.0	58.0	
Total Lost Time (s)	5.0	5.0			5.0	5.0	5.0	5.0		5.0	5.0	
Act Effct Green (s)	41.4	41.4			13.3	13.3	12.4	52.0		66.4	53.0	140.0
Actuated g/C Ratio	0.30	0.30			0.10	0.10	0.09	0.37		0.47	0.38	1.00
v/c Ratio	0.65	0.34			0.68	0.59	0.82	0.46		0.24	0.35	0.45
Control Delay	47.8	35.4			80.4	15.8	112.7	35.1		27.8	30.1	6.6
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	47.8	35.4			80.4	15.8	112.7	35.1		27.8	30.1	6.6
LOS	D	D			F	B	F	D		C	C	A
Approach Delay		45.2			41.0			48.6				14.5
Approach LOS		D			D			D				B
Queue Length 50th (ft)	267	102			104	0	73	136		74	166	201
Queue Length 95th (ft)	354	180			165	72	#158	186		149	302	340
Internal Link Dist (ft)		1024			1239			114				484
Turn Bay Length (ft)	600						150			175		
Base Capacity (vph)	989	512			257	372	112	829		502	688	1512
Starvation Cap Reductn	0	0			0	0	0	0		0	0	0
Spillback Cap Reductn	0	0			0	1	0	9		0	0	0
Storage Cap Reductn	0	0			0	0	0	0		0	0	0
Reduced v/c Ratio	0.65	0.34			0.45	0.49	0.72	0.47		0.23	0.35	0.45

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 56 (40%), Referenced to phase 2:SBTL and 6:NBT, Start of 1st Green

Lanes, Volumes, Timings
 3: Front St/Front St N & NW Gilman Blvd

Existing PM Pk
 01/03/2018

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 33.2

Intersection LOS: C

Intersection Capacity Utilization 70.7%







ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Front St/Front St N & NW Gilman Blvd

 Ø2 (R)	 Ø1	 Ø4	 Ø8
58 s	19 s	25 s	38 s
 Ø6 (R)	 Ø5		
57 s	20 s		

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗	↖	↕	↕	↗
Traffic Vol, veh/h	0	15	15	460	320	65
Future Vol, veh/h	0	15	15	460	320	65
Conflicting Peds, #/hr	2	2	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	2	2	1	1
Mvmt Flow	0	17	17	517	360	73

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	400	435	0	0
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.2	4.13	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.219	-	-
Pot Cap-1 Maneuver	0	654	1123	-	-
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	652	1121	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.7	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1121	-	652	-	-
HCM Lane V/C Ratio	0.015	-	0.026	-	-
HCM Control Delay (s)	8.3	-	10.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	45	20	30	395	305	30
Future Vol, veh/h	45	20	30	395	305	30
Conflicting Peds, #/hr	30	50	50	0	0	30
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	21	32	420	324	32

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	904	440	406	0	-	0
Stage 1	390	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	307	617	1153	-	-	-
Stage 1	684	-	-	-	-	-
Stage 2	600	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	276	571	1109	-	-	-
Mov Cap-2 Maneuver	276	-	-	-	-	-
Stage 1	658	-	-	-	-	-
Stage 2	560	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.9	0.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1109	-	328	-	-
HCM Lane V/C Ratio	0.029	-	0.211	-	-
HCM Control Delay (s)	8.3	-	18.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	20	70	5	5	35	15	355	15	5	285	0
Future Vol, veh/h	5	20	70	5	5	35	15	355	15	5	285	0
Conflicting Peds, #/hr	91	0	57	95	0	129	57	0	95	129	0	91
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	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	2	2	2
Mvmt Flow	6	22	79	6	6	39	17	399	17	6	320	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1014	1000	506	1047	992	665	411	0	0	545	0	0
Stage 1	422	422	-	570	570	-	-	-	-	-	-	-
Stage 2	592	578	-	477	422	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.12	-	-	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	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	219	245	570	208	248	464	1148	-	-	1024	-	-
Stage 1	613	592	-	510	509	-	-	-	-	-	-	-
Stage 2	496	504	-	573	592	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	158	200	492	131	202	377	1065	-	-	923	-	-
Mov Cap-2 Maneuver	158	200	-	131	202	-	-	-	-	-	-	-
Stage 1	558	546	-	450	449	-	-	-	-	-	-	-
Stage 2	387	445	-	425	546	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	19.9		20.1		0.3		0.2	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1065	-	-	347	289	923	-	-
HCM Lane V/C Ratio	0.016	-	-	0.308	0.175	0.006	-	-
HCM Control Delay (s)	8.4	0	-	19.9	20.1	8.9	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.3	0.6	0	-	-

Lanes, Volumes, Timings
7: Front St & W Sunset Way/E Sunset Way

Existing PM Pk
01/03/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Volume (vph)	35	225	30	85	130	95	70	265	40	80	255	5
Future Volume (vph)	35	225	30	85	130	95	70	265	40	80	255	5
Ideal Flow (vphpl)	1250	1250	1250	1250	1250	1250	1250	1250	1250	1000	1000	1000
Storage Length (ft)	0		0	0		200	125		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1019	0	0	1040	901	1127	1143	0	909	848	0
Flt Permitted		0.994			0.981		0.950			0.950		
Satd. Flow (perm)	0	992	0	0	1009	622	1076	1143	0	844	848	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				102		7				1
Link Speed (mph)		25			25			15				10
Link Distance (ft)		1129			877			655				441
Travel Time (s)		30.8			23.9			29.8				30.1
Confl. Peds. (#/hr)	79		31	31		79	19		36	36		19
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	2	2	2	0	0	0
Parking (#/hr)	2	2	2	1	1	1					2	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	312	0	0	231	102	75	328	0	86	279	0
Turn Type	Split	NA		Split	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	4	4		8	8	1	5	2		1	6	
Permitted Phases						8						
Total Split (s)	31.0	31.0		24.0	24.0	22.0	15.0	43.0		22.0	50.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0		5.0	5.0	
Act Effct Green (s)		26.0			19.0	33.1	9.5	40.9		14.1	45.5	
Actuated g/C Ratio		0.22			0.16	0.28	0.08	0.34		0.12	0.38	
v/c Ratio		1.40			1.41	0.37	0.85	0.83		0.81	0.87	
Control Delay		240.3			253.9	9.5	119.5	54.4		99.9	63.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		240.3			253.9	9.5	119.5	54.4		99.9	63.0	
LOS		F			F	A	F	D		F	E	
Approach Delay		240.3			179.0			66.5			71.7	
Approach LOS		F			F			E			E	
Queue Length 50th (ft)		~322			~240	0	60	207		65	199	
Queue Length 95th (ft)		#506			#401	40	m#147	#405		#136	#325	
Internal Link Dist (ft)		1049			797			575			361	
Turn Bay Length (ft)						200	125			150		
Base Capacity (vph)		223			164	297	93	394		128	322	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		1.40			1.41	0.34	0.81	0.83		0.67	0.87	

Intersection Summary

Area Type: Other

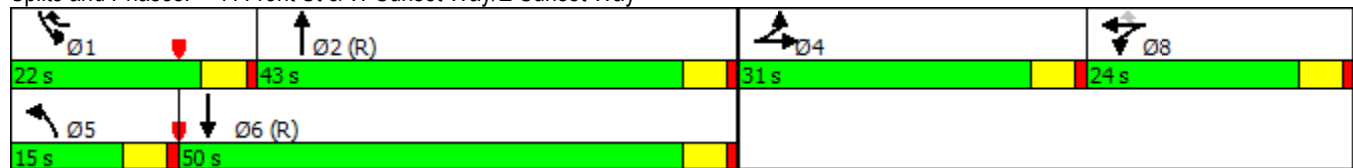
Lanes, Volumes, Timings
 7: Front St & W Sunset Way/E Sunset Way

Existing PM Pk
 01/03/2018

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 10 (8%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.41
 Intersection Signal Delay: 132.7 Intersection LOS: F
 Intersection Capacity Utilization 91.9% ICU Level of Service F
 Analysis Period (min) 15

- ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Front St & W Sunset Way/E Sunset Way



Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↖		↙	↗
Traffic Vol, veh/h	75	30	315	50	5	390
Future Vol, veh/h	75	30	315	50	5	390
Conflicting Peds, #/hr	22	14	0	22	14	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	75	-	-	25	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	2	2	1	1
Mvmt Flow	81	32	339	54	5	419

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	840	402	0	0	414
Stage 1	388	-	-	-	-
Stage 2	452	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209
Pot Cap-1 Maneuver	337	650	-	-	1150
Stage 1	688	-	-	-	-
Stage 2	643	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	324	632	-	-	1138
Mov Cap-2 Maneuver	324	-	-	-	-
Stage 1	676	-	-	-	-
Stage 2	629	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.3	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	324	632	1138
HCM Lane V/C Ratio	-	-	0.249	0.051	0.005
HCM Control Delay (s)	-	-	19.8	11	8.2
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	1	0.2	0

Lanes, Volumes, Timings
9: Front St & NW Newport Way/Clark

Existing PM Pk
01/03/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↗	↖		↖	↕	↗
Traffic Volume (vph)	50	25	505	10	15	55	85	260	5	35	415	20
Future Volume (vph)	50	25	505	10	15	55	85	260	5	35	415	20
Ideal Flow (vphpl)	1250	1250	1900	1250	1250	1250	1250	1250	1250	1000	1000	1000
Grade (%)		0%			-3%			0%				0%
Storage Length (ft)	0		0	0		0	0		0	100		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1158	1546	0	959	0	1137	1192	0	900	940	0
Flt Permitted		0.691			0.957		0.950			0.587		
Satd. Flow (perm)	0	825	1509	0	923	0	1134	1192	0	549	940	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			*135		59			2			3	
Link Speed (mph)		25			25			25			10	
Link Distance (ft)		517			733			1482			316	
Travel Time (s)		14.1			20.0			40.4			21.5	
Confl. Peds. (#/hr)	1		1	1		1	2		5	5		2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Parking (#/hr)					2	2						
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	80	537	0	86	0	90	282	0	37	462	0
Turn Type	Perm	NA	pm+ov	Perm	NA		Prot	NA		pm+pt	NA	
Protected Phases		8	1		4		1	6		5	2	
Permitted Phases	8		8	4						2		
Total Split (s)	23.0	23.0	30.0	23.0	23.0		30.0	84.0		13.0	67.0	
Total Lost Time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0	
Act Effct Green (s)		14.2	38.7		14.2		24.5	78.5		67.6	66.3	
Actuated g/C Ratio		0.12	0.32		0.12		0.20	0.65		0.56	0.55	
v/c Ratio		0.82	0.92		0.53		0.39	0.36		0.10	0.89	
Control Delay		104.0	49.1		31.3		46.4	18.2		20.3	41.1	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		104.0	49.1		31.3		46.4	18.2		20.3	41.1	
LOS		F	D		C		D	B		C	D	
Approach Delay		56.2			31.3			25.0			39.6	
Approach LOS		E			C			C			D	
Queue Length 50th (ft)		61	274		19		59	50		15	285	
Queue Length 95th (ft)		#134	#477		72		113	241		m20	m#331	
Internal Link Dist (ft)		437			653			1402			236	
Turn Bay Length (ft)										100		
Base Capacity (vph)		123	599		188		243	900		370	521	
Starvation Cap Reductn		0	0		0		0	0		0	0	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.65	0.90		0.46		0.37	0.31		0.10	0.89	

Intersection Summary

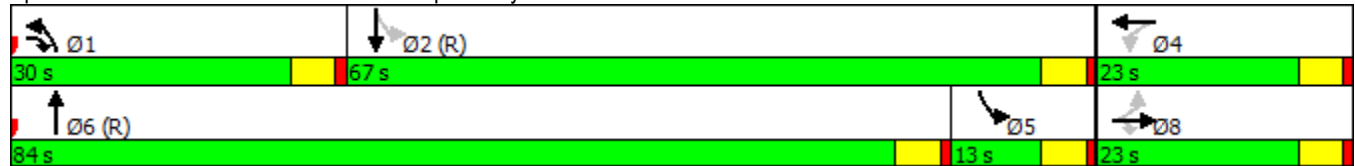
Area Type: Other
Cycle Length: 120

Lanes, Volumes, Timings
 9: Front St & NW Newport Way/Clark

Existing PM Pk
 01/03/2018

Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of 1st Green, Master Intersection
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 42.2 Intersection LOS: D
 Intersection Capacity Utilization 95.2% ICU Level of Service F
 Analysis Period (min) 15
 * User Entered Value
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Front St & NW Newport Way/Clark



Lanes, Volumes, Timings
10: Front St & 2nd Ave

Existing PM Pk
01/03/2018



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	350	10	310	120	5	825
Future Volume (vph)	350	10	310	120	5	825
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60	0		200	275	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Satd. Flow (prot)	1678	1501	1818	1546	1711	1801
Flt Permitted	0.950				0.501	
Satd. Flow (perm)	1678	1472	1818	1546	902	1801
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		9		125		
Link Speed (mph)	25		35			11
Link Distance (ft)	395		2120			2156
Travel Time (s)	10.8		41.3			133.6
Confl. Peds. (#/hr)		3				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	4%	1%	1%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	365	10	323	125	5	859
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	4		6	4	5	2
Permitted Phases		4		6	2	
Total Split (s)	30.0	30.0	85.0	30.0	30.0	115.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Act Effct Green (s)	26.3	26.3	76.9	113.0	78.8	78.8
Actuated g/C Ratio	0.23	0.23	0.66	0.98	0.68	0.68
v/c Ratio	0.96	0.03	0.27	0.08	0.01	0.70
Control Delay	83.8	26.7	8.1	0.2	4.4	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.8	26.7	8.1	0.2	4.4	13.6
LOS	F	C	A	A	A	B
Approach Delay	82.3		5.9			13.5
Approach LOS	F		A			B
Queue Length 50th (ft)	260	1	79	0	1	331
Queue Length 95th (ft)	#637	19	157	6	4	443
Internal Link Dist (ft)	315		2040			2076
Turn Bay Length (ft)	60			200	275	
Base Capacity (vph)	381	342	1444	1513	798	1623
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.96	0.03	0.22	0.08	0.01	0.53

Intersection Summary

Area Type: Other
 Cycle Length: 145
 Actuated Cycle Length: 115.7
 Control Type: Actuated-Uncoordinated

Lanes, Volumes, Timings
 10: Front St & 2nd Ave

Existing PM Pk
 01/03/2018

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 26.8

Intersection LOS: C

Intersection Capacity Utilization 71.1%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 10: Front St & 2nd Ave



Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	10	475	15	10	1065
Future Vol, veh/h	5	10	475	15	10	1065
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	2	2	1	1
Mvmt Flow	5	10	490	15	10	1098

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1616	497	0	0	505
Stage 1	497	-	-	-	-
Stage 2	1119	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.11
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.209
Pot Cap-1 Maneuver	115	577	-	-	1065
Stage 1	615	-	-	-	-
Stage 2	315	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	114	577	-	-	1065
Mov Cap-2 Maneuver	234	-	-	-	-
Stage 1	615	-	-	-	-
Stage 2	312	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.7	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	388	1065
HCM Lane V/C Ratio	-	-	0.04	0.01
HCM Control Delay (s)	-	-	14.7	8.4
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	10	470	25	15	1070
Future Vol, veh/h	5	10	470	25	15	1070
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	3	3	2	2
Mvmt Flow	5	10	485	26	15	1103

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1631	497	0	0	510
Stage 1	497	-	-	-	-
Stage 2	1134	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.12
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.218
Pot Cap-1 Maneuver	113	577	-	-	1055
Stage 1	615	-	-	-	-
Stage 2	310	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	109	577	-	-	1055
Mov Cap-2 Maneuver	109	-	-	-	-
Stage 1	615	-	-	-	-
Stage 2	299	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.2	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	237	1055
HCM Lane V/C Ratio	-	-	0.065	0.015
HCM Control Delay (s)	-	-	21.2	8.5
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Lanes, Volumes, Timings
13: Issq-Hobart Rd & May Valley Rd

Existing PM Pk
01/03/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	80	310	75	420	990	85	
Future Volume (vph)	80	310	75	420	990	85	
Ideal Flow (vphpl)	1250	1250	1250	1250	1250	1250	
Storage Length (ft)	0	125	140			120	
Storage Lanes	1	1	1			1	
Taper Length (ft)	25		25				
Satd. Flow (prot)	1114	997	1114	1173	1185	1007	
Flt Permitted	0.950		0.180				
Satd. Flow (perm)	1114	997	211	1173	1185	1007	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		313				18	
Link Speed (mph)	30			45	27		
Link Distance (ft)	899			2288	726		
Travel Time (s)	20.4			34.7	18.3		
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	
Heavy Vehicles (%)	3%	3%	3%	3%	2%	2%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	81	313	76	424	1000	86	
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm	
Protected Phases	3		5	2	6		4
Permitted Phases		3	2			6	
Total Split (s)	40.0	40.0	20.0	156.0	151.0	151.0	35.0
Total Lost Time (s)	5.0	5.0	5.0	6.0	6.5	6.5	
Act Effct Green (s)	19.0	19.0	165.2	164.2	144.8	144.8	
Actuated g/C Ratio	0.10	0.10	0.85	0.85	0.75	0.75	
v/c Ratio	0.75	0.83	0.31	0.43	1.13	0.11	
Control Delay	122.3	25.7	6.3	5.7	99.0	6.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	122.3	25.7	6.3	5.7	99.0	6.7	
LOS	F	C	A	A	F	A	
Approach Delay	45.5			5.8	91.7		
Approach LOS	D			A	F		
Queue Length 50th (ft)	103	0	13	108	~1480	22	
Queue Length 95th (ft)	172	132	33	222	#1914	52	
Internal Link Dist (ft)	819			2208	646		
Turn Bay Length (ft)		125	140			120	
Base Capacity (vph)	201	436	249	998	883	755	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.40	0.72	0.31	0.42	1.13	0.11	

Intersection Summary

Area Type: Other
 Cycle Length: 246
 Actuated Cycle Length: 194.2
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.13

Lanes, Volumes, Timings

13: Issq-Hobart Rd & May Valley Rd

Existing PM Pk
01/03/2018

Intersection Signal Delay: 60.8 Intersection LOS: E
Intersection Capacity Utilization 118.0% ICU Level of Service H
Analysis Period (min) 15

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 13: Issq-Hobart Rd & May Valley Rd

 Ø2	 Ø3	 Ø4
156 s	40 s	35 s
 Ø5	 Ø6	
20 s	151 s	

Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T		T	T
Traffic Vol, veh/h	15	50	450	20	90	1200
Future Vol, veh/h	15	50	450	20	90	1200
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	3	3	1	1
Mvmt Flow	15	51	455	20	91	1212

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1859	465	0	0	475
Stage 1	465	-	-	-	-
Stage 2	1394	-	-	-	-
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	81	597	-	-	1092
Stage 1	632	-	-	-	-
Stage 2	230	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	74	597	-	-	1092
Mov Cap-2 Maneuver	74	-	-	-	-
Stage 1	632	-	-	-	-
Stage 2	211	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	27.2	0	0.6
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	227	1092
HCM Lane V/C Ratio	-	-	0.289	0.083
HCM Control Delay (s)	-	-	27.2	8.6
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	1.2	0.3

Lanes, Volumes, Timings
 15: Issq-Hobart Rd & Cedar Grove Rd

Existing PM Pk
 01/03/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	110	25	15	345	1040	195	
Future Volume (vph)	110	25	15	345	1040	195	
Ideal Flow (vphpl)	1900	1900	1900	1900	1750	1750	
Storage Length (ft)	0	250	150			180	
Storage Lanes	1	1	1			1	
Taper Length (ft)	25		25				
Satd. Flow (prot)	1711	1531	1694	1783	1675	1424	
Flt Permitted	0.950		0.139				
Satd. Flow (perm)	1711	1496	248	1783	1675	1424	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		26				74	
Link Speed (mph)	30			45	45		
Link Distance (ft)	1094			2691	2652		
Travel Time (s)	24.9			40.8	40.2		
Confl. Bikes (#/hr)		1					
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	
Heavy Vehicles (%)	2%	2%	3%	3%	1%	1%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	112	26	15	352	1061	199	
Turn Type	Prot	Perm	pm+pt	NA	NA	pm+ov	
Protected Phases	3		5	2	6	3	4
Permitted Phases		3	2			6	
Total Split (s)	35.0	35.0	35.0	85.0	80.0	35.0	35.0
Total Lost Time (s)	5.0	5.0	5.0	6.0	6.0	5.0	
Act Effct Green (s)	11.0	11.0	80.4	79.4	75.2	95.4	
Actuated g/C Ratio	0.11	0.11	0.79	0.78	0.74	0.94	
v/c Ratio	0.61	0.14	0.05	0.25	0.85	0.15	
Control Delay	58.1	17.6	3.0	3.7	20.5	0.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	58.1	17.6	3.0	3.7	20.5	0.8	
LOS	E	B	A	A	C	A	
Approach Delay	50.4			3.7	17.4		
Approach LOS	D			A	B		
Queue Length 50th (ft)	66	0	2	48	314	0	
Queue Length 95th (ft)	135	27	6	92	#1017	20	
Internal Link Dist (ft)	1014			2611	2572		
Turn Bay Length (ft)		250	150			180	
Base Capacity (vph)	508	463	626	1773	1242	1419	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.22	0.06	0.02	0.20	0.85	0.14	

Intersection Summary

Area Type: Other
 Cycle Length: 185
 Actuated Cycle Length: 101.4
 Control Type: Actuated-Uncoordinated

Lanes, Volumes, Timings
 15: Issq-Hobart Rd & Cedar Grove Rd

Existing PM Pk
 01/03/2018

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 17.1

Intersection LOS: B

Intersection Capacity Utilization 74.7%






ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 15: Issq-Hobart Rd & Cedar Grove Rd

 Ø2 85 s		 Ø3 35 s		 Ø4 35 s	
 Ø5 35 s		 Ø6 80 s			

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↖		↙	↗
Traffic Vol, veh/h	10	60	285	5	115	955
Future Vol, veh/h	10	60	285	5	115	955
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	70	0	-	-	250	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	3	3	1	1
Mvmt Flow	10	62	294	5	119	985

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1518	296	0	0	299
Stage 1	296	-	-	-	-
Stage 2	1222	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.11
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.209
Pot Cap-1 Maneuver	132	748	-	-	1268
Stage 1	759	-	-	-	-
Stage 2	281	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	120	748	-	-	1268
Mov Cap-2 Maneuver	237	-	-	-	-
Stage 1	759	-	-	-	-
Stage 2	255	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.7	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	237	748	1268
HCM Lane V/C Ratio	-	-	0.043	0.083	0.093
HCM Control Delay (s)	-	-	20.9	10.2	8.1
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0.3	0.3

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	0	20	5	295	945	5
Future Vol, veh/h	0	20	5	295	945	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	4	4	1	1
Mvmt Flow	0	21	5	311	995	5

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1318	997	1000	0	0
Stage 1	997	-	-	-	-
Stage 2	321	-	-	-	-
Critical Hdwy	6.4	6.2	4.14	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.236	-	-
Pot Cap-1 Maneuver	175	299	684	-	-
Stage 1	360	-	-	-	-
Stage 2	740	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	173	299	684	-	-
Mov Cap-2 Maneuver	286	-	-	-	-
Stage 1	360	-	-	-	-
Stage 2	733	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	684	-	299	-	-
HCM Lane V/C Ratio	0.008	-	0.07	-	-
HCM Control Delay (s)	10.3	0	18	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	10	275	35	5	955
Future Vol, veh/h	25	10	275	35	5	955
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	2	2
Mvmt Flow	26	11	289	37	5	1005

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1324	308	0	0	326
Stage 1	308	-	-	-	-
Stage 2	1016	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.12
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.218
Pot Cap-1 Maneuver	171	730	-	-	1234
Stage 1	743	-	-	-	-
Stage 2	348	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	169	730	-	-	1234
Mov Cap-2 Maneuver	169	-	-	-	-
Stage 1	743	-	-	-	-
Stage 2	345	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	217	1234
HCM Lane V/C Ratio	-	-	0.17	0.004
HCM Control Delay (s)	-	-	25	7.9
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	0.6	0

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↖	↗	↖	↗			↖	↗
Traffic Vol, veh/h	0	0	0	150	5	15	5	290	0	0	400	570
Future Vol, veh/h	0	0	0	150	5	15	5	290	0	0	400	570
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	125	-	-	-	-	325
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	4	4	4	3	3	3	2	2	2
Mvmt Flow	0	0	0	158	5	16	5	305	0	0	421	600

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	737	737	305	421	0	-	0
Stage 1	316	316	-	-	-	-	-
Stage 2	421	421	-	-	-	-	-
Critical Hdwy	6.44	6.54	6.24	4.13	-	-	-
Critical Hdwy Stg 1	5.44	5.54	-	-	-	-	-
Critical Hdwy Stg 2	5.44	5.54	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	2.227	-	-	-
Pot Cap-1 Maneuver	383	344	730	1133	-	0	0
Stage 1	735	651	-	-	-	0	0
Stage 2	658	585	-	-	-	0	0
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	381	0	730	1133	-	-	-
Mov Cap-2 Maneuver	381	0	-	-	-	-	-
Stage 1	732	0	-	-	-	-	-
Stage 2	658	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.3	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBTWBLn1WBLn2	SBT	SBR
Capacity (veh/h)	1133	- 381 730	-	-
HCM Lane V/C Ratio	0.005	- 0.428 0.022	-	-
HCM Control Delay (s)	8.2	- 21.3 10	-	-
HCM Lane LOS	A	- C B	-	-
HCM 95th %tile Q(veh)	0	- 2.1 0.1	-	-

Lanes, Volumes, Timings
 20: Issq-Hobart Rd & SR 18 EB Ramp

Existing PM Pk
 01/03/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	210	25	40	80	530	15
Future Volume (vph)	210	25	40	80	530	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	330	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Satd. Flow (prot)	1694	1516	0	1755	1811	0
Flt Permitted	0.950			0.984		
Satd. Flow (perm)	1694	1516	0	1755	1811	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		26			1	
Link Speed (mph)	30			45	45	
Link Distance (ft)	695			595	1569	
Travel Time (s)	15.8			9.0	23.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	3%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	216	26	0	123	561	0
Turn Type	Prot	Perm	Split	NA	NA	
Protected Phases	3		2	2	6	
Permitted Phases		3				
Total Split (s)	40.0	40.0	30.0	30.0	50.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	
Act Effct Green (s)	16.1	16.1		12.0	30.1	
Actuated g/C Ratio	0.22	0.22		0.16	0.41	
v/c Ratio	0.59	0.07		0.43	0.76	
Control Delay	35.8	12.0		37.5	27.6	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	35.8	12.0		37.5	27.6	
LOS	D	B		D	C	
Approach Delay	33.3			37.5	27.6	
Approach LOS	C			D	C	
Queue Length 50th (ft)	88	0		51	210	
Queue Length 95th (ft)	199	21		129	414	
Internal Link Dist (ft)	615			515	1489	
Turn Bay Length (ft)		330				
Base Capacity (vph)	851	775		630	1170	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.25	0.03		0.20	0.48	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 74.2
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.76

Lanes, Volumes, Timings
20: Issq-Hobart Rd & SR 18 EB Ramp

Existing PM Pk
01/03/2018

Intersection Signal Delay: 30.4
Intersection Capacity Utilization 59.4%
Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service B

Splits and Phases: 20: Issq-Hobart Rd & SR 18 EB Ramp



Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	10	15	430	10	5	325
Future Vol, veh/h	10	15	430	10	5	325
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	16	457	11	5	346

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	819	463	0	0	468
Stage 1	463	-	-	-	-
Stage 2	356	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	345	599	-	-	1094
Stage 1	634	-	-	-	-
Stage 2	709	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	343	599	-	-	1094
Mov Cap-2 Maneuver	343	-	-	-	-
Stage 1	634	-	-	-	-
Stage 2	705	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	461	1094
HCM Lane V/C Ratio	-	-	0.058	0.005
HCM Control Delay (s)	-	-	13.3	8.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Lanes, Volumes, Timings
1: Front St N & I-90 WB Ramps

Baseline AM Peak Hour
01/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↕↕			↕↕	↗↗
Traffic Volume (vph)	0	0	0	375	0	495	340	1075	0	0	640	945
Future Volume (vph)	0	0	0	375	0	495	340	1075	0	0	640	945
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	350		0	0		350
Storage Lanes	0		0	0		1	1		0	0		2
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	0	1662	1487	1646	3292	0	0	3355	2642
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1662	1466	1646	3292	0	0	3355	2585
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						77						984
Link Speed (mph)		30			30			25				25
Link Distance (ft)		351			591			751				291
Travel Time (s)		8.0			13.4			20.5				7.9
Confl. Peds. (#/hr)	1						1		5	5		
Confl. Bikes (#/hr)							1					1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	5%	5%	5%	6%	6%	6%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	391	516	354	1120	0	0	667	984
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					8		5	2				6
Permitted Phases				8		8						6
Total Split (s)				49.0	49.0	49.0	36.0	71.0			35.0	35.0
Total Lost Time (s)					5.5	5.5	5.5	6.0			6.0	6.0
Act Effct Green (s)					41.2	41.2	28.5	67.3			33.3	33.3
Actuated g/C Ratio					0.34	0.34	0.24	0.56			0.28	0.28
v/c Ratio					0.69	0.93	0.91	0.61			0.72	0.69
Control Delay					40.5	57.3	70.4	13.5			45.6	5.2
Queue Delay					0.0	0.0	0.0	0.0			0.0	0.0
Total Delay					40.5	57.3	70.4	13.5			45.6	5.2
LOS					D	E	E	B			D	A
Approach Delay					50.0			27.2			21.5	
Approach LOS					D			C			C	
Queue Length 50th (ft)					250	327	282	259			258	0
Queue Length 95th (ft)					363	#539	#423	305			331	55
Internal Link Dist (ft)		271			511			671			211	
Turn Bay Length (ft)							350					350
Base Capacity (vph)					602	580	418	1846			930	1428
Starvation Cap Reductn					0	0	0	0			0	0
Spillback Cap Reductn					0	0	0	0			0	0
Storage Cap Reductn					0	0	0	0			0	0
Reduced v/c Ratio					0.65	0.89	0.85	0.61			0.72	0.69

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Lanes, Volumes, Timings
1: Front St N & I-90 WB Ramps

Baseline AM Peak Hour
01/15/2018

Offset: 104 (87%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 30.0

Intersection LOS: C

Intersection Capacity Utilization 87.0%

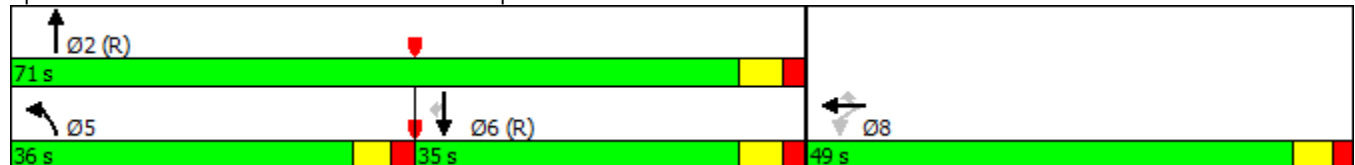
ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Front St N & I-90 WB Ramps



Lanes, Volumes, Timings
2: Front St N & I-90 EB Ramps

Baseline AM Peak Hour
01/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	615	0	410	0	0	0	0	800	100	80	935	0
Future Volume (vph)	615	0	410	0	0	0	0	800	100	80	935	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Storage Length (ft)	650		900	0		0	0		100	150		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1618	1618	1524	0	0	0	0	3471	1553	1687	3374	0
Flt Permitted	0.950	0.950								0.950		
Satd. Flow (perm)	1618	1618	1524	0	0	0	0	3471	1517	1677	3374	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			432						109			
Link Speed (mph)		35			30			25				25
Link Distance (ft)		1686			888			564				751
Travel Time (s)		32.8			20.2			15.4				20.5
Confl. Peds. (#/hr)									7	7		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	6%	6%	6%	0%	0%	0%	4%	4%	4%	7%	7%	7%
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	323	324	432	0	0	0	0	842	105	84	984	0
Turn Type	Split	NA	Free					NA	Free	Prot	NA	
Protected Phases	8	8						6		5	2	
Permitted Phases			Free						Free			
Total Split (s)	48.0	48.0						53.0		19.0	72.0	
Total Lost Time (s)	5.0	5.0						5.0		5.0	5.0	
Act Effct Green (s)	34.7	34.7	120.0					61.8	120.0	10.9	75.3	
Actuated g/C Ratio	0.29	0.29	1.00					0.52	1.00	0.09	0.63	
v/c Ratio	0.69	0.69	0.28					0.47	0.07	0.55	0.46	
Control Delay	45.1	45.2	0.5					13.0	0.1	52.4	6.1	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.1	
Total Delay	45.1	45.2	0.5					13.0	0.1	52.4	6.2	
LOS	D	D	A					B	A	D	A	
Approach Delay		27.2						11.6			9.8	
Approach LOS		C						B			A	
Queue Length 50th (ft)	229	230	0					257	0	46	112	
Queue Length 95th (ft)	310	310	0					133	0	m70	315	
Internal Link Dist (ft)		1606			808			484			671	
Turn Bay Length (ft)	650		900						100	150		
Base Capacity (vph)	579	579	1524					1787	1517	196	2117	
Starvation Cap Reductn	0	0	0					0	0	0	0	
Spillback Cap Reductn	0	0	87					0	0	0	193	
Storage Cap Reductn	0	0	0					0	0	0	0	
Reduced v/c Ratio	0.56	0.56	0.30					0.47	0.07	0.43	0.51	

Intersection Summary
 Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120

Lanes, Volumes, Timings
 2: Front St N & I-90 EB Ramps

Baseline AM Peak Hour

01/15/2018

Offset: 90 (75%), Referenced to phase 2:SBT and 6:NBT, Start of Red

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 16.4

Intersection LOS: B

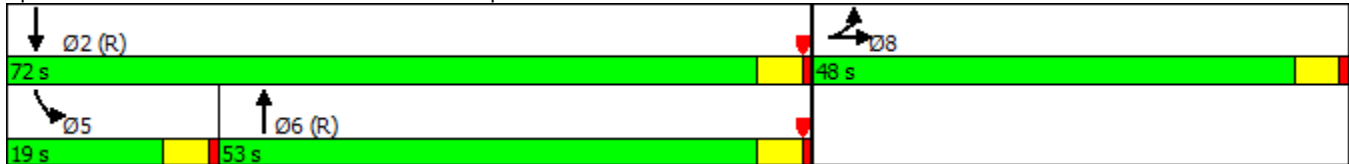
Intersection Capacity Utilization 87.0%

ICU Level of Service E

Analysis Period (min) 15

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

Splits and Phases: 2: Front St N & I-90 EB Ramps



Lanes, Volumes, Timings
3: Front St/Front St N & NW Gilman Blvd

Baseline AM Peak Hour
01/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	45	95	5	20	65	215	700	75	185	685	520
Future Volume (vph)	145	45	95	5	20	65	215	700	75	185	685	520
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1550	1550	1550	1900	1900	1900
Storage Length (ft)	600		0	0		0	150		0	175		0
Storage Lanes	2		0	0		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3255	1586	0	0	1684	1446	1343	2638	0	1662	1749	1487
Flt Permitted	0.950				0.990		0.087			0.344		
Satd. Flow (perm)	3255	1586	0	0	1684	1446	123	2638	0	600	1749	1487
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		79				155		11				250
Link Speed (mph)		35			35			25				25
Link Distance (ft)		624			1319			254				564
Travel Time (s)		12.2			25.7			6.9				15.4
Confl. Peds. (#/hr)									5	5		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	8%	8%	8%	6%	6%	6%	5%	5%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	153	147	0	0	26	68	226	816	0	195	721	547
Turn Type	Split	NA		Split	NA	Perm	pm+pt	NA		pm+pt	NA	Free
Protected Phases	8	8		4	4		5	2		1	6	
Permitted Phases						4	2			6		Free
Total Split (s)	28.0	28.0		25.0	25.0	25.0	17.0	53.0		14.0	50.0	
Total Lost Time (s)	5.0	5.0			5.0	5.0	5.0	5.0		5.0	5.0	
Act Effct Green (s)	12.2	12.2			8.5	8.5	72.3	72.3		55.9	55.9	120.0
Actuated g/C Ratio	0.10	0.10			0.07	0.07	0.60	0.60		0.47	0.47	1.00
v/c Ratio	0.46	0.63			0.22	0.28	0.68	0.51		0.54	0.89	0.37
Control Delay	54.2	36.3			54.2	2.8	40.4	14.7		22.7	33.6	0.8
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	54.2	36.3			54.2	2.8	40.4	14.7		22.7	33.6	0.8
LOS	D	D			D	A	D	B		C	C	A
Approach Delay		45.4			17.0			20.3				19.9
Approach LOS		D			B			C				B
Queue Length 50th (ft)	59	51			20	0	117	166		42	481	0
Queue Length 95th (ft)	84	109			45	0	#348	229		117	#877	4
Internal Link Dist (ft)		544			1239			174				484
Turn Bay Length (ft)	600						150			175		
Base Capacity (vph)	623	367			280	370	332	1593		359	814	1487
Starvation Cap Reductn	0	0			0	0	0	0		0	0	0
Spillback Cap Reductn	0	0			0	0	0	0		0	0	0
Storage Cap Reductn	0	0			0	0	0	0		0	0	0
Reduced v/c Ratio	0.25	0.40			0.09	0.18	0.68	0.51		0.54	0.89	0.37

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 30 (25%), Referenced to phase 2:NBT and 6:SBTL, Start of 1st Green

Lanes, Volumes, Timings
 3: Front St/Front St N & NW Gilman Blvd

Baseline AM Peak Hour
 01/15/2018

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 22.6

Intersection LOS: C

Intersection Capacity Utilization 74.0%







ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Front St/Front St N & NW Gilman Blvd

 Ø2 (R)	 Ø1	 Ø4	 Ø8
53 s	14 s	25 s	28 s
 Ø5	 Ø6 (R)		
17 s	50 s		

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗	↖	↑↑	↑	
Traffic Vol, veh/h	0	10	15	950	765	15
Future Vol, veh/h	0	10	15	950	765	15
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	2	2	8	8
Mvmt Flow	0	10	16	990	797	16

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	807	814	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.2	4.13	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.219	-	-
Pot Cap-1 Maneuver	0	385	811	-	-
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	384	810	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.6	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	810	-	384	-	-
HCM Lane V/C Ratio	0.019	-	0.027	-	-
HCM Control Delay (s)	9.5	-	14.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection						
Int Delay, s/veh	19.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	90	40	75	900	655	105
Future Vol, veh/h	90	40	75	900	655	105
Conflicting Peds, #/hr	5	8	8	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	4	4	8	8
Mvmt Flow	93	41	77	928	675	108

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1824	745	792	0	-	0
Stage 1	737	-	-	-	-	-
Stage 2	1087	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.14	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.236	-	-	-
Pot Cap-1 Maneuver	~ 85	414	820	-	-	-
Stage 1	473	-	-	-	-	-
Stage 2	323	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 76	409	815	-	-	-
Mov Cap-2 Maneuver	~ 76	-	-	-	-	-
Stage 1	470	-	-	-	-	-
Stage 2	291	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	277.6	0.8	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	815	-	101	-	-
HCM Lane V/C Ratio	0.095	-	1.327	-	-
HCM Control Delay (s)	9.9	-	277.6	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0.3	-	9.4	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	5	30	0	0	5	5	935	10	0	630	15
Future Vol, veh/h	10	5	30	0	0	5	5	935	10	0	630	15
Conflicting Peds, #/hr	2	0	2	1	0	1	2	0	1	1	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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	13	13	13	0	0	0	2	2	2	8	8	8
Mvmt Flow	11	5	32	0	0	5	5	984	11	0	663	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1678	1679	675	1692	1682	992	681	0	0	996	0	0
Stage 1	673	673	-	1001	1001	-	-	-	-	-	-	-
Stage 2	1005	1006	-	691	681	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.63	6.33	7.1	6.5	6.2	4.12	-	-	4.18	-	-
Critical Hdwy Stg 1	6.23	5.63	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.63	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4.117	3.417	3.5	4	3.3	2.218	-	-	2.272	-	-
Pot Cap-1 Maneuver	71	89	435	75	95	301	912	-	-	671	-	-
Stage 1	427	438	-	295	323	-	-	-	-	-	-	-
Stage 2	278	305	-	438	453	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	69	88	434	66	94	300	911	-	-	670	-	-
Mov Cap-2 Maneuver	69	88	-	66	94	-	-	-	-	-	-	-
Stage 1	421	437	-	291	319	-	-	-	-	-	-	-
Stage 2	269	301	-	401	452	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	35.1		17.2		0		0	
HCM LOS	E		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	911	-	-	166	300	670	-	-
HCM Lane V/C Ratio	0.006	-	-	0.285	0.018	-	-	-
HCM Control Delay (s)	9	0	-	35.1	17.2	0	-	-
HCM Lane LOS	A	A	-	E	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.1	0.1	0	-	-

Lanes, Volumes, Timings
7: Front St & W Sunset Way/E Sunset Way

Baseline AM Peak Hour
01/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Volume (vph)	55	155	10	50	150	135	50	815	60	180	245	85
Future Volume (vph)	55	155	10	50	150	135	50	815	60	180	245	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1550	1550	1550	1700	1700	1700
Storage Length (ft)	0		0	0		200	125		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1532	0	0	1547	1331	1358	1406	0	1446	1298	0
Flt Permitted		0.988			0.988		0.528			0.071		
Satd. Flow (perm)	0	1518	0	0	1528	1243	750	1406	0	108	1298	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				141		4			20	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1129			877			655			389	
Travel Time (s)		30.8			23.9			17.9			10.6	
Confl. Peds. (#/hr)	10		14	14		10	3		19	19		3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	4%	4%	4%	8%	8%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0	2	2	2	0	0	0
Parking (#/hr)	1	1	1	1	1	1					1	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	228	0	0	208	141	52	912	0	188	344	0
Turn Type	Split	NA		Split	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		8	8	1	5	2		1	6	
Permitted Phases						8	2			6		
Total Split (s)	24.0	24.0		22.0	22.0	16.0	13.0	88.0		16.0	91.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0		5.0	5.0	
Act Effct Green (s)		19.0			17.0	28.0	89.4	83.0		98.3	89.6	
Actuated g/C Ratio		0.13			0.11	0.19	0.60	0.55		0.66	0.60	
v/c Ratio		1.18			1.19	0.40	0.11	1.17		1.12	0.44	
Control Delay		174.0			182.3	10.6	8.0	116.7		134.8	18.3	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		174.0			182.3	10.6	8.0	116.7		134.8	18.3	
LOS		F			F	B	A	F		F	B	
Approach Delay		174.0			113.0			110.8			59.4	
Approach LOS		F			F			F			E	
Queue Length 50th (ft)		~265			~244	0	15	~1066		~145	171	
Queue Length 95th (ft)		#444			#415	59	m14	m#1267		#312	258	
Internal Link Dist (ft)		1049			797			575			309	
Turn Bay Length (ft)						200	125			150		
Base Capacity (vph)		194			175	353	487	779		168	783	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		1.18			1.19	0.40	0.11	1.17		1.12	0.44	

Intersection Summary

Area Type: Other
Cycle Length: 150

Lanes, Volumes, Timings
 7: Front St & W Sunset Way/E Sunset Way

Baseline AM Peak Hour
 01/15/2018

Actuated Cycle Length: 150

Offset: 42 (28%), Referenced to phase 2:NBTL and 6:SBTL, Start of 1st Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.19

Intersection Signal Delay: 104.9

Intersection LOS: F

Intersection Capacity Utilization 108.8%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 7: Front St & W Sunset Way/E Sunset Way

 Ø1	 Ø2 (R)	 Ø4	 Ø8
16 s	88 s	24 s	22 s
 Ø5	 Ø6 (R)		
13 s	91 s		

Intersection						
Int Delay, s/veh	2.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↖		↙	↗
Traffic Vol, veh/h	35	90	770	35	65	295
Future Vol, veh/h	35	90	770	35	65	295
Conflicting Peds, #/hr	8	6	0	8	6	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	75	-	-	25	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	4	4	9	9
Mvmt Flow	37	95	811	37	68	311

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1292	843	0	0	855
Stage 1	837	-	-	-	-
Stage 2	455	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.19
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.281
Pot Cap-1 Maneuver	179	362	-	-	756
Stage 1	423	-	-	-	-
Stage 2	637	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	161	358	-	-	753
Mov Cap-2 Maneuver	293	-	-	-	-
Stage 1	420	-	-	-	-
Stage 2	576	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.7	0	1.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	293	358	753
HCM Lane V/C Ratio	-	-	0.126	0.265	0.091
HCM Control Delay (s)	-	-	19	18.6	10.3
HCM Lane LOS	-	-	C	C	B
HCM 95th %tile Q(veh)	-	-	0.4	1	0.3

Lanes, Volumes, Timings
9: Front St & Newport Way NW

Baseline AM Peak Hour
01/15/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↖	↖		↖	↗	
Traffic Volume (vph)	70	5	185	5	5	10	350	695	20	15	245	60
Future Volume (vph)	70	5	185	5	5	10	350	695	20	15	245	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1100	1100	1100	1700	1700	1700
Grade (%)		0%			-3%			0%			0%	
Storage Length (ft)	0		0	0		0	200		0	100		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1639	1459	0	1219	0	971	1017	0	1459	1491	0
Flt Permitted		0.724			0.932		0.382			0.380		
Satd. Flow (perm)	0	1203	1303	0	1129	0	391	1017	0	578	1491	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			195		11			3			9	
Link Speed (mph)		30			30			22			25	
Link Distance (ft)		517			733			1469			316	
Travel Time (s)		11.8			16.7			45.5			8.6	
Confl. Peds. (#/hr)	8		19	19		8			5	5		
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	7%	7%	22%	22%	22%	4%	4%	4%	7%	7%	7%
Parking (#/hr)				1	1	1						
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	79	195	0	21	0	368	753	0	16	321	0
Turn Type	Perm	NA	pm+ov	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8	1		4		1	6		5	2	
Permitted Phases	8		8	4			6			2		
Total Split (s)	23.0	23.0	65.0	23.0	23.0		65.0	114.0		13.0	62.0	
Total Lost Time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0	
Act Effct Green (s)		13.5	78.0		13.5		126.5	122.5		62.0	57.0	
Actuated g/C Ratio		0.09	0.52		0.09		0.84	0.82		0.41	0.38	
v/c Ratio		0.73	0.23		0.19		0.64	0.91		0.06	0.56	
Control Delay		101.1	2.7		41.7		11.3	29.2		11.7	29.8	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		101.1	2.7		41.7		11.3	29.2		11.7	29.8	
LOS		F	A		D		B	C		B	C	
Approach Delay		31.1			41.7			23.3			28.9	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)		76	0		9		74	363		5	167	
Queue Length 95th (ft)		134	37		37		207	#1012		m10	m209	
Internal Link Dist (ft)		437			653			1389			236	
Turn Bay Length (ft)							200			100		
Base Capacity (vph)		144	838		145		579	830		297	572	
Starvation Cap Reductn		0	0		0		0	0		0	0	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.55	0.23		0.14		0.64	0.91		0.05	0.56	

Intersection Summary

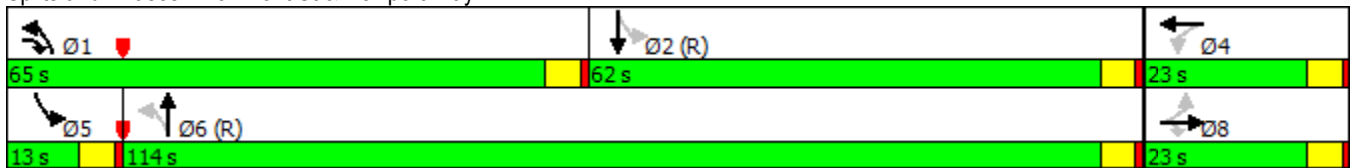
Area Type: Other

Lanes, Volumes, Timings
 9: Front St & Newport Way NW

Baseline AM Peak Hour
 01/15/2018

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of 1st Green, Master Intersection
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 25.8 Intersection LOS: C
 Intersection Capacity Utilization 93.9% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Front St & Newport Way NW



Lanes, Volumes, Timings
10: Front St & 2nd Ave

Baseline AM Peak Hour
01/15/2018



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	200	15	1115	325	35	325
Future Volume (vph)	200	15	1115	325	35	325
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60	0		200	275	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Satd. Flow (prot)	1586	1419	*1505	1487	1678	1766
Flt Permitted	0.950				0.092	
Satd. Flow (perm)	1586	1362	*1505	1487	162	1766
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		16		339		
Link Speed (mph)	25		20			35
Link Distance (ft)	209		2116			2179
Travel Time (s)	5.7		72.1			42.4
Confl. Peds. (#/hr)		5				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	10%	10%	5%	5%	4%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	208	16	1161	339	36	339
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	4		6	4	5	2
Permitted Phases		4		6	2	
Total Split (s)	24.0	24.0	113.0	24.0	13.0	126.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Act Effct Green (s)	19.0	19.0	108.2	133.3	118.1	118.1
Actuated g/C Ratio	0.13	0.13	0.74	0.91	0.80	0.80
v/c Ratio	1.02	0.08	1.05	0.25	0.17	0.24
Control Delay	129.6	23.7	62.2	0.5	4.7	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	129.6	23.7	62.2	0.5	4.7	4.0
LOS	F	C	E	A	A	A
Approach Delay	122.0		48.3			4.0
Approach LOS	F		D			A
Queue Length 50th (ft)	~216	0	~1245	0	6	67
Queue Length 95th (ft)	#389	24	#1522	9	13	93
Internal Link Dist (ft)	129		2036			2099
Turn Bay Length (ft)	60			200	275	
Base Capacity (vph)	204	190	1106	1379	212	1454
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.02	0.08	1.05	0.25	0.17	0.23

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 147.1
 Control Type: Actuated-Uncoordinated

Lanes, Volumes, Timings
 10: Front St & 2nd Ave

Baseline AM Peak Hour
 01/15/2018

Maximum v/c Ratio: 1.05

Intersection Signal Delay: 48.2

Intersection LOS: D

Intersection Capacity Utilization 78.7%

ICU Level of Service D

Analysis Period (min) 15

* User Entered Value

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 10: Front St & 2nd Ave

			
126 s		24 s	
			
13 s	113 s		

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	0	5	1495	5	5	495
Future Vol, veh/h	0	5	1495	5	5	495
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	4	4	4	4
Mvmt Flow	0	5	1541	5	5	510

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2065	1544	0	0	1546
Stage 1	1544	-	-	-	-
Stage 2	521	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.14
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.236
Pot Cap-1 Maneuver	61	143	-	-	423
Stage 1	196	-	-	-	-
Stage 2	600	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	60	143	-	-	423
Mov Cap-2 Maneuver	154	-	-	-	-
Stage 1	196	-	-	-	-
Stage 2	593	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	31.1	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	143	423
HCM Lane V/C Ratio	-	-	0.036	0.012
HCM Control Delay (s)	-	-	31.1	13.6
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	15	30	1425	10	10	485
Future Vol, veh/h	15	30	1425	10	10	485
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	6	6	5	5	6	6
Mvmt Flow	16	31	1484	10	10	505

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2016	1490	0	0	1495
Stage 1	1490	-	-	-	-
Stage 2	526	-	-	-	-
Critical Hdwy	6.46	6.26	-	-	4.16
Critical Hdwy Stg 1	5.46	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.254
Pot Cap-1 Maneuver	63	149	-	-	437
Stage 1	202	-	-	-	-
Stage 2	585	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	61	149	-	-	437
Mov Cap-2 Maneuver	61	-	-	-	-
Stage 1	202	-	-	-	-
Stage 2	566	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	68.3	0	0.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	101	437
HCM Lane V/C Ratio	-	-	0.464	0.024
HCM Control Delay (s)	-	-	68.3	13.4
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	2	0.1

Lanes, Volumes, Timings
13: Issq-Hobart Rd & May Valley Rd

Baseline AM Peak Hour
01/15/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	115	80	180	1315	405	110	
Future Volume (vph)	115	80	180	1315	405	110	
Ideal Flow (vphpl)	1900	1900	1450	1450	1900	1900	
Storage Length (ft)	0	100	140			120	
Storage Lanes	1	1	1			1	
Taper Length (ft)	25		25				
Satd. Flow (prot)	1517	1358	1268	1335	1749	1487	
Flt Permitted	0.950		0.482				
Satd. Flow (perm)	1517	1358	643	1335	1749	1487	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		54				72	
Link Speed (mph)	30			13	45		
Link Distance (ft)	899			2288	726		
Travel Time (s)	20.4			120.0	11.0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Heavy Vehicles (%)	15%	15%	5%	5%	5%	5%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	121	84	189	1384	426	116	
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm	
Protected Phases	3		5	2	6		4
Permitted Phases		3	2			6	
Total Split (s)	21.0	21.0	23.0	197.0	174.0	174.0	28.0
Total Lost Time (s)	5.0	5.0	5.0	6.0	6.5	6.5	
Act Effct Green (s)	16.0	16.0	192.0	191.0	176.5	176.5	
Actuated g/C Ratio	0.07	0.07	0.88	0.88	0.81	0.81	
v/c Ratio	1.09	0.56	0.32	1.18	0.30	0.10	
Control Delay	197.1	53.7	3.3	109.2	5.9	1.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	197.1	53.7	3.3	109.2	5.9	1.9	
LOS	F	D	A	F	A	A	
Approach Delay	138.3			96.4	5.1		
Approach LOS	F			F	A		
Queue Length 50th (ft)	~194	42	31	~2376	139	11	
Queue Length 95th (ft)	#358	114	44	#2632	187	27	
Internal Link Dist (ft)	819			2208	646		
Turn Bay Length (ft)		100	140			120	
Base Capacity (vph)	111	149	617	1169	1415	1217	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	1.09	0.56	0.31	1.18	0.30	0.10	

Intersection Summary

Area Type: Other
 Cycle Length: 246
 Actuated Cycle Length: 218
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.18

Intersection						
Int Delay, s/veh	36					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	10	250	1215	5	45	450
Future Vol, veh/h	10	250	1215	5	45	450
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	1	5	5	7	7
Mvmt Flow	11	263	1279	5	47	474

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1850	1282	0	0	1284
Stage 1	1282	-	-	-	-
Stage 2	568	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.17
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.263
Pot Cap-1 Maneuver	82	~ 203	-	-	524
Stage 1	262	-	-	-	-
Stage 2	569	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	75	~ 203	-	-	524
Mov Cap-2 Maneuver	75	-	-	-	-
Stage 1	262	-	-	-	-
Stage 2	518	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	271.7	0	1.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	190	524
HCM Lane V/C Ratio	-	-	1.44	0.09
HCM Control Delay (s)	-	-	271.7	12.6
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	16.6	0.3

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
15: Issq-Hobart Rd & Cedar Grove Rd

Baseline AM Peak Hour
01/15/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	370	10	80	850	330	105	
Future Volume (vph)	370	10	80	850	330	105	
Ideal Flow (vphpl)	1000	1000	1000	1000	1000	1000	
Storage Length (ft)	0	200	150			180	
Storage Lanes	1	1	1			1	
Taper Length (ft)	25		25				
Satd. Flow (prot)	858	768	866	912	912	775	
Flt Permitted	0.950		0.473				
Satd. Flow (perm)	858	768	431	912	912	775	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		6				108	
Link Speed (mph)	30			11	45		
Link Distance (ft)	1094			2691	2652		
Travel Time (s)	24.9			166.8	40.2		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	7%	7%	6%	6%	6%	6%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	381	10	82	876	340	108	
Turn Type	Prot	Perm	pm+pt	NA	NA	pm+ov	
Protected Phases	3		5	2	6	3	4
Permitted Phases		3	2			6	
Total Split (s)	51.0	51.0	15.0	119.0	75.0	51.0	27.0
Total Lost Time (s)	5.0	5.0	5.0	6.0	6.0	5.0	
Act Effct Green (s)	46.0	46.0	114.0	113.0	98.9	150.9	
Actuated g/C Ratio	0.27	0.27	0.67	0.66	0.58	0.89	
v/c Ratio	1.64	0.05	0.26	1.45	0.64	0.15	
Control Delay	344.9	31.0	12.5	236.1	30.9	0.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	344.9	31.0	12.5	236.1	30.9	0.7	
LOS	F	C	B	F	C	A	
Approach Delay	336.9			217.0	23.6		
Approach LOS	F			F	C		
Queue Length 50th (ft)	~611	3	32	~1321	249	0	
Queue Length 95th (ft)	#830	21	56	#1584	376	6	
Internal Link Dist (ft)	1014			2611	2572		
Turn Bay Length (ft)		200	150			180	
Base Capacity (vph)	232	212	314	606	530	700	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	1.64	0.05	0.26	1.45	0.64	0.15	

Intersection Summary

Area Type: Other
 Cycle Length: 197
 Actuated Cycle Length: 170
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.64

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	100	785	10	25	310
Future Vol, veh/h	10	100	785	10	25	310
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	70	0	-	-	250	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	7	7	4	4
Mvmt Flow	10	104	818	10	26	323

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1198	823	0	0	828
Stage 1	823	-	-	-	-
Stage 2	375	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.14
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.236
Pot Cap-1 Maneuver	205	373	-	-	795
Stage 1	431	-	-	-	-
Stage 2	695	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	198	373	-	-	795
Mov Cap-2 Maneuver	378	-	-	-	-
Stage 1	431	-	-	-	-
Stage 2	672	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18	0	0.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	378	373	795
HCM Lane V/C Ratio	-	-	0.028	0.279	0.033
HCM Control Delay (s)	-	-	14.8	18.3	9.7
HCM Lane LOS	-	-	B	C	A
HCM 95th %tile Q(veh)	-	-	0.1	1.1	0.1

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	10	75	10	795	320	5
Future Vol, veh/h	10	75	10	795	320	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	79	11	837	337	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1197	339	342	0	-	0
Stage 1	339	-	-	-	-	-
Stage 2	858	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	205	703	1217	-	-	-
Stage 1	722	-	-	-	-	-
Stage 2	415	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	202	703	1217	-	-	-
Mov Cap-2 Maneuver	319	-	-	-	-	-
Stage 1	722	-	-	-	-	-
Stage 2	408	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.8	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1217	-	616	-	-
HCM Lane V/C Ratio	0.009	-	0.145	-	-
HCM Control Delay (s)	8	0	11.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	5	670	125	5	375
Future Vol, veh/h	20	5	670	125	5	375
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	6	6	5	5
Mvmt Flow	21	5	705	132	5	395

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1176	771	0	0	837
Stage 1	771	-	-	-	-
Stage 2	405	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.15
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.245
Pot Cap-1 Maneuver	210	398	-	-	784
Stage 1	455	-	-	-	-
Stage 2	671	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	208	398	-	-	784
Mov Cap-2 Maneuver	208	-	-	-	-
Stage 1	455	-	-	-	-
Stage 2	666	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.7	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	230	784
HCM Lane V/C Ratio	-	-	0.114	0.007
HCM Control Delay (s)	-	-	22.7	9.6
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.4	0

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔	↔	↔	↔			↔	↔
Traffic Vol, veh/h	0	0	0	45	0	45	10	750	0	0	160	230
Future Vol, veh/h	0	0	0	45	0	45	10	750	0	0	160	230
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	125	-	-	-	-	325
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	18	18	18	5	5	5	3	3	3
Mvmt Flow	0	0	0	47	0	47	11	789	0	0	168	242

Major/Minor	Minor1	Major1	Major2				
Conflicting Flow All	979	979	789	168	0	-	-
Stage 1	811	811	-	-	-	-	-
Stage 2	168	168	-	-	-	-	-
Critical Hdwy	6.58	6.68	6.38	4.15	-	-	-
Critical Hdwy Stg 1	5.58	5.68	-	-	-	-	-
Critical Hdwy Stg 2	5.58	5.68	-	-	-	-	-
Follow-up Hdwy	3.662	4.162	3.462	2.245	-	-	-
Pot Cap-1 Maneuver	259	235	367	1392	-	0	0
Stage 1	411	371	-	-	-	0	0
Stage 2	824	730	-	-	-	0	0
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	257	0	367	1392	-	-	-
Mov Cap-2 Maneuver	257	0	-	-	-	-	-
Stage 1	408	0	-	-	-	-	-
Stage 2	824	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.2	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBTWBLn1WBLn2	SBT	SBR
Capacity (veh/h)	1392	-	257	367
HCM Lane V/C Ratio	0.008	-	0.184	0.129
HCM Control Delay (s)	7.6	-	22.1	16.3
HCM Lane LOS	A	-	C	C
HCM 95th %tile Q(veh)	0	-	0.7	0.4

Lanes, Volumes, Timings
20: Issq-Hobart Rd & SR 18 EB Ramp

Baseline AM Peak Hour
01/15/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	495	5	310	265	170	40
Future Volume (vph)	495	5	310	265	170	40
Ideal Flow (vphpl)	1900	1900	1900	1900	2200	2200
Storage Length (ft)	0	330	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Satd. Flow (prot)	1662	1487	0	1688	1849	0
Flt Permitted	0.950			0.974		
Satd. Flow (perm)	1662	1487	0	1688	1849	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		5			8	
Link Speed (mph)	30			12	50	
Link Distance (ft)	695			595	1569	
Travel Time (s)	15.8			33.8	21.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	5%	6%	6%	12%	12%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	521	5	0	605	221	0
Turn Type	Prot	Perm	Split	NA	NA	
Protected Phases	3		2	2	6	
Permitted Phases		3				
Total Split (s)	48.0	48.0	54.0	54.0	38.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	
Act Effct Green (s)	43.1	43.1		49.1	20.3	
Actuated g/C Ratio	0.34	0.34		0.39	0.16	
v/c Ratio	0.93	0.01		0.93	0.73	
Control Delay	65.7	18.2		60.7	63.7	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	65.7	18.2		60.7	63.7	
LOS	E	B		E	E	
Approach Delay	65.2			60.7	63.7	
Approach LOS	E			E	E	
Queue Length 50th (ft)	413	0		474	169	
Queue Length 95th (ft)	#691	10		#778	256	
Internal Link Dist (ft)	615			515	1489	
Turn Bay Length (ft)		330				
Base Capacity (vph)	561	505		649	485	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.93	0.01		0.93	0.46	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 127.5
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.93

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	20	965	25	25	740
Future Vol, veh/h	20	20	965	25	25	740
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	21	995	26	26	763

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1822	1008	0	0	1021
Stage 1	1008	-	-	-	-
Stage 2	814	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	85	292	-	-	680
Stage 1	353	-	-	-	-
Stage 2	436	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	79	292	-	-	680
Mov Cap-2 Maneuver	79	-	-	-	-
Stage 1	353	-	-	-	-
Stage 2	407	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	47.9	0	0.3
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	124	680
HCM Lane V/C Ratio	-	-	0.333	0.038
HCM Control Delay (s)	-	-	47.9	10.5
HCM Lane LOS	-	-	E	B
HCM 95th %tile Q(veh)	-	-	1.3	0.1

Lanes, Volumes, Timings
1: Front St N & I-90 WB Ramps

Baseline PM Pk
01/16/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↘	↕↕			↕↕	↗↗
Traffic Volume (vph)	0	0	0	245	0	210	355	1805	0	0	965	795
Future Volume (vph)	0	0	0	245	0	210	355	1805	0	0	965	795
Ideal Flow (vphpl)	1250	1250	1250	2000	2000	2000	2000	2000	2000	2000	2000	2000
Storage Length (ft)	0		0	0		0	350		0	0		350
Storage Lanes	0		0	0		1	1		0	0		2
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	0	1818	1627	1818	3637	0	0	3601	2836
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	0	0	0	1818	1602	1818	3637	0	0	3601	2836
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						77						811
Link Speed (mph)		30			30			25				25
Link Distance (ft)		405			398			796				901
Travel Time (s)		9.2			9.0			21.7				24.6
Confl. Peds. (#/hr)	3					3			8	8		
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
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	250	214	362	1842	0	0	985	811
Turn Type				Perm	NA	Perm	Prot	NA			NA	Perm
Protected Phases					4		1	6				2
Permitted Phases				4		4						2
Total Split (s)				37.5	37.5	37.5	37.0	82.5			45.5	45.5
Total Lost Time (s)					5.5	5.5	5.5	6.0			6.0	6.0
Act Effct Green (s)					22.2	22.2	28.3	86.3			52.5	52.5
Actuated g/C Ratio					0.18	0.18	0.24	0.72			0.44	0.44
v/c Ratio					0.74	0.60	0.85	0.70			0.62	0.48
Control Delay					59.2	34.2	53.6	0.8			30.5	2.9
Queue Delay					0.0	0.0	0.0	0.3			0.0	0.0
Total Delay					59.2	34.2	53.6	1.1			30.5	2.9
LOS					E	C	D	A			C	A
Approach Delay					47.7			9.7			18.0	
Approach LOS					D			A			B	
Queue Length 50th (ft)					186	98	236	0			307	0
Queue Length 95th (ft)					254	165	m218	m0			455	46
Internal Link Dist (ft)		325			318			716			821	
Turn Bay Length (ft)							350					350
Base Capacity (vph)					484	483	485	2614			1576	1697
Starvation Cap Reductn					0	0	0	217			0	0
Spillback Cap Reductn					0	0	0	0			0	0
Storage Cap Reductn					0	0	0	0			0	0
Reduced v/c Ratio					0.52	0.44	0.75	0.77			0.63	0.48

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 74 (62%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow

Lanes, Volumes, Timings
 1: Front St N & I-90 WB Ramps

Baseline PM Pk
 01/16/2018

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 17.0

Intersection LOS: B


Intersection Capacity Utilization 94.0%

ICU Level of Service F

Analysis Period (min) 15

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

Splits and Phases: 1: Front St N & I-90 WB Ramps

 Ø1 37 s	 Ø2 (R) 45.5 s	 Ø4 37.5 s
 Ø6 (R) 82.5 s		

Lanes, Volumes, Timings
2: Front St N & I-90 EB Ramps

Baseline PM Pk
01/16/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1065	0	375	0	0	0	0	1115	405	430	780	0
Future Volume (vph)	1065	0	375	0	0	0	0	1115	405	430	780	0
Ideal Flow (vphpl)	2000	2000	2000	1250	1250	1250	1900	1900	1900	2000	2000	2000
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Storage Length (ft)	650		900	0		0	0		100	150		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1787	1787	1683	0	0	0	0	3574	1599	1881	3762	0
Flt Permitted	0.950	0.950								0.950		
Satd. Flow (perm)	1787	1787	1683	0	0	0	0	3574	1561	1874	3762	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			387						109			
Link Speed (mph)		35			30			25				25
Link Distance (ft)		1560			888			564				796
Travel Time (s)		30.4			20.2			15.4				21.7
Confl. Peds. (#/hr)									7	7		
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	549	549	387	0	0	0	0	1149	418	443	804	0
Turn Type	Split	NA	Free					NA	Free	Prot	NA	
Protected Phases	8	8						6		5	2	
Permitted Phases			Free						Free			
Total Split (s)	42.0	42.0						44.0		34.0	78.0	
Total Lost Time (s)	5.0	5.0						5.0		5.0	5.0	
Act Effct Green (s)	37.0	37.0	120.0					39.0	120.0	29.0	73.0	
Actuated g/C Ratio	0.31	0.31	1.00					0.32	1.00	0.24	0.61	
v/c Ratio	1.00	1.00	0.23					0.99	0.27	0.98	0.35	
Control Delay	79.9	79.9	0.3					48.1	0.3	67.6	5.7	
Queue Delay	0.0	0.0	0.0					2.1	0.0	0.0	0.0	
Total Delay	79.9	79.9	0.3					50.1	0.3	67.6	5.7	
LOS	E	E	A					D	A	E	A	
Approach Delay		59.1						36.8			27.7	
Approach LOS		E						D			C	
Queue Length 50th (ft)	446	446	0					444	0	349	143	
Queue Length 95th (ft)	#692	#692	0					#616	m0	#532	3	
Internal Link Dist (ft)		1480			808			484			716	
Turn Bay Length (ft)	650		900						100	150		
Base Capacity (vph)	550	550	1683					1161	1561	454	2288	
Starvation Cap Reductn	0	0	0					11	0	0	0	
Spillback Cap Reductn	0	0	0					0	0	0	0	
Storage Cap Reductn	0	0	0					0	0	0	0	
Reduced v/c Ratio	1.00	1.00	0.23					1.00	0.27	0.98	0.35	

Intersection Summary

Area Type: Other
Cycle Length: 120

Lanes, Volumes, Timings

2: Front St N & I-90 EB Ramps

Baseline PM Pk
01/16/2018

Actuated Cycle Length: 120

Offset: 14 (12%), Referenced to phase 2:SBT and 6:NBT, Start of Red

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 41.9

Intersection LOS: D

Intersection Capacity Utilization 94.0%

ICU Level of Service F

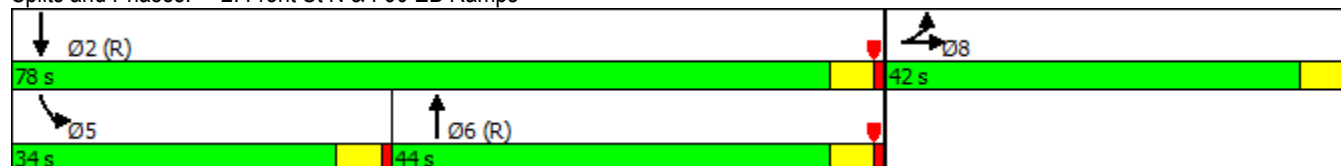
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 2: Front St N & I-90 EB Ramps



Lanes, Volumes, Timings
3: Front St/Front St N & NW Gilman Blvd

Baseline PM Pk
01/16/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	640	70	215	65	95	245	135	685	20	130	400	590
Future Volume (vph)	640	70	215	65	95	245	135	685	20	130	400	590
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1250	1250	1250	1900	1900	1900
Storage Length (ft)	600		0	0		0	150		0	175		0
Storage Lanes	1		0	0		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3351	1576	0	0	1782	1546	1125	2240	0	1728	1818	1546
Flt Permitted	0.950				0.980		0.950			0.381		
Satd. Flow (perm)	3326	1576	0	0	1777	1519	1121	2240	0	690	1818	1512
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		118				183		3				487
Link Speed (mph)		35			35			15				25
Link Distance (ft)		1104			1319			194				564
Travel Time (s)		21.5			25.7			8.8				15.4
Confl. Peds. (#/hr)	3		4	4		3	4		6	6		4
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	646	288	0	0	162	247	136	712	0	131	404	596
Turn Type	Split	NA		Split	NA	Perm	Prot	NA		pm+pt	NA	Free
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases						4				2		Free
Total Split (s)	32.0	32.0		25.0	25.0	25.0	24.0	49.0		14.0	39.0	
Total Lost Time (s)	5.0	5.0			5.0	5.0	5.0	5.0		5.0	5.0	
Act Effct Green (s)	32.1	32.1			14.9	14.9	16.8	44.0		36.2	36.2	120.0
Actuated g/C Ratio	0.27	0.27			0.12	0.12	0.14	0.37		0.30	0.30	1.00
v/c Ratio	0.72	0.57			0.73	0.71	0.86	0.87		0.46	0.74	0.39
Control Delay	46.1	27.8			69.1	25.7	92.0	47.2		32.6	36.3	1.8
Queue Delay	0.0	0.0			0.0	0.2	0.0	14.5		0.0	0.0	0.0
Total Delay	46.1	27.8			69.1	25.9	92.0	61.7		32.6	36.3	1.8
LOS	D	C			E	C	F	E		C	D	A
Approach Delay		40.5			43.0			66.6				17.7
Approach LOS		D			D			E				B
Queue Length 50th (ft)	235	113			122	46	102	265		80	276	66
Queue Length 95th (ft)	#341	219			189	132	#206	#377		130	#434	0
Internal Link Dist (ft)		1024			1239			114				484
Turn Bay Length (ft)	600						150			175		
Base Capacity (vph)	895	507			297	405	178	823		285	548	1512
Starvation Cap Reductn	0	0			0	0	0	0		0	0	0
Spillback Cap Reductn	0	0			0	8	0	111		0	0	0
Storage Cap Reductn	0	0			0	0	0	0		0	0	0
Reduced v/c Ratio	0.72	0.57			0.55	0.62	0.76	1.00		0.46	0.74	0.39

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 76 (63%), Referenced to phase 2:SBTL and 6:NBT, Start of 1st Green

Lanes, Volumes, Timings
 3: Front St/Front St N & NW Gilman Blvd

Baseline PM Pk
 01/16/2018

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 39.7

Intersection LOS: D

Intersection Capacity Utilization 82.3%







ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Front St/Front St N & NW Gilman Blvd

 Ø1 24 s	 Ø2 (R) 39 s	 Ø4 25 s	 Ø8 32 s
 Ø6 (R) 49 s	 Ø5 14 s		

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗	↖	↑↑	↑	
Traffic Vol, veh/h	0	20	20	850	585	85
Future Vol, veh/h	0	20	20	850	585	85
Conflicting Peds, #/hr	2	2	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	2	2	1	1
Mvmt Flow	0	21	21	895	616	89

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	665	707	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.2	4.13	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.219	-	-
Pot Cap-1 Maneuver	0	464	889	-	-
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	463	888	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.1	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	888	-	463	-	-
HCM Lane V/C Ratio	0.024	-	0.045	-	-
HCM Control Delay (s)	9.2	-	13.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection

Int Delay, s/veh 120.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	245	60	40	685	545	35
Future Vol, veh/h	245	60	40	685	545	35
Conflicting Peds, #/hr	30	50	50	0	0	30
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	258	63	42	721	574	37

Major/Minor

	Minor2	Major1	Major2			
Conflicting Flow All	1477	692	661	0	-	0
Stage 1	642	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 139	444	927	-	-	-
Stage 1	524	-	-	-	-	-
Stage 2	426	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 123	411	892	-	-	-
Mov Cap-2 Maneuver	~ 123	-	-	-	-	-
Stage 1	504	-	-	-	-	-
Stage 2	390	-	-	-	-	-

Approach

	EB	NB	SB
HCM Control Delay, s	632.7	0.5	0
HCM LOS	F		

Minor Lane/Major Mvmt

	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	892	-	143	-	-
HCM Lane V/C Ratio	0.047	-	2.245	-	-
HCM Control Delay (s)	9.2	-	632.7	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	26.8	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	5	70	5	10	30	40	640	15	5	575	5
Future Vol, veh/h	10	5	70	5	10	30	40	640	15	5	575	5
Conflicting Peds, #/hr	91	0	57	95	0	129	57	0	95	129	0	91
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	2	2	2
Mvmt Flow	11	5	74	5	11	32	42	674	16	5	605	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1625	1612	794	1648	1607	940	702	0	0	818	0	0
Stage 1	709	709	-	895	895	-	-	-	-	-	-	-
Stage 2	916	903	-	753	712	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.12	-	-	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	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	83	105	391	80	106	322	895	-	-	810	-	-
Stage 1	428	440	-	338	362	-	-	-	-	-	-	-
Stage 2	329	359	-	405	439	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	51	80	337	46	81	262	830	-	-	730	-	-
Mov Cap-2 Maneuver	51	80	-	46	81	-	-	-	-	-	-	-
Stage 1	366	405	-	280	300	-	-	-	-	-	-	-
Stage 2	231	297	-	287	404	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	42.5		47.8		0.6		0.1	
HCM LOS	E		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	830	-	-	182	130	730	-	-
HCM Lane V/C Ratio	0.051	-	-	0.492	0.364	0.007	-	-
HCM Control Delay (s)	9.6	0	-	42.5	47.8	10	0	-
HCM Lane LOS	A	A	-	E	E	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	2.4	1.5	0	-	-

Lanes, Volumes, Timings
7: Front St & W Sunset Way/E Sunset Way

Baseline PM Pk
01/16/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Volume (vph)	85	240	45	90	145	205	70	330	40	95	570	10
Future Volume (vph)	85	240	45	90	145	205	70	330	40	95	570	10
Ideal Flow (vphpl)	1250	1250	1250	1250	1250	1250	1250	1250	1250	1000	1000	1000
Storage Length (ft)	0		0	0		200	125		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1006	0	0	1040	901	1127	1148	0	909	848	0
Flt Permitted		0.989			0.981		0.950			0.950		
Satd. Flow (perm)	0	945	0	0	1006	556	1087	1148	0	834	848	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				216		5			1	
Link Speed (mph)		25			25			15			10	
Link Distance (ft)		1129			877			655			441	
Travel Time (s)		30.8			23.9			29.8			30.1	
Confl. Peds. (#/hr)	79		31	31		79	19		36	36		19
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	2	2	2	0	0	0
Parking (#/hr)	2	2	2	1	1	1					2	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	389	0	0	248	216	74	389	0	100	611	0
Turn Type	Split	NA		Split	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	4	4		8	8	1	5	2		1	6	
Permitted Phases						8						
Total Split (s)	39.0	39.0		30.0	30.0	21.0	13.0	60.0		21.0	68.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0		5.0	5.0	
Act Effct Green (s)		34.0			25.0	41.0	8.0	55.0		16.0	63.0	
Actuated g/C Ratio		0.23			0.17	0.27	0.05	0.37		0.11	0.42	
v/c Ratio		1.68			1.43	0.63	1.23	0.92		1.04	1.72	
Control Delay		360.5			267.8	14.0	239.5	65.8		165.9	363.3	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		360.5			267.8	14.0	239.5	65.8		165.9	363.3	
LOS		F			F	B	F	E		F	F	
Approach Delay		360.5			149.7			93.6			335.5	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)		~556			~327	0	~88	317		~105	~884	
Queue Length 95th (ft)		#770			#510	73	m#180	m#524		#232	#1127	
Internal Link Dist (ft)		1049			797			575			361	
Turn Bay Length (ft)						200	125			150		
Base Capacity (vph)		231			173	345	60	424		96	356	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		1.68			1.43	0.63	1.23	0.92		1.04	1.72	

Intersection Summary

Area Type: Other

Lanes, Volumes, Timings
 7: Front St & W Sunset Way/E Sunset Way

Baseline PM Pk
 01/16/2018

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 128 (85%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.72
 Intersection Signal Delay: 242.5 Intersection LOS: F
 Intersection Capacity Utilization 130.7% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Front St & W Sunset Way/E Sunset Way

Ø1	Ø2 (R)	Ø4	Ø8
21 s	60 s	39 s	30 s
Ø6 (R)	Ø5		
68 s	13 s		

Intersection

Int Delay, s/veh 3.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↖		↙	↗
Traffic Vol, veh/h	75	30	365	80	65	595
Future Vol, veh/h	75	30	365	80	65	595
Conflicting Peds, #/hr	22	14	0	22	14	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	75	-	-	25	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	1	2	2	1	1
Mvmt Flow	79	32	384	84	68	626

Major/Minor

	Minor1	Major1	Major2		
Conflicting Flow All	1233	462	0	0	490
Stage 1	448	-	-	-	-
Stage 2	785	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209
Pot Cap-1 Maneuver	196	602	-	-	1078
Stage 1	646	-	-	-	-
Stage 2	451	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	177	586	-	-	1066
Mov Cap-2 Maneuver	177	-	-	-	-
Stage 1	635	-	-	-	-
Stage 2	415	-	-	-	-

Approach

	WB	NB	SB
HCM Control Delay, s	32.4	0	0.8
HCM LOS	D		

Minor Lane/Major Mvmt

	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	177	586	1066	-
HCM Lane V/C Ratio	-	-	0.446	0.054	0.064	-
HCM Control Delay (s)	-	-	40.8	11.5	8.6	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	2.1	0.2	0.2	-

Lanes, Volumes, Timings
9: Front St & NW Newport Way/Clark

Baseline PM Pk
01/16/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↖	↖		↖	↗	
Traffic Volume (vph)	80	15	530	20	5	55	130	280	5	35	565	30
Future Volume (vph)	80	15	530	20	5	55	130	280	5	35	565	30
Ideal Flow (vphpl)	1250	1250	1900	1250	1250	1250	1250	1250	1250	1000	1000	1000
Grade (%)		0%			-3%			0%			0%	
Storage Length (ft)	0		0	0		0	200		0	100		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1149	1546	0	952	0	1137	1192	0	900	939	0
Flt Permitted		0.628			0.905		0.950			0.577		
Satd. Flow (perm)	0	749	1508	0	871	0	1135	1192	0	538	939	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			*135		58			1			3	
Link Speed (mph)		25			25			25			10	
Link Distance (ft)		517			733			1482			316	
Travel Time (s)		14.1			20.0			40.4			21.5	
Confl. Peds. (#/hr)	1		1	1		1	2		5	5		2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Parking (#/hr)					2	2						
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	100	558	0	84	0	137	300	0	37	627	0
Turn Type	Perm	NA	pm+ov	Perm	NA		Prot	NA		pm+pt	NA	
Protected Phases		8	1		4		1	6		5	2	
Permitted Phases	8		8	4						2		
Total Split (s)	24.0	24.0	31.0	24.0	24.0		31.0	113.0		13.0	95.0	
Total Lost Time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0	
Act Effct Green (s)		19.0	45.0		19.0		26.0	112.4		95.6	90.0	
Actuated g/C Ratio		0.13	0.30		0.13		0.17	0.75		0.64	0.60	
v/c Ratio		1.06	1.01		0.53		0.70	0.34		0.10	1.11	
Control Delay		170.9	78.1		35.7		77.5	7.9		1.2	67.6	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		170.9	78.1		35.7		77.5	7.9		1.2	67.6	
LOS		F	E		D		E	A		A	E	
Approach Delay		92.2			35.7			29.7			63.9	
Approach LOS		F			D			C			E	
Queue Length 50th (ft)		~107	~430		23		128	93		2	~694	
Queue Length 95th (ft)		#234	#713		84		#222	143		m1	m57	
Internal Link Dist (ft)		437			653			1402			236	
Turn Bay Length (ft)							200			100		
Base Capacity (vph)		94	553		160		197	893		370	564	
Starvation Cap Reductn		0	0		0		0	0		0	0	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		1.06	1.01		0.53		0.70	0.34		0.10	1.11	

Intersection Summary


Area Type: Other
Cycle Length: 150

Lanes, Volumes, Timings
 9: Front St & NW Newport Way/Clark

Baseline PM Pk
 01/16/2018

Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of 1st Green, Master Intersection
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.11
 Intersection Signal Delay: 64.6
 Intersection LOS: E
 Intersection Capacity Utilization 112.9%
 ICU Level of Service H
 Analysis Period (min) 15
 * User Entered Value
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Front St & NW Newport Way/Clark

 Ø1 31 s	 Ø2 (R) 95 s	 Ø4 24 s
 Ø5 13 s	 Ø6 (R) 113 s	 Ø8 24 s

Lanes, Volumes, Timings
10: Front St & 2nd Ave

Baseline PM Pk
01/16/2018



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	390	20	370	250	5	1060
Future Volume (vph)	390	20	370	250	5	1060
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60	0		200	275	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Satd. Flow (prot)	1678	1501	1818	1546	1711	1801
Flt Permitted	0.950				0.442	
Satd. Flow (perm)	1678	1460	1818	1546	796	1801
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		21		260		
Link Speed (mph)	25		35			11
Link Distance (ft)	395		2120			2156
Travel Time (s)	10.8		41.3			133.6
Confl. Peds. (#/hr)		3				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	4%	1%	1%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	406	21	385	260	5	1104
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	4		6	4	5	2
Permitted Phases		4		6	2	
Total Split (s)	27.0	27.0	50.0	27.0	13.0	63.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Act Effct Green (s)	22.0	22.0	55.6	86.6	58.0	58.0
Actuated g/C Ratio	0.24	0.24	0.62	0.96	0.64	0.64
v/c Ratio	0.99	0.06	0.34	0.17	0.01	0.95
Control Delay	78.1	11.6	10.3	0.4	5.8	33.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.1	11.6	10.3	0.4	5.8	33.6
LOS	E	B	B	A	A	C
Approach Delay	74.8		6.3			33.4
Approach LOS	E		A			C
Queue Length 50th (ft)	231	0	88	0	1	516
Queue Length 95th (ft)	#417	18	198	10	5	#866
Internal Link Dist (ft)	315		2040			2076
Turn Bay Length (ft)	60			200	275	
Base Capacity (vph)	410	372	1123	1497	594	1160
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.06	0.34	0.17	0.01	0.95

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Control Type: Actuated-Uncoordinated

Lanes, Volumes, Timings
 10: Front St & 2nd Ave

Baseline PM Pk
 01/16/2018

Maximum v/c Ratio: 0.99

Intersection Signal Delay: 33.5

Intersection LOS: C

Intersection Capacity Utilization 85.7%

ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 10: Front St & 2nd Ave



Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	10	670	15	10	1390
Future Vol, veh/h	5	10	670	15	10	1390
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	2	2	1	1
Mvmt Flow	5	10	691	15	10	1433

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2152	698	0	0	706
Stage 1	698	-	-	-	-
Stage 2	1454	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.11
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.209
Pot Cap-1 Maneuver	54	444	-	-	897
Stage 1	497	-	-	-	-
Stage 2	217	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	53	444	-	-	897
Mov Cap-2 Maneuver	157	-	-	-	-
Stage 1	497	-	-	-	-
Stage 2	215	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.8	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	276	897
HCM Lane V/C Ratio	-	-	0.056	0.011
HCM Control Delay (s)	-	-	18.8	9.1
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	5	10	660	25	30	1355
Future Vol, veh/h	5	10	660	25	30	1355
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	3	3	2	2
Mvmt Flow	5	10	680	26	31	1397

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2152	693	0	0	706
Stage 1	693	-	-	-	-
Stage 2	1459	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.12
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.218
Pot Cap-1 Maneuver	54	447	-	-	892
Stage 1	500	-	-	-	-
Stage 2	216	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	46	447	-	-	892
Mov Cap-2 Maneuver	46	-	-	-	-
Stage 1	500	-	-	-	-
Stage 2	183	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	41.5	0	0.2
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	114	892
HCM Lane V/C Ratio	-	-	0.136	0.035
HCM Control Delay (s)	-	-	41.5	9.2
HCM Lane LOS	-	-	E	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1

Lanes, Volumes, Timings
13: Issq-Hobart Rd & May Valley Rd

Baseline PM Pk
01/16/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	110	335	90	585	1250	105	
Future Volume (vph)	110	335	90	585	1250	105	
Ideal Flow (vphpl)	1250	1250	1250	1250	1250	1250	
Storage Length (ft)	0	125	140			120	
Storage Lanes	1	1	1			1	
Taper Length (ft)	25		25				
Satd. Flow (prot)	1114	997	1114	1173	1185	1007	
Flt Permitted	0.950		0.108				
Satd. Flow (perm)	1114	997	127	1173	1185	1007	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		246				25	
Link Speed (mph)	30			45	27		
Link Distance (ft)	899			2288	726		
Travel Time (s)	20.4			34.7	18.3		
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	
Heavy Vehicles (%)	3%	3%	3%	3%	2%	2%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	111	338	91	591	1263	106	
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm	
Protected Phases	3		5	2	6		4
Permitted Phases		3	2			6	
Total Split (s)	22.0	22.0	14.0	197.0	183.0	183.0	27.0
Total Lost Time (s)	5.0	5.0	5.0	6.0	6.5	6.5	
Act Effct Green (s)	17.0	17.0	192.0	191.0	176.5	176.5	
Actuated g/C Ratio	0.08	0.08	0.88	0.87	0.81	0.81	
v/c Ratio	1.29	1.11	0.60	0.58	1.32	0.13	
Control Delay	262.7	104.9	21.6	6.1	175.7	3.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	262.7	104.9	21.6	6.1	175.7	3.8	
LOS	F	F	C	A	F	A	
Approach Delay	143.9			8.2	162.4		
Approach LOS	F			A	F		
Queue Length 50th (ft)	~202	~211	15	182	~2346	22	
Queue Length 95th (ft)	#358	#443	42	246	#2606	39	
Internal Link Dist (ft)	819			2208	646		
Turn Bay Length (ft)		125	140			120	
Base Capacity (vph)	86	304	151	1023	955	816	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	1.29	1.11	0.60	0.58	1.32	0.13	

Intersection Summary

Area Type: Other
 Cycle Length: 246
 Actuated Cycle Length: 219
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.32

Intersection						
Int Delay, s/veh	2.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	15	70	605	20	90	1490
Future Vol, veh/h	15	70	605	20	90	1490
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	3	3	1	1
Mvmt Flow	15	71	611	20	91	1505

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2308	621	0	0	631
Stage 1	621	-	-	-	-
Stage 2	1687	-	-	-	-
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	42	487	-	-	956
Stage 1	536	-	-	-	-
Stage 2	165	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	38	487	-	-	956
Mov Cap-2 Maneuver	38	-	-	-	-
Stage 1	536	-	-	-	-
Stage 2	149	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	52	0	0.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	158	956
HCM Lane V/C Ratio	-	-	0.543	0.095
HCM Control Delay (s)	-	-	52	9.2
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	2.7	0.3

Lanes, Volumes, Timings
15: Issq-Hobart Rd & Cedar Grove Rd

Baseline PM Pk
01/16/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	150	90	15	455	1230	290	
Future Volume (vph)	150	90	15	455	1230	290	
Ideal Flow (vphpl)	1900	1900	1900	1900	1750	1750	
Storage Length (ft)	0	250	150			180	
Storage Lanes	1	1	1			1	
Taper Length (ft)	25		25				
Satd. Flow (prot)	1711	1531	1694	1783	1675	1424	
Flt Permitted	0.950		0.066				
Satd. Flow (perm)	1711	1492	118	1783	1675	1424	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		92				155	
Link Speed (mph)	30			45	45		
Link Distance (ft)	1094			2691	2652		
Travel Time (s)	24.9			40.8	40.2		
Confl. Bikes (#/hr)		1					
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	
Heavy Vehicles (%)	2%	2%	3%	3%	1%	1%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	153	92	15	464	1255	296	
Turn Type	Prot	Perm	pm+pt	NA	NA	pm+ov	
Protected Phases	3		5	2	6	3	4
Permitted Phases		3	2			6	
Total Split (s)	15.0	15.0	13.0	103.0	90.0	15.0	27.0
Total Lost Time (s)	5.0	5.0	5.0	6.0	6.0	5.0	
Act Effct Green (s)	10.0	10.0	89.5	88.5	84.2	103.3	
Actuated g/C Ratio	0.09	0.09	0.82	0.81	0.77	0.94	
v/c Ratio	0.98	0.42	0.09	0.32	0.98	0.22	
Control Delay	118.9	16.5	2.7	3.3	34.0	0.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	118.9	16.5	2.7	3.3	34.0	0.8	
LOS	F	B	A	A	C	A	
Approach Delay	80.5			3.3	27.7		
Approach LOS	F			A	C		
Queue Length 50th (ft)	104	0	2	65	523	0	
Queue Length 95th (ft)	#260	51	5	93	#1283	23	
Internal Link Dist (ft)	1014			2611	2572		
Turn Bay Length (ft)		250	150			180	
Base Capacity (vph)	156	220	211	1583	1287	1352	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.98	0.42	0.07	0.29	0.98	0.22	

Intersection Summary

Area Type: Other
 Cycle Length: 145
 Actuated Cycle Length: 109.5
 Control Type: Actuated-Uncoordinated

Lanes, Volumes, Timings
 15: Issq-Hobart Rd & Cedar Grove Rd

Baseline PM Pk
 01/16/2018

Maximum v/c Ratio: 0.98

Intersection Signal Delay: 28.2

Intersection LOS: C

Intersection Capacity Utilization 87.8%

ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 15: Issq-Hobart Rd & Cedar Grove Rd

 Ø2		 Ø3	 Ø4
103 s		15 s	27 s
 Ø5	 Ø6		
13 s	90 s		

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	65	390	5	140	1190
Future Vol, veh/h	10	65	390	5	140	1190
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	70	0	-	-	250	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	3	3	1	1
Mvmt Flow	10	67	402	5	144	1227

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1920	405	0	0	407	0
Stage 1	405	-	-	-	-	-
Stage 2	1515	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.11	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.209	-
Pot Cap-1 Maneuver	75	650	-	-	1157	-
Stage 1	678	-	-	-	-	-
Stage 2	203	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	66	650	-	-	1157	-
Mov Cap-2 Maneuver	166	-	-	-	-	-
Stage 1	678	-	-	-	-	-
Stage 2	178	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.5	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	166	650	1157
HCM Lane V/C Ratio	-	-	0.062	0.103	0.125
HCM Control Delay (s)	-	-	28.1	11.2	8.6
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0.3	0.4

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	0	20	70	400	1180	5
Future Vol, veh/h	0	20	70	400	1180	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	4	4	1	1
Mvmt Flow	0	21	74	421	1242	5

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1813	1245	1247	0	0
Stage 1	1245	-	-	-	-
Stage 2	568	-	-	-	-
Critical Hdwy	6.4	6.2	4.14	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.236	-	-
Pot Cap-1 Maneuver	87	214	551	-	-
Stage 1	274	-	-	-	-
Stage 2	571	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	72	214	551	-	-
Mov Cap-2 Maneuver	188	-	-	-	-
Stage 1	274	-	-	-	-
Stage 2	471	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.7	1.9	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	551	-	214	-	-
HCM Lane V/C Ratio	0.134	-	0.098	-	-
HCM Control Delay (s)	12.5	0	23.7	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0.5	-	0.3	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	S	S
Traffic Vol, veh/h	15	5	410	25	5	1135
Future Vol, veh/h	15	5	410	25	5	1135
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	2	2
Mvmt Flow	16	5	432	26	5	1195

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1650	445	0	0	458
Stage 1	445	-	-	-	-
Stage 2	1205	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.12
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.218
Pot Cap-1 Maneuver	108	611	-	-	1103
Stage 1	644	-	-	-	-
Stage 2	282	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	107	611	-	-	1103
Mov Cap-2 Maneuver	107	-	-	-	-
Stage 1	644	-	-	-	-
Stage 2	278	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	36.5	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	135	1103
HCM Lane V/C Ratio	-	-	0.156	0.005
HCM Control Delay (s)	-	-	36.5	8.3
HCM Lane LOS	-	-	E	A
HCM 95th %tile Q(veh)	-	-	0.5	0

Intersection												
Int Delay, s/veh	42.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↕	↕	↕			↕	↕
Traffic Vol, veh/h	0	0	0	375	0	40	0	390	0	0	505	640
Future Vol, veh/h	0	0	0	375	0	40	0	390	0	0	505	640
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	125	-	-	-	-	325
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	4	4	4	3	3	3	2	2	2
Mvmt Flow	0	0	0	395	0	42	0	411	0	0	532	674

Major/Minor	Minor1	Major1	Major2						
Conflicting Flow All	943	943	411	532	0	-	-	-	0
Stage 1	411	411	-	-	-	-	-	-	-
Stage 2	532	532	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	6.24	4.13	-	-	-	-	-
Critical Hdwy Stg 1	5.44	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.44	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	2.227	-	-	-	-	-
Pot Cap-1 Maneuver	~289	261	636	1030	-	0	0	-	-
Stage 1	665	591	-	-	-	0	0	-	-
Stage 2	585	522	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	~289	0	636	1030	-	-	-	-	-
Mov Cap-2 Maneuver	~289	0	-	-	-	-	-	-	-
Stage 1	665	0	-	-	-	-	-	-	-
Stage 2	585	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	199.8	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBTWBLn1WBLn2	SBT	SBR
Capacity (veh/h)	1030	- 289	636	-
HCM Lane V/C Ratio	-	- 1.366	0.066	-
HCM Control Delay (s)	0	- 219.9	11.1	-
HCM Lane LOS	A	- F	B	-
HCM 95th %tile Q(veh)	0	- 20.5	0.2	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
20: Issq-Hobart Rd & SR 18 EB Ramp

Baseline PM Pk
01/16/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	250	25	60	140	825	55
Future Volume (vph)	250	25	60	140	825	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	330	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Satd. Flow (prot)	1694	1516	0	1756	1804	0
Flt Permitted	0.950			0.985		
Satd. Flow (perm)	1694	1516	0	1756	1804	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		26			5	
Link Speed (mph)	30			45	45	
Link Distance (ft)	695			595	1569	
Travel Time (s)	15.8			9.0	23.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	3%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	258	26	0	206	908	0
Turn Type	Prot	Perm	Split	NA	NA	
Protected Phases	3		2	2	6	
Permitted Phases		3				
Total Split (s)	28.0	28.0	15.0	15.0	47.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	
Act Effct Green (s)	17.4	17.4		10.0	42.1	
Actuated g/C Ratio	0.21	0.21		0.12	0.50	
v/c Ratio	0.74	0.08		0.99	1.01	
Control Delay	44.7	10.8		101.8	56.3	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	44.7	10.8		101.8	56.3	
LOS	D	B		F	E	
Approach Delay	41.6			101.8	56.3	
Approach LOS	D			F	E	
Queue Length 50th (ft)	129	0		112	~482	
Queue Length 95th (ft)	210	20		#266	#815	
Internal Link Dist (ft)	615			515	1489	
Turn Bay Length (ft)		330				
Base Capacity (vph)	461	431		208	900	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.56	0.06		0.99	1.01	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 84.6
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.01

Lanes, Volumes, Timings
20: Issq-Hobart Rd & SR 18 EB Ramp

Baseline PM Pk
01/16/2018

Intersection Signal Delay: 60.0 Intersection LOS: E
Intersection Capacity Utilization 82.4% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 20: Issq-Hobart Rd & SR 18 EB Ramp



Intersection

Int Delay, s/veh 0.7

Movement WBL WBR NBT NBR SBL SBT

Lane Configurations	W	W	N	N	S	S
Traffic Vol, veh/h	15	20	920	10	5	565
Future Vol, veh/h	15	20	920	10	5	565
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	21	968	11	5	595

Major/Minor Minor1 Major1 Major2

Conflicting Flow All	1579	974	0	0	979	0
Stage 1	974	-	-	-	-	-
Stage 2	605	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	120	306	-	-	705	-
Stage 1	366	-	-	-	-	-
Stage 2	545	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	119	306	-	-	705	-
Mov Cap-2 Maneuver	119	-	-	-	-	-
Stage 1	366	-	-	-	-	-
Stage 2	539	-	-	-	-	-

Approach WB NB SB

HCM Control Delay, s	29.6	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT

Capacity (veh/h)	-	-	183	705	-
HCM Lane V/C Ratio	-	-	0.201	0.007	-
HCM Control Delay (s)	-	-	29.6	10.1	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0	-



With SBR Storage Lane

Lanes, Volumes, Timings
5: Front St & NW Dogwood St/NE Dogwood St

With-Project AM Peak Hour
03/26/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	↗
Traffic Volume (vph)	90	0	40	20	0	20	75	875	25	25	635	105
Future Volume (vph)	90	0	40	20	0	20	75	875	25	25	635	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	75		100
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1642	0	0	1671	0	1678	1758	0	1616	1701	1446
Flt Permitted		0.806			0.851		0.353			0.239		
Satd. Flow (perm)	0	1354	0	0	1451	0	622	1758	0	406	1701	1411
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		63			63			2				65
Link Speed (mph)		30			30			25				25
Link Distance (ft)		222			215			941				270
Travel Time (s)		5.0			4.9			25.7				7.4
Confl. Peds. (#/hr)	5		8	3			8		3			5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	4%	4%	4%	8%	8%	8%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	134	0	0	42	0	77	928	0	26	655	108
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		2
Total Split (s)	26.0	26.0		26.0	26.0		13.0	91.0		13.0	91.0	91.0
Total Lost Time (s)		5.5			4.0		3.5	5.0		3.5	5.0	7.0
Act Effct Green (s)		11.6			13.1		107.8	101.5		105.9	98.9	96.9
Actuated g/C Ratio		0.09			0.10		0.83	0.78		0.81	0.76	0.75
v/c Ratio		0.75			0.21		0.13	0.68		0.07	0.51	0.10
Control Delay		55.0			7.4		1.5	3.8		2.8	9.2	3.2
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		55.0			7.4		1.5	3.8		2.8	9.2	3.2
LOS		D			A		A	A		A	A	A
Approach Delay		55.0			7.4			3.6				8.1
Approach LOS		D			A			A				A
Queue Length 50th (ft)		59			0		5	89		3	199	9
Queue Length 95th (ft)		124			18		m9	m128		10	370	33
Internal Link Dist (ft)		142			135			861			190	
Turn Bay Length (ft)							100			75		100
Base Capacity (vph)		266			297		597	1373		425	1293	1068
Starvation Cap Reductn		0			0		0	0		0	0	0
Spillback Cap Reductn		0			0		0	0		0	0	0
Storage Cap Reductn		0			0		0	0		0	0	0
Reduced v/c Ratio		0.50			0.14		0.13	0.68		0.06	0.51	0.10

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 60 (46%), Referenced to phase 2:SBTL and 6:NBTL, Start of 1st Green

Lanes, Volumes, Timings
 5: Front St & NW Dogwood St/NE Dogwood St

With-Project AM Peak Hour

03/26/2018

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 9.0

Intersection LOS: A

Intersection Capacity Utilization 74.5%

ICU Level of Service D

Analysis Period (min) 15

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

Splits and Phases: 5: Front St & NW Dogwood St/NE Dogwood St



Lanes, Volumes, Timings
5: Front St & NW Dogwood St/NE Dogwood St

With-Project PM Pk
03/26/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	↗
Traffic Volume (vph)	245	0	60	15	0	20	40	675	10	5	545	35
Future Volume (vph)	245	0	60	15	0	20	40	675	10	5	545	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	75		100
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1616	0	0	1660	0	1711	1796	0	1711	1801	1531
Flt Permitted		0.743			0.838		0.348			0.257		
Satd. Flow (perm)	0	1138	0	0	1402	0	616	1796	0	463	1801	1457
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			23			1				17
Link Speed (mph)		30			30			15				10
Link Distance (ft)		246			207			889				275
Travel Time (s)		5.6			4.7			40.4				18.8
Confl. Peds. (#/hr)	30		50	20			50		20			30
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	321	0	0	37	0	42	722	0	5	574	37
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			4			6				2
Permitted Phases	4			4			6			2		2
Total Split (s)	60.0	60.0		60.0	60.0		80.0	80.0		80.0	80.0	80.0
Total Lost Time (s)		6.0			6.0		5.0	5.0		5.0	5.0	7.0
Act Effct Green (s)		41.4			41.4		87.6	87.6		87.6	87.6	85.6
Actuated g/C Ratio		0.30			0.30		0.63	0.63		0.63	0.63	0.61
v/c Ratio		0.91			0.09		0.11	0.64		0.02	0.51	0.04
Control Delay		72.9			15.8		9.2	14.4		6.2	8.0	2.6
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		72.9			15.8		9.2	14.4		6.2	8.0	2.6
LOS		E			B		A	B		A	A	A
Approach Delay		72.9			15.8			14.1				7.7
Approach LOS		E			B			B				A
Queue Length 50th (ft)		264			9		10	253		1	184	1
Queue Length 95th (ft)		352			32		m23	618		m2	263	m7
Internal Link Dist (ft)		166			127			809			195	
Turn Bay Length (ft)							100			75		100
Base Capacity (vph)		453			554		385	1124		289	1127	897
Starvation Cap Reductn		0			0		0	0		0	0	0
Spillback Cap Reductn		0			0		0	0		0	0	0
Storage Cap Reductn		0			0		0	0		0	0	0
Reduced v/c Ratio		0.71			0.07		0.11	0.64		0.02	0.51	0.04

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 10 (7%), Referenced to phase 2:SBTL and 6:NBTL, Start of 1st Green

Lanes, Volumes, Timings
 5: Front St & NW Dogwood St/NE Dogwood St

With-Project PM Pk
 03/26/2018

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 22.7

Intersection LOS: C




Intersection Capacity Utilization 70.0%

ICU Level of Service C

Analysis Period (min) 15

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

Splits and Phases: 5: Front St & NW Dogwood St/NE Dogwood St

 Ø2 (R) 80 s	 Ø4 60 s
 Ø6 (R) 80 s	



Without SBR Storage Lane

Lanes, Volumes, Timings

With-Project AM Peak Hour_No SBR at Dogwood

5: Front St & NW Dogwood St/NE Dogwood St

03/26/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (vph)	90	0	40	20	0	20	75	875	25	25	635	105
Future Volume (vph)	90	0	40	20	0	20	75	875	25	25	635	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	75		100
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1642	0	0	1671	0	1678	1758	0	1616	1659	0
Flt Permitted		0.806			0.851		0.299			0.239		
Satd. Flow (perm)	0	1354	0	0	1451	0	527	1758	0	406	1659	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		63			63			2				13
Link Speed (mph)		30			30			25				25
Link Distance (ft)		222			215			941				270
Travel Time (s)		5.0			4.9			25.7				7.4
Confl. Peds. (#/hr)	5		8	3			8		3			5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	4%	4%	4%	8%	8%	8%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	134	0	0	42	0	77	928	0	26	763	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Total Split (s)	26.0	26.0		26.0	26.0		13.0	91.0		13.0	91.0	
Total Lost Time (s)		5.5			4.0		3.5	5.0		3.5	5.0	
Act Effct Green (s)		11.6			13.1		107.8	101.5		105.9	98.9	
Actuated g/C Ratio		0.09			0.10		0.83	0.78		0.81	0.76	
v/c Ratio		0.75			0.21		0.15	0.68		0.07	0.60	
Control Delay		55.0			7.4		1.3	3.7		2.8	10.9	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		55.0			7.4		1.3	3.7		2.8	10.9	
LOS		D			A		A	A		A	B	
Approach Delay		55.0			7.4			3.5			10.7	
Approach LOS		D			A			A			B	
Queue Length 50th (ft)		59			0		5	163		3	257	
Queue Length 95th (ft)		124			18		m7	m152		10	488	
Internal Link Dist (ft)		142			135			861			190	
Turn Bay Length (ft)							100			75		
Base Capacity (vph)		266			297		524	1373		425	1264	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.50			0.14		0.15	0.68		0.06	0.60	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 60 (46%), Referenced to phase 2:SBTL and 6:NBTL, Start of 1st Green

Lanes, Volumes, Timings
 5: Front St & NW Dogwood St/NE Dogwood St

With-Project AM Peak Hour_No SBR at Dogwood

03/26/2018

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 10.0

Intersection LOS: A

Intersection Capacity Utilization 74.5%

ICU Level of Service D

Analysis Period (min) 15

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

Splits and Phases: 5: Front St & NW Dogwood St/NE Dogwood St



Lanes, Volumes, Timings
5: Front St & NW Dogwood St/NE Dogwood St

With-Project PM Pk_No SBR at Dogwood
03/26/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↖		↗	↖	
Traffic Volume (vph)	245	0	60	15	0	20	40	675	10	5	545	35
Future Volume (vph)	245	0	60	15	0	20	40	675	10	5	545	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	75		100
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1616	0	0	1660	0	1711	1796	0	1711	1779	0
Flt Permitted		0.743			0.838		0.325			0.257		
Satd. Flow (perm)	0	1138	0	0	1402	0	576	1796	0	463	1779	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			23			1				4
Link Speed (mph)		30			30			15				10
Link Distance (ft)		246			207			889				275
Travel Time (s)		5.6			4.7			40.4				18.8
Confl. Peds. (#/hr)	30		50	20			50		20			30
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	321	0	0	37	0	42	722	0	5	611	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			6				2
Permitted Phases	4			4			6			2		
Total Split (s)	60.0	60.0		60.0	60.0		80.0	80.0		80.0	80.0	
Total Lost Time (s)		6.0			6.0		5.0	5.0		5.0	5.0	
Act Effct Green (s)		41.4			41.4		87.6	87.6		87.6	87.6	
Actuated g/C Ratio		0.30			0.30		0.63	0.63		0.63	0.63	
v/c Ratio		0.91			0.09		0.12	0.64		0.02	0.55	
Control Delay		72.9			15.8		7.5	12.2		6.2	8.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		72.9			15.8		7.5	12.2		6.2	8.5	
LOS		E			B		A	B		A	A	
Approach Delay		72.9			15.8			12.0				8.5
Approach LOS		E			B			B				A
Queue Length 50th (ft)		264			9		9	316		1	196	
Queue Length 95th (ft)		352			32		m18	m429		m2	277	
Internal Link Dist (ft)		166			127			809			195	
Turn Bay Length (ft)							100			75		
Base Capacity (vph)		453			554		360	1124		289	1114	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.71			0.07		0.12	0.64		0.02	0.55	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 10 (7%), Referenced to phase 2:SBTL and 6:NBTL, Start of 1st Green

Lanes, Volumes, Timings
 5: Front St & NW Dogwood St/NE Dogwood St

With-Project PM Pk_No SBR at Dogwood

03/26/2018

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 22.1

Intersection LOS: C




Intersection Capacity Utilization 70.0%

ICU Level of Service C

Analysis Period (min) 15

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

Splits and Phases: 5: Front St & NW Dogwood St/NE Dogwood St

 Ø2 (R) 80 s	 Ø4 60 s
 Ø6 (R) 80 s	



Alder - RIRO

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	30	0	0	5	0	935	10	0	630	15
Future Vol, veh/h	0	0	30	0	0	5	0	935	10	0	630	15
Conflicting Peds, #/hr	2	0	2	1	0	1	2	0	1	1	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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	13	13	13	0	0	0	2	2	2	8	8	8
Mvmt Flow	0	0	32	0	0	5	0	984	11	0	663	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1667	1669	675	1679	1671	992	681	0	0	996	0	0
Stage 1	673	673	-	990	990	-	-	-	-	-	-	-
Stage 2	994	996	-	689	681	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.63	6.33	7.1	6.5	6.2	4.12	-	-	4.18	-	-
Critical Hdwy Stg 1	6.23	5.63	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.63	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4.117	3.417	3.5	4	3.3	2.218	-	-	2.272	-	-
Pot Cap-1 Maneuver	72	91	435	76	97	301	912	-	-	671	-	-
Stage 1	427	438	-	299	327	-	-	-	-	-	-	-
Stage 2	282	309	-	439	453	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	71	91	434	70	97	300	911	-	-	670	-	-
Mov Cap-2 Maneuver	71	91	-	70	97	-	-	-	-	-	-	-
Stage 1	426	437	-	299	327	-	-	-	-	-	-	-
Stage 2	277	309	-	406	452	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.9		17.2		0		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	911	-	-	434	300	670	-	-
HCM Lane V/C Ratio	-	-	-	0.073	0.018	-	-	-
HCM Control Delay (s)	0	-	-	13.9	17.2	0	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	70	0	0	30	0	640	15	0	580	5
Future Vol, veh/h	0	0	70	0	0	30	0	640	15	0	580	5
Conflicting Peds, #/hr	91	0	57	95	0	129	57	0	95	129	0	91
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	2	2	2
Mvmt Flow	0	0	74	0	0	32	0	674	16	0	611	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1530	1522	799	1556	1518	940	707	0	0	818	0	0
Stage 1	704	704	-	811	811	-	-	-	-	-	-	-
Stage 2	826	818	-	745	707	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.12	-	-	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	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	97	120	389	93	120	322	891	-	-	810	-	-
Stage 1	431	443	-	376	396	-	-	-	-	-	-	-
Stage 2	369	393	-	409	441	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	72	101	336	61	101	262	826	-	-	730	-	-
Mov Cap-2 Maneuver	72	101	-	61	101	-	-	-	-	-	-	-
Stage 1	401	412	-	339	357	-	-	-	-	-	-	-
Stage 2	293	354	-	296	410	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	18.7		20.6		0		0	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	826	-	-	336	262	730	-	-
HCM Lane V/C Ratio	-	-	-	0.219	0.121	-	-	-
HCM Control Delay (s)	0	-	-	18.7	20.6	0	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0.4	0	-	-

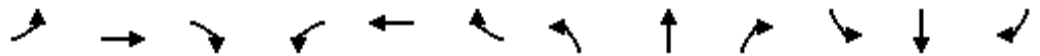
A red arrow pointing to the left, containing the text "2017 Ped Scramble".

2017 Ped Scramble

Lanes, Volumes, Timings
7: Front St & W Sunset Way/E Sunset Way

Existing AM Peak Hour_w SnStPedScrmbl

01/12/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Volume (vph)	50	140	10	50	135	120	35	500	55	70	180	35
Future Volume (vph)	50	140	10	50	135	120	35	500	55	70	180	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1550	1550	1550	1700	1700	1700
Storage Length (ft)	0		0	0		200	125		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1537	0	0	1545	1331	1358	1408	0	1446	1329	0
Flt Permitted		0.988			0.987		0.554			0.177		
Satd. Flow (perm)	0	1537	0	0	1545	1331	792	1408	0	269	1329	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				125		4			7	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1129			877			655			389	
Travel Time (s)		30.8			23.9			17.9			10.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	4%	4%	4%	8%	8%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0	2	2	2	0	0	0
Parking (#/hr)	1	1	1	1	1	1					1	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	208	0	0	193	125	36	578	0	73	224	0
Turn Type	Split	NA		Split	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		8	8	1	5	2		1	6	
Permitted Phases						8	2			6		
Total Split (s)	23.0	23.0		23.0	23.0	10.0	10.0	61.0		10.0	61.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0		5.0	5.0	
Act Effct Green (s)		18.0			18.0	24.0	67.6	62.6		68.6	64.6	
Actuated g/C Ratio		0.12			0.12	0.16	0.45	0.42		0.46	0.43	
v/c Ratio		1.12			1.04	0.39	0.10	0.98		0.45	0.39	
Control Delay		160.5			139.8	8.8	24.3	70.0		35.2	34.3	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		160.5			139.8	8.8	24.3	70.0		35.2	34.3	
LOS		F			F	A	C	E		D	C	
Approach Delay		160.5			88.3			67.3			34.5	
Approach LOS		F			F			E			C	
Queue Length 50th (ft)		~234			~203	0	18	~642		42	159	
Queue Length 95th (ft)		#406			#370	42	m28	#874		76	242	
Internal Link Dist (ft)		1049			797			575			309	
Turn Bay Length (ft)						200	125			150		
Base Capacity (vph)		185			185	317	375	590		162	576	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		1.12			1.04	0.39	0.10	0.98		0.45	0.39	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	33.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings
 7: Front St & W Sunset Way/E Sunset Way

Existing AM Peak Hour_w SnStPedScrmbl

01/12/2018

Offset: 30 (20%), Referenced to phase 2:NBTL and 6:SBTL, Start of 1st Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.12

Intersection Signal Delay: 78.7

Intersection LOS: E

Intersection Capacity Utilization 78.0%

ICU Level of Service D

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.








Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 7: Front St & W Sunset Way/E Sunset Way

 Ø1	 Ø2 (R)	 Ø4	 Ø8	 Ø9
10 s	61 s	23 s	23 s	33 s
 Ø5	 Ø6 (R)			
10 s	61 s			

Lanes, Volumes, Timings
7: Front St & W Sunset Way/E Sunset Way

Existing PM Pk_wSnStPedScrambl
01/12/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Volume (vph)	35	225	30	85	130	95	70	265	40	80	255	5
Future Volume (vph)	35	225	30	85	130	95	70	265	40	80	255	5
Ideal Flow (vphpl)	1250	1250	1250	1250	1250	1250	1250	1250	1250	1000	1000	1000
Storage Length (ft)	0		0	0		200	125		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1031	0	0	1040	901	1127	1163	0	909	849	0
Flt Permitted		0.994			0.981		0.950			0.950		
Satd. Flow (perm)	0	1031	0	0	1040	901	1127	1163	0	909	849	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				102		5				1
Link Speed (mph)		25			25			15				10
Link Distance (ft)		1129			877			655				441
Travel Time (s)		30.8			23.9			29.8				30.1
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	2	2	2	0	0	0
Parking (#/hr)	2	2	2	1	1	1					2	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	312	0	0	231	102	75	328	0	86	279	0
Turn Type	Split	NA		Split	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	4	4		8	8	1	5	2		1	6	
Permitted Phases						8						
Total Split (s)	35.0	35.0		28.0	28.0	15.0	13.0	39.0		15.0	41.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0		5.0	5.0	
Act Effct Green (s)		30.0			23.0	33.0	8.0	34.0		10.0	36.0	
Actuated g/C Ratio		0.20			0.15	0.22	0.05	0.23		0.07	0.24	
v/c Ratio		1.50			1.45	0.37	1.25	1.23		1.43	1.37	
Control Delay		288.0			278.0	8.5	250.6	176.9		313.4	235.4	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		288.0			278.0	8.5	250.6	176.9		313.4	235.4	
LOS		F			F	A	F	F		F	F	
Approach Delay		288.0			195.5			190.6			253.8	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)		~422			~307	0	~95	~395		~113	~360	
Queue Length 95th (ft)		#621			#483	34	m#199	m#584		#233	#553	
Internal Link Dist (ft)		1049			797			575			361	
Turn Bay Length (ft)						200	125			150		
Base Capacity (vph)		208			159	277	60	267		60	204	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		1.50			1.45	0.37	1.25	1.23		1.43	1.37	

Intersection Summary

Area Type: Other
Cycle Length: 150

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	33.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings
 7: Front St & W Sunset Way/E Sunset Way

Existing PM Pk_wSnStPedScrmbl

01/12/2018

Actuated Cycle Length: 150

Offset: 138 (92%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.50

Intersection Signal Delay: 229.6

Intersection LOS: F

Intersection Capacity Utilization 91.2%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.








Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 7: Front St & W Sunset Way/E Sunset Way

 Ø1	 Ø2 (R)	 Ø4	 Ø8	 Ø9
15 s	39 s	35 s	28 s	33 s
 Ø5	 Ø6 (R)			
13 s	41 s			

A red arrow pointing to the left, containing the text "2040 Ped Scramble".

2040 Ped Scramble

Lanes, Volumes, Timings
7: Front St & W Sunset Way/E Sunset Way

Baseline PM Pk_wSnStPedScrambl
01/12/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Volume (vph)	85	240	45	90	145	205	70	330	40	95	570	10
Future Volume (vph)	85	240	45	90	145	205	70	330	40	95	570	10
Ideal Flow (vphpl)	1250	1250	1250	1250	1250	1250	1250	1250	1250	1000	1000	1000
Storage Length (ft)	0		0	0		200	125		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1023	0	0	1040	901	1127	1168	0	909	849	0
Flt Permitted		0.989			0.981		0.950			0.950		
Satd. Flow (perm)	0	1023	0	0	1040	901	1127	1168	0	909	849	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				216		4				1
Link Speed (mph)		25			25			15				10
Link Distance (ft)		1129			877			655				441
Travel Time (s)		30.8			23.9			29.8				30.1
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	2	2	2	0	0	0
Parking (#/hr)	2	2	2	1	1	1					2	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	389	0	0	248	216	74	389	0	100	611	0
Turn Type	Split	NA		Split	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	4	4		8	8	1	5	2		1	6	
Permitted Phases						8						
Total Split (s)	30.0	30.0		22.0	22.0	14.0	11.0	51.0		14.0	54.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0		5.0	5.0	
Act Effct Green (s)		25.0			17.0	26.0	6.0	46.0		9.0	49.0	
Actuated g/C Ratio		0.17			0.11	0.17	0.04	0.31		0.06	0.33	
v/c Ratio		2.25			2.12	0.65	1.64	1.08		1.85	2.20	
Control Delay		606.9			561.2	13.3	406.6	117.1		480.9	575.9	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		606.9			561.2	13.3	406.6	117.1		480.9	575.9	
LOS		F			F	B	F	F		F	F	
Approach Delay		606.9			306.1			163.4			562.6	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)		~615			~384	0	~108	~432		~148	~966	
Queue Length 95th (ft)		#829			#566	58	m#200	m#609		#275	#1209	
Internal Link Dist (ft)		1049			797			575			361	
Turn Bay Length (ft)						200	125			150		
Base Capacity (vph)		173			117	334	45	360		54	278	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		2.25			2.12	0.65	1.64	1.08		1.85	2.20	

Intersection Summary

Area Type: Other
Cycle Length: 150

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	33.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings
 7: Front St & W Sunset Way/E Sunset Way

Actuated Cycle Length: 150

Offset: 120 (80%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 2.25

Intersection Signal Delay: 421.2

Intersection LOS: F

Intersection Capacity Utilization 130.4%

ICU Level of Service H

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.








Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

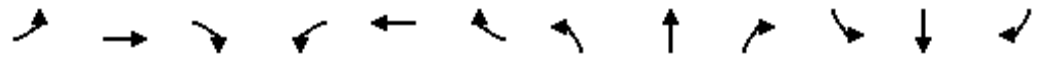
Splits and Phases: 7: Front St & W Sunset Way/E Sunset Way

 Ø1	 Ø2 (R)	 Ø4	 Ø8	 Ø9
14 s	51 s	30 s	22 s	33 s
 Ø6 (R)	 Ø5			
54 s	11 s			

Lanes, Volumes, Timings
7: Front St & W Sunset Way/E Sunset Way

Baseline AM Peak Hour_wSnStPedScrmbl

01/12/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Volume (vph)	55	155	10	50	150	135	50	815	60	180	245	85
Future Volume (vph)	55	155	10	50	150	135	50	815	60	180	245	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1550	1550	1550	1700	1700	1700
Storage Length (ft)	0		0	0		200	125		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1537	0	0	1547	1331	1358	1415	0	1446	1309	0
Flt Permitted		0.988			0.988		0.554			0.071		
Satd. Flow (perm)	0	1537	0	0	1547	1331	792	1415	0	108	1309	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				141		3				15
Link Speed (mph)		25			25			25				25
Link Distance (ft)		1129			877			655				389
Travel Time (s)		30.8			23.9			17.9				10.6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	4%	4%	4%	8%	8%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0	2	2	2	0	0	0
Parking (#/hr)	1	1	1	1	1	1					1	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	228	0	0	208	141	52	912	0	188	344	0
Turn Type	Split	NA		Split	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	4	4		8	8	1	5	2		1	6	
Permitted Phases						8	2			6		
Total Split (s)	19.0	19.0		18.0	18.0	14.0	10.0	66.0		14.0	70.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0		5.0	5.0	
Act Effct Green (s)		14.0			13.0	29.6	61.0	61.0		73.6	73.6	
Actuated g/C Ratio		0.09			0.09	0.20	0.41	0.41		0.49	0.49	
v/c Ratio		1.58			1.55	0.38	0.15	1.58		0.98	0.53	
Control Delay		333.7			323.8	7.9	27.7	298.0		99.4	32.1	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		333.7			323.8	7.9	27.7	298.0		99.4	32.1	
LOS		F			F	A	C	F		F	C	
Approach Delay		333.7			196.2			283.5			55.9	
Approach LOS		F			F			F			E	
Queue Length 50th (ft)		~317			~286	0	30	~1277		~212	244	
Queue Length 95th (ft)		#496			#456	44	m37	m#1478		#377	355	
Internal Link Dist (ft)		1049			797			575			309	
Turn Bay Length (ft)						200	125			150		
Base Capacity (vph)		144			134	375	340	577		192	649	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		1.58			1.55	0.38	0.15	1.58		0.98	0.53	

Intersection Summary
 Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Total Split (s)	33.0
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings
 7: Front St & W Sunset Way/E Sunset Way

Baseline AM Peak Hour_wSnStPedScrambl

01/12/2018

Offset: 30 (20%), Referenced to phase 2:NBTL and 6:SBTL, Start of 1st Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.58

Intersection Signal Delay: 215.9

Intersection LOS: F

Intersection Capacity Utilization 107.3%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.








Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 7: Front St & W Sunset Way/E Sunset Way

 Ø1	 Ø2 (R)	 Ø4	 Ø8	 Ø9
14 s	66 s	19 s	18 s	33 s
 Ø6 (R)	 Ø5			
70 s	10 s			



2040 With WB L+T+R

Lanes, Volumes, Timings
7: Front St & W Sunset Way/E Sunset Way

With-Project AM Peak Hour
03/06/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	160	10	50	150	135	55	810	60	180	245	85
Future Volume (vph)	65	160	10	50	150	135	55	810	60	180	245	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1550	1550	1550	1700	1700	1700
Storage Length (ft)	200		0	200		200	125		0	150		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1487	1546	0	1487	1566	1331	1358	1407	0	1446	1298	0
Flt Permitted	0.424			0.352			0.545			0.135		
Satd. Flow (perm)	646	1546	0	532	1566	1251	774	1407	0	205	1298	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				141		5			25	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1129			877			655			389	
Travel Time (s)		30.8			23.9			17.9			10.6	
Confl. Peds. (#/hr)	10		14	14		10	3		19	19		3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	4%	4%	4%	8%	8%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0	2	2	2	0	0	0
Parking (#/hr)	1	1	1	1	1	1					1	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	177	0	52	156	141	57	907	0	188	344	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Total Split (s)	10.0	22.0		10.0	22.0	22.0	13.0	83.0		15.0	85.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Act Effct Green (s)	20.3	16.3		20.3	16.3	16.3	87.3	81.2		94.6	86.6	
Actuated g/C Ratio	0.16	0.13		0.16	0.13	0.13	0.67	0.62		0.73	0.67	
v/c Ratio	0.51	0.91		0.44	0.80	0.50	0.10	1.03		0.78	0.39	
Control Delay	59.1	99.6		55.4	83.2	14.7	5.0	57.2		42.0	15.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	59.1	99.6		55.4	83.2	14.7	5.0	57.2		42.0	15.3	
LOS	E	F		E	F	B	A	E		D	B	
Approach Delay		88.4			51.4			54.1			24.7	
Approach LOS		F			D			D			C	
Queue Length 50th (ft)	48	147		36	129	0	10	~852		77	120	
Queue Length 95th (ft)	92	#282		75	#237	64	m12	m#1037		#168	281	
Internal Link Dist (ft)		1049			797			575			309	
Turn Bay Length (ft)	200			200		200	125			150		
Base Capacity (vph)	133	203		119	204	286	566	880		244	872	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.51	0.87		0.44	0.76	0.49	0.10	1.03		0.77	0.39	

Intersection Summary

Area Type: Other
Cycle Length: 130

Lanes, Volumes, Timings
 7: Front St & W Sunset Way/E Sunset Way

With-Project AM Peak Hour

03/06/2018

Actuated Cycle Length: 130

Offset: 30 (23%), Referenced to phase 2:NBTL and 6:SBTL, Start of 1st Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.03

Intersection Signal Delay: 50.2

Intersection LOS: D

Intersection Capacity Utilization 99.5%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 7: Front St & W Sunset Way/E Sunset Way

15 s	83 s	10 s	22 s
13 s	85 s	10 s	22 s

Lanes, Volumes, Timings
7: Front St & W Sunset Way/E Sunset Way

With-Project PM Pk
03/05/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	245	45	95	155	205	110	290	40	100	570	10
Future Volume (vph)	95	245	45	95	155	205	110	290	40	100	570	10
Ideal Flow (vphpl)	1250	1250	1250	1250	1250	1250	1250	1250	1250	1000	1000	1000
Storage Length (ft)	200		0	200		200	125		0	150		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1002	1006	0	1007	1060	901	1127	1144	0	909	848	0
Flt Permitted	0.512			0.175			0.950			0.950		
Satd. Flow (perm)	419	1006	0	186	1060	578	1090	1144	0	835	848	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				216		6				1
Link Speed (mph)		25			25			15				10
Link Distance (ft)		1129			877			655				441
Travel Time (s)		30.8			23.9			29.8				30.1
Confl. Peds. (#/hr)	79		31	31		79	19		36	36		19
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	2	2	2	0	0	0
Parking (#/hr)	2	2	2	1	1	1					2	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	100	305	0	100	163	216	116	347	0	105	611	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8						
Total Split (s)	11.0	36.0		10.0	35.0	35.0	17.0	67.0		27.0	77.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Act Effct Green (s)	39.3	31.0		29.8	24.8	24.8	12.0	62.0		22.0	72.0	
Actuated g/C Ratio	0.28	0.22		0.21	0.18	0.18	0.09	0.44		0.16	0.51	
v/c Ratio	0.61	1.34		1.47	0.87	0.77	1.21	0.68		0.74	1.40	
Control Delay	64.1	221.8		310.2	94.3	25.2	207.0	37.8		81.6	216.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	64.1	221.8		310.2	94.3	25.2	207.0	37.8		81.6	216.5	
LOS	E	F		F	F	C	F	D		F	F	
Approach Delay		182.8			108.2			80.2				196.7
Approach LOS		F			F			F				F
Queue Length 50th (ft)	72	~359		~101	144	0	~124	232		98	~736	
Queue Length 95th (ft)	#160	#553		#200	#243	#134	m#240	m311		m#189	#1000	
Internal Link Dist (ft)		1049			797			575				361
Turn Bay Length (ft)	200			200		200	125			150		
Base Capacity (vph)	164	227		68	227	293	96	509		142	436	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.61	1.34		1.47	0.72	0.74	1.21	0.68		0.74	1.40	

Intersection Summary

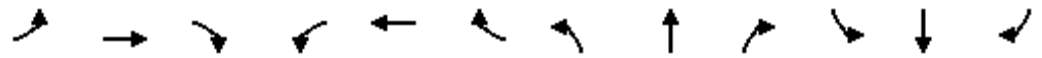
Area Type: Other

Newport - SB Th-R Ln wMerge

Lanes, Volumes, Timings
9: Front St & Newport Way NW

Future AM Peak Hour - SB Th-R Ln at Newport

01/16/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↔		↖	↗		↖	↕↔	
Traffic Volume (vph)	70	5	185	5	5	10	350	695	20	15	245	60
Future Volume (vph)	70	5	185	5	5	10	350	695	20	15	245	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1100	1100	1100	1700	1700	1700
Grade (%)		0%			-3%			0%			0%	
Storage Length (ft)	0		0	0		0	200		0	100		100
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1639	1459	0	1219	0	971	1017	0	1459	1790	0
Flt Permitted		0.724			0.932		0.343			0.380		
Satd. Flow (perm)	0	1203	1365	0	1138	0	351	1017	0	578	1790	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			195		11			3			12	
Link Speed (mph)		30			30			22			25	
Link Distance (ft)		517			733			393			316	
Travel Time (s)		11.8			16.7			12.2			8.6	
Confl. Peds. (#/hr)	8		19	19		8			5	5		
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	7%	7%	22%	22%	22%	4%	4%	4%	7%	7%	7%
Parking (#/hr)				1	1	1						
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	79	195	0	21	0	368	753	0	16	321	0
Turn Type	Perm	NA	pm+ov	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8	1		4		1	6		5	2	
Permitted Phases	8		8	4			6			2		
Total Split (s)	23.0	23.0	65.0	23.0	23.0		65.0	114.0		13.0	62.0	
Total Lost Time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0	
Act Effct Green (s)		13.5	78.0		13.5		126.5	122.5		62.0	57.0	
Actuated g/C Ratio		0.09	0.52		0.09		0.84	0.82		0.41	0.38	
v/c Ratio		0.73	0.23		0.19		0.65	0.91		0.06	0.47	
Control Delay		101.1	2.7		41.6		13.8	29.2		11.7	26.9	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		101.1	2.7		41.6		13.8	29.2		11.7	26.9	
LOS		F	A		D		B	C		B	C	
Approach Delay		31.1			41.6			24.2			26.2	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)		76	0		9		86	363		5	135	
Queue Length 95th (ft)		134	37		37		240	#1012		m10	m170	
Internal Link Dist (ft)		437			653			313			236	
Turn Bay Length (ft)							200			100		
Base Capacity (vph)		144	843		146		562	830		297	687	
Starvation Cap Reductn		0	0		0		0	0		0	0	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.55	0.23		0.14		0.65	0.91		0.05	0.47	

Intersection Summary

Area Type: Other

Lanes, Volumes, Timings
 9: Front St & Newport Way NW

Future AM Peak Hour - SB Th-R Ln at Newport

01/16/2018

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of 1st Green, Master Intersection

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 25.8

Intersection LOS: C

Intersection Capacity Utilization 93.9%

ICU Level of Service F

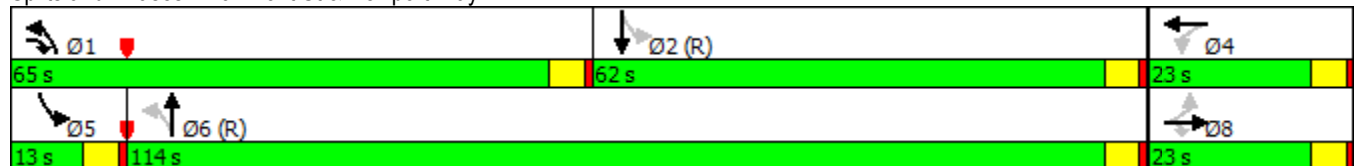
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 9: Front St & Newport Way NW



Lanes, Volumes, Timings
9: Front St & NW Newport Way/Clark

Future PM Peak Hour - SB Th-R Ln at Newport
01/16/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↗	↖		↗	↕	↖
Traffic Volume (vph)	80	15	530	20	5	55	130	280	5	35	565	30
Future Volume (vph)	80	15	530	20	5	55	130	280	5	35	565	30
Ideal Flow (vphpl)	1250	1250	1900	1250	1250	1250	1250	1250	1250	1000	1000	1000
Grade (%)		0%			-3%			0%			0%	
Storage Length (ft)	0		0	0		0	200		0	100		100
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1149	1546	0	952	0	1137	1192	0	900	1127	0
Flt Permitted		0.628			0.905		0.950			0.577		
Satd. Flow (perm)	0	749	1523	0	872	0	1135	1192	0	538	1127	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			*135		58			1			4	
Link Speed (mph)		25			25			25			10	
Link Distance (ft)		517			733			456			316	
Travel Time (s)		14.1			20.0			12.4			21.5	
Confl. Peds. (#/hr)	1		1	1		1	2		5	5		2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Parking (#/hr)					2	2						
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	100	558	0	84	0	137	300	0	37	627	0
Turn Type	Perm	NA	pm+ov	Perm	NA		Prot	NA		pm+pt	NA	
Protected Phases		8	1		4		1	6		5	2	
Permitted Phases	8		8	4						2		
Total Split (s)	24.0	24.0	31.0	24.0	24.0		31.0	113.0		13.0	95.0	
Total Lost Time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0	
Act Effct Green (s)		19.0	45.0		19.0		26.0	112.4		95.6	90.0	
Actuated g/C Ratio		0.13	0.30		0.13		0.17	0.75		0.64	0.60	
v/c Ratio		1.06	1.01		0.52		0.70	0.34		0.10	0.93	
Control Delay		170.9	77.1		35.5		77.5	7.9		1.2	11.8	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		170.9	77.1		35.5		77.5	7.9		1.2	11.8	
LOS		F	E		D		E	A		A	B	
Approach Delay		91.4			35.5			29.7			11.2	
Approach LOS		F			D			C			B	
Queue Length 50th (ft)		~107	~428		23		128	93		2	84	
Queue Length 95th (ft)		#234	#711		84		#222	143		m1	m43	
Internal Link Dist (ft)		437			653			376			236	
Turn Bay Length (ft)							200			100		
Base Capacity (vph)		94	555		161		197	893		370	677	
Starvation Cap Reductn		0	0		0		0	0		0	0	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		1.06	1.01		0.52		0.70	0.34		0.10	0.93	

Intersection Summary

Area Type: Other
Cycle Length: 150

Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of 1st Green, Master Intersection
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.06
 Intersection Signal Delay: 45.3
 Intersection LOS: D
 Intersection Capacity Utilization 84.5%
 ICU Level of Service E
 Analysis Period (min) 15
 * User Entered Value
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Front St & NW Newport Way/Clark

 Ø1 31 s	 Ø2 (R) 95 s	 Ø4 24 s
 Ø5 13 s	 Ø6 (R) 113 s	 Ø8 24 s

AM Peak Hour	Cap Adj	Delay				v/c			
		Sidra Report		Synchro Report		Post-Processed Sidra Report		Post-Processed Synchro Report	
		No	Yes	No	Yes	[Estimated Yes]	No	Yes	[Estimated Yes]
Intersection/Approach	Volume								
2nd / Front St	2,015	7.3	28.4	48.2	10.6	0.79	0.93	1.05	0.87
WB	215	40.8	97.9	122.0	50.8				
NB	1,440	3.2	24.2	48.3	6.4				
SB	360	3.5	4.3	4.0	3.3				
May Valley / IHR	2,205	4.1	24.5	78.8	16.3	0.62	1.09	1.18	0.65
EB	195	7.6	138.3	138.3	7.6				
NB	1,495	3.7	16.5	96.4	21.6				
SB	515	3.9	4.8	5.1	4.1				
Cedar Grove / IHR	1,745	4.8	31.9	194.9	28.5	0.41	0.86	1.64	0.53
EB	380	8.6	50.6	336.9	57.3				
NB	930	4.0	31.0	217.0	28.0				
SB	435	3.2	17.6	23.6	4.3				













Summary Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay	V/C	LOS	Delay	V/C
10. Front St/2nd Ave SE	B	10.6	0.87	A	4.6	0.57
13. Issq-Hobart Rd/SE May Valley Rd	B	16.3	0.65	C	21.1	0.89
15. Issq-Hobart Rd/Cedar Grove Rd	C	28.5	0.53	A	4.7	0.63

PM Peak Hour	Cap Adj	Delay				v/c			
		Sidra Report		Synchro Report		Post-Processed Sidra Report		Post-Processed Synchro Report	
		No	Yes	No	Yes	[Estimated Yes]	No	Yes	[Estimated Yes]
Intersection/Approach	Volume								
2nd / Front St	2,095	4.6	32.9	32.9	4.6	0.57	0.99	0.99	0.57
WB	410	8.4	74.8	74.8	8.4				
NB	620	2.9	6.3	6.3	2.9				
SB	1,065	4.2	33.4	33.4	4.2				
May Valley / IHR	2,475	5.1	26.6	117.0	21.1	0.65	0.86	1.32	0.89
EB	445	12.8	79.1	143.9	23.3				
NB	675	3.4	3.8	8.2	7.3				
SB	1,355	3.5	20.8	162.4	27.3				
Cedar Grove / IHR	2,230	3.6	21.4	28.2	4.7	0.62	0.95	0.98	0.63
EB	240	10.0	80.5	80.5	10.0				
NB	470	3.0	3.3	3.3	3.0				
SB	1,520	2.8	17.7	27.7	4.4				

**With-Project 2040
Dual WBL wMerge**

Lanes, Volumes, Timings
10: Front St & 2nd Ave

Future AM Peak Hour - Dual WBL wMerge at 2nd
01/17/2018

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	 					
Traffic Volume (vph)	200	15	1115	325	35	325
Future Volume (vph)	200	15	1115	325	35	325
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60	0		200	275	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				25	
Satd. Flow (prot)	1889	0	*1505	1487	1678	1766
Flt Permitted	0.956				0.095	
Satd. Flow (perm)	1889	0	*1505	1487	168	1766
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	3			339		
Link Speed (mph)	25		20			35
Link Distance (ft)	209		438			2179
Travel Time (s)	5.7		14.9			42.4
Confl. Peds. (#/hr)		5				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	10%	10%	5%	5%	4%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	224	0	1161	339	36	339
Turn Type	Prot		NA	pm+ov	pm+pt	NA
Protected Phases	4		6	4	5	2
Permitted Phases				6	2	
Total Split (s)	24.0		113.0	24.0	13.0	126.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Act Effct Green (s)	18.5		108.2	132.7	118.0	118.0
Actuated g/C Ratio	0.13		0.74	0.91	0.81	0.81
v/c Ratio	0.93		1.05	0.25	0.17	0.24
Control Delay	105.2		60.6	0.5	4.6	3.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	105.2		60.6	0.5	4.6	3.9
LOS	F		E	A	A	A
Approach Delay	105.2		47.1			4.0
Approach LOS	F		D			A
Queue Length 50th (ft)	180		~1245	0	6	67
Queue Length 95th (ft)	#320		#1522	9	13	93
Internal Link Dist (ft)	129		358			2099
Turn Bay Length (ft)	60			200	275	
Base Capacity (vph)	247		1111	1375	218	1460
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.91		1.05	0.25	0.17	0.23

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 146.5
 Control Type: Actuated-Uncoordinated

Lanes, Volumes, Timings
 10: Front St & 2nd Ave

Future AM Peak Hour - Dual WBL wMerge at 2nd
 01/17/2018

Maximum v/c Ratio: 1.05

Intersection Signal Delay: 45.6

Intersection LOS: D

Intersection Capacity Utilization 74.6%

ICU Level of Service D

Analysis Period (min) 15

* User Entered Value

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.













Queue shown is maximum after two cycles.

Splits and Phases: 10: Front St & 2nd Ave

 Ø2		 Ø4	
126 s		24 s	
 Ø5		 Ø6	
13 s	113 s		

Lanes, Volumes, Timings
10: Front St & 2nd Ave

Future PM Pk - Dual WBL wMerge at 2nd
01/17/2018

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	 					
Traffic Volume (vph)	390	20	370	250	5	1060
Future Volume (vph)	390	20	370	250	5	1060
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60	0		200	275	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				25	
Satd. Flow (prot)	2007	0	1818	1546	1711	1801
Flt Permitted	0.955				0.450	
Satd. Flow (perm)	2007	0	1818	1546	810	1801
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	3			260		
Link Speed (mph)	25		35			11
Link Distance (ft)	395		526			2156
Travel Time (s)	10.8		10.2			133.6
Confl. Peds. (#/hr)		3				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	4%	1%	1%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	427	0	385	260	5	1104
Turn Type	Prot		NA	pm+ov	pm+pt	NA
Protected Phases	4		6	4	5	2
Permitted Phases				6	2	
Total Split (s)	25.0		52.0	25.0	13.0	65.0
Total Lost Time (s)	5.0		5.0	5.0	5.0	5.0
Act Effct Green (s)	19.9		57.6	86.5	60.0	60.0
Actuated g/C Ratio	0.22		0.64	0.96	0.67	0.67
v/c Ratio	0.96		0.33	0.17	0.01	0.92
Control Delay	69.5		9.2	0.4	5.0	27.1
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	69.5		9.2	0.4	5.0	27.1
LOS	E		A	A	A	C
Approach Delay	69.5		5.7			27.0
Approach LOS	E		A			C
Queue Length 50th (ft)	199		81	0	1	477
Queue Length 95th (ft)	#354		187	10	4	#842
Internal Link Dist (ft)	315		446			2076
Turn Bay Length (ft)	60			200	275	
Base Capacity (vph)	449		1165	1485	621	1202
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.95		0.33	0.18	0.01	0.92

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 89.9
 Control Type: Actuated-Uncoordinated

Lanes, Volumes, Timings
 10: Front St & 2nd Ave

Future PM Pk - Dual WBL wMerge at 2nd
 01/17/2018

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 29.0

Intersection LOS: C

Intersection Capacity Utilization 76.2%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 10: Front St & 2nd Ave



With-Project 2040
2-Ln Th wMerge

Lanes, Volumes, Timings
13: Issq-Hobart Rd & May Valley Rd

Future AM Peak Hour - 2-Ln Th wMerge at May Valley

01/16/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	115	80	180	1315	405	110	
Future Volume (vph)	115	80	180	1315	405	110	
Ideal Flow (vphpl)	1900	1900	1450	1450	1900	1900	
Storage Length (ft)	0	100	140			120	
Storage Lanes	1	1	1			1	
Taper Length (ft)	25		25				
Satd. Flow (prot)	1517	1358	1268	1602	2099	1487	
Flt Permitted	0.950		0.376				
Satd. Flow (perm)	1517	1358	502	1602	2099	1487	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		55				86	
Link Speed (mph)	30			13	45		
Link Distance (ft)	899			515	364		
Travel Time (s)	20.4			27.0	5.5		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Heavy Vehicles (%)	15%	15%	5%	5%	5%	5%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	121	84	189	1384	426	116	
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm	
Protected Phases	3		5	2	6		4
Permitted Phases		3	2			6	
Total Split (s)	22.0	22.0	23.0	196.0	173.0	173.0	28.0
Total Lost Time (s)	5.0	5.0	5.0	6.0	6.5	6.5	
Act Effct Green (s)	17.0	17.0	191.0	190.0	175.3	175.3	
Actuated g/C Ratio	0.08	0.08	0.88	0.87	0.80	0.80	
v/c Ratio	1.03	0.54	0.40	0.99	0.25	0.10	
Control Delay	181.4	50.5	4.5	35.6	5.7	1.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	181.4	50.5	4.5	35.6	5.7	1.6	
LOS	F	D	A	D	A	A	
Approach Delay	127.7			31.9	4.8		
Approach LOS	F			C	A		
Queue Length 50th (ft)	~184	40	33	1297	113	8	
Queue Length 95th (ft)	#347	111	46	#1912	150	24	
Internal Link Dist (ft)	819			435	284		
Turn Bay Length (ft)		100	140			120	
Base Capacity (vph)	118	156	503	1396	1687	1212	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	1.03	0.54	0.38	0.99	0.25	0.10	

Intersection Summary

Area Type: Other
 Cycle Length: 246
 Actuated Cycle Length: 218
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.03

Lanes, Volumes, Timings
 13: Issq-Hobart Rd & May Valley Rd

Future AM Peak Hour - 2-Ln Th wMerge at May Valley

01/16/2018

Intersection Signal Delay: 34.0

Intersection LOS: C

Intersection Capacity Utilization 63.2%

ICU Level of Service B

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 13: Issq-Hobart Rd & May Valley Rd

 Ø2 196 s	 Ø3 22 s	 Ø4 28 s
 Ø5 23 s	 Ø6 173 s	

Lanes, Volumes, Timings
 13: Issq-Hobart Rd & May Valley Rd

Future PM Peak Hour - 2-Ln Th wMerge at May Valley

01/16/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	110	335	90	585	1250	105	
Future Volume (vph)	110	335	90	585	1250	105	
Ideal Flow (vphpl)	1250	1250	1250	1250	1250	1250	
Storage Length (ft)	0	125	140			120	
Storage Lanes	1	1	1			1	
Taper Length (ft)	25		25				
Satd. Flow (prot)	1114	997	1114	1408	1422	1007	
Flt Permitted	0.950		0.071				
Satd. Flow (perm)	1114	997	83	1408	1422	1007	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		246				30	
Link Speed (mph)	30			45	27		
Link Distance (ft)	899			445	340		
Travel Time (s)	20.4			6.7	8.6		
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	
Heavy Vehicles (%)	3%	3%	3%	3%	2%	2%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	111	338	91	591	1263	106	
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm	
Protected Phases	3		5	2	6		4
Permitted Phases		3	2			6	
Total Split (s)	22.0	22.0	14.0	197.0	183.0	183.0	27.0
Total Lost Time (s)	5.0	5.0	5.0	6.0	6.5	6.5	
Act Effct Green (s)	17.0	17.0	192.0	191.0	176.5	176.5	
Actuated g/C Ratio	0.08	0.08	0.88	0.87	0.81	0.81	
v/c Ratio	1.29	1.11	0.79	0.48	1.10	0.13	
Control Delay	262.7	104.9	61.9	4.5	81.4	3.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	262.7	104.9	61.9	4.5	81.4	3.6	
LOS	F	F	E	A	F	A	
Approach Delay	143.9			12.2	75.4		
Approach LOS	F			B	E		
Queue Length 50th (ft)	~202	~211	26	130	~1717	21	
Queue Length 95th (ft)	#358	#443	#74	166	#1934	37	
Internal Link Dist (ft)	819			365	260		
Turn Bay Length (ft)		125	140			120	
Base Capacity (vph)	86	304	115	1227	1146	817	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	1.29	1.11	0.79	0.48	1.10	0.13	

Intersection Summary

Area Type: Other
 Cycle Length: 246
 Actuated Cycle Length: 219
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.29

Lanes, Volumes, Timings
 13: Issq-Hobart Rd & May Valley Rd

Future PM Peak Hour - 2-Ln Th wMerge at May Valley

01/16/2018

Intersection Signal Delay: 70.4

Intersection LOS: E

Intersection Capacity Utilization 93.6%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 13: Issq-Hobart Rd & May Valley Rd

 Ø2	 Ø3	 Ø4
197 s	22 s	27 s
 Ø5  Ø6		
14 s	183 s	

With-Project 2040
2-Ln Th, 2-Ln LT
wMerge

Lanes, Volumes, Timings
15: Issq-Hobart Rd & Cedar Grove Rd

Future AM Peak Hour - 2-Ln wMerge at Cedar Grove

01/16/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	370	10	80	850	330	105	
Future Volume (vph)	370	10	80	850	330	105	
Ideal Flow (vphpl)	1000	1000	1000	1000	1000	1000	
Storage Length (ft)	0	200	150			180	
Storage Lanes	2	0	1			1	
Taper Length (ft)	25		25				
Satd. Flow (prot)	1665	0	866	1094	912	775	
Flt Permitted	0.954		0.471				
Satd. Flow (perm)	1665	0	430	1094	912	775	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)	1					108	
Link Speed (mph)	30			11	45		
Link Distance (ft)	1094			491	533		
Travel Time (s)	24.9			30.4	8.1		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	7%	7%	6%	6%	6%	6%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	391	0	82	876	340	108	
Turn Type	Prot		pm+pt	NA	NA	pm+ov	
Protected Phases	3		5	2	6	3	4
Permitted Phases			2			6	
Total Split (s)	51.0		15.0	119.0	75.0	51.0	27.0
Total Lost Time (s)	5.0		5.0	6.0	6.0	5.0	
Act Effct Green (s)	46.0		114.0	113.0	98.0	150.0	
Actuated g/C Ratio	0.27		0.67	0.66	0.58	0.88	
v/c Ratio	0.87		0.26	1.20	0.65	0.16	
Control Delay	78.6		12.4	133.0	31.5	0.7	
Queue Delay	0.0		0.0	0.0	0.0	0.0	
Total Delay	78.6		12.4	133.0	31.5	0.7	
LOS	E		B	F	C	A	
Approach Delay	78.6			122.7	24.1		
Approach LOS	E			F	C		
Queue Length 50th (ft)	215		32	~985	249	0	
Queue Length 95th (ft)	#310		56	#1204	376	6	
Internal Link Dist (ft)	1014			411	453		
Turn Bay Length (ft)			150			180	
Base Capacity (vph)	451		314	727	525	696	
Starvation Cap Reductn	0		0	0	0	0	
Spillback Cap Reductn	0		0	0	0	0	
Storage Cap Reductn	0		0	0	0	0	
Reduced v/c Ratio	0.87		0.26	1.20	0.65	0.16	

Intersection Summary

Area Type: Other
 Cycle Length: 197
 Actuated Cycle Length: 170
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.20

Lanes, Volumes, Timings
 15: Issq-Hobart Rd & Cedar Grove Rd






Future AM Peak Hour - 2-Ln wMerge at Cedar Grove

01/16/2018

Intersection Signal Delay: 88.5 Intersection LOS: F
 Intersection Capacity Utilization 75.4% ICU Level of Service D
 Analysis Period (min) 15

- ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 15: Issq-Hobart Rd & Cedar Grove Rd

 Ø2	 Ø3	 Ø4
119 s	51 s	27 s
 Ø5	 Ø6	
15 s	75 s	

Lanes, Volumes, Timings
15: Issq-Hobart Rd & Cedar Grove Rd

Future PM Pk - 2-Ln wMerge at Cedar Grove

01/16/2018



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø4
Lane Configurations							
Traffic Volume (vph)	150	90	15	455	1230	290	
Future Volume (vph)	150	90	15	455	1230	290	
Ideal Flow (vphpl)	1900	1900	1900	1900	1750	1750	
Storage Length (ft)	0	250	150			180	
Storage Lanes	2	0	1			1	
Taper Length (ft)	25		25				
Satd. Flow (prot)	3168	0	1694	2140	1675	1424	
Flt Permitted	0.970		0.069				
Satd. Flow (perm)	3168	0	123	2140	1675	1424	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)	72					155	
Link Speed (mph)	30			45	45		
Link Distance (ft)	1094			557	578		
Travel Time (s)	24.9			8.4	8.8		
Confl. Bikes (#/hr)		1					
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	
Heavy Vehicles (%)	2%	2%	3%	3%	1%	1%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	245	0	15	464	1255	296	
Turn Type	Prot		pm+pt	NA	NA	pm+ov	
Protected Phases	3		5	2	6	3	4
Permitted Phases			2			6	
Total Split (s)	15.0		13.0	103.0	90.0	15.0	27.0
Total Lost Time (s)	5.0		5.0	6.0	6.0	5.0	
Act Effct Green (s)	9.5		89.5	88.5	84.3	102.9	
Actuated g/C Ratio	0.09		0.82	0.81	0.77	0.94	
v/c Ratio	0.72		0.08	0.27	0.97	0.22	
Control Delay	47.3		2.7	2.9	33.0	0.8	
Queue Delay	0.0		0.0	0.0	0.0	0.0	
Total Delay	47.3		2.7	2.9	33.0	0.8	
LOS	D		A	A	C	A	
Approach Delay	47.3			2.9	26.9		
Approach LOS	D			A	C		
Queue Length 50th (ft)	58		2	51	523	0	
Queue Length 95th (ft)	#118		5	71	#1284	23	
Internal Link Dist (ft)	1014			477	498		
Turn Bay Length (ft)			150			180	
Base Capacity (vph)	356		216	1908	1293	1333	
Starvation Cap Reductn	0		0	0	0	0	
Spillback Cap Reductn	0		0	0	0	0	
Storage Cap Reductn	0		0	0	0	0	
Reduced v/c Ratio	0.69		0.07	0.24	0.97	0.22	

Intersection Summary

Area Type: Other
 Cycle Length: 145
 Actuated Cycle Length: 109.1
 Control Type: Actuated-Uncoordinated

Lanes, Volumes, Timings
 15: Issq-Hobart Rd & Cedar Grove Rd

Future PM Pk - 2-Ln wMerge at Cedar Grove

01/16/2018

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 24.0

Intersection LOS: C

Intersection Capacity Utilization 86.6%

ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 15: Issq-Hobart Rd & Cedar Grove Rd

 Ø2	 Ø3	 Ø4
103 s	15 s	27 s
 Ø5	 Ø6	
13 s	90 s	

Appendix F: Vehicle Queueing & LOS Summary Table

Issaquah-Hobart Rd/Front St LOS Operations Summary

Intersection	Control	Jurisdiction	AM PEAK HOUR												PM PEAK HOUR												
			Existing				Baseline				Future With Project				Existing				Baseline				Future With Project				
			LOS ¹	Delay ²	V/C ³ or WM ⁴	Queue ⁵	LOS ¹	Delay ²	V/C ³ or WM ⁴	Queue ⁵	LOS ¹	Delay ¹	V/C ²	Queue ⁵	LOS ¹	Delay ²	V/C ³ or WM ⁴	Queue ⁵	LOS ¹	Delay ²	V/C ³ or WM ⁴	Queue ⁵	LOS ¹	Delay ²	V/C ³	Queue ⁵	
1. Front St/I-90 WB Ramps*	Signal	WSDOT	C	23.6	0.9		C	30	0.93		-	-	-	-	C	21.8	0.8		B	17	0.85		-	-	-	-	
1.5. WBTL			E	67.5	0.81	333**	D	40.5	0.69	363	-	-	-	-	E	71.7	0.75	262	E	59.2	0.74	254	-	-	-	-	
1.6. WBR			D	51.7	0.9	372**	E	57.3	0.93	539**	-	-	-	-	D	51	0.71	214	C	34.2	0.6	165	-	-	-	-	
1.7. NBL			E	63.8	0.8	306	E	70.4	0.91	423**	-	-	-	-	E	71.7	0.8	256***	D	53.6	0.85	218***	-	-	-	-	
1.8. NBT			A	4.9	0.41	211	B	13.5	0.61	305	-	-	-	-	B	10.3	0.59	160	A	1.1	0.7	0***	-	-	-	-	
1.11. SBT			C	26.2	0.36	235	D	45.6	0.72	331	-	-	-	-	C	22.4	0.46	384	C	30.5	0.62	455	-	-	-	-	
1.12. SBR			A	3.1	0.55	46	A	5.2	0.69	55	-	-	-	-	A	2.2	0.33	37	A	2.9	0.48	46	-	-	-	-	
2. Front St/I-90 EB Ramps*	Signal	WSDOT	B	18.2	0.67		B	16.4	0.69		-	-	-	-	D	35.1	0.9		D	41.9	1		-	-	-	-	
2.1. EBL			E	55.7	0.67	252	D	45.1	0.69	310	-	-	-	-	E	60.4	0.87	660**	E	79.9	1	692**	-	-	-	-	
2.2. EBTL			E	55.7	0.67	252	D	45.2	0.69	310	-	-	-	-	E	60.4	0.87	660**	E	79.9	1	692**	-	-	-	-	
2.3. EBR			A	0.3	0.23	0	A	0.5	0.28	0	-	-	-	-	A	0.2	0.18	0	A	0.3	0.23	0	-	-	-	-	
2.8. NBT			B	12.8	0.41	187	B	13	0.47	133	-	-	-	-	C	27.4	0.7	450	D	50.1	0.99	616**	-	-	-	-	
2.9. NBR			A	0.1	0.05	0	A	0.1	0.07	0	-	-	-	-	A	0.2	0.2	0	A	0.3	0.27	0***	-	-	-	-	
2.10. SBL			E	61.6	0.61	107***	D	52.4	0.55	70**	-	-	-	-	E	75.9	0.9	465**	E	67.6	0.98	532**	-	-	-	-	
2.11. SBT			A	7	0.34	246	A	6.2	0.46	315	-	-	-	-	C	21.4	0.35	374	A	5.7	0.35	25	-	-	-	-	
3. Front St/Gilman Blvd	Signal	Issaquah	C	22.9	0.68		C	22.6	0.89		-	-	-	-	C	33.2	0.82		D	39.7	0.87		-	-	-	-	
3.1. EBL			E	63.8	0.68	141	D	54.2	0.46	84	-	-	-	-	D	47.8	0.65	354	D	46.1	0.72	341**	-	-	-	-	
3.2. EBTR			D	42.3	0.45	101	D	36.3	0.63	109	-	-	-	-	D	35.4	0.34	180	C	27.8	0.57	219	-	-	-	-	
3.4. WBTL			E	66	0.44	82	D	54.2	0.22	45	-	-	-	-	F	80.4	0.68	165	E	69.1	0.73	189	-	-	-	-	
3.6. WBR			A	2.3	0.23	0	A	2.8	0.28	0	-	-	-	-	B	15.8	0.59	72	C	25.9	0.71	132	-	-	-	-	
3.7. NBL			B	17	0.24	79	D	40.4	0.68	348**	-	-	-	-	F	112.7	0.82	158**	F	92	0.86	206**	-	-	-	-	
3.8. NBTR			B	18.1	0.42	256	B	14.7	0.51	229	-	-	-	-	D	35.1	0.46	186	E	61.7	0.87	377**	-	-	-	-	
3.10. SBL			C	27.4	0.27	146	C	22.7	0.54	117	-	-	-	-	C	27.8	0.24	149	C	32.6	0.46	130	-	-	-	-	
3.11. SBT			C	26.9	0.39	432	C	33.6	0.89	877**	-	-	-	-	C	30.1	0.35	302	D	36.3	0.74	434**	-	-	-	-	
3.12. SBR			A	2	0.4	54	A	0.8	0.37	25	-	-	-	-	A	6.6	0.45	340	A	1.8	0.39	0	-	-	-	-	
4. Front St/NW Holly St	TWSC	Issaquah	B	10.6	EB		B	14.6	EB		-	-	-	-	B	10.7	EB		B	13.1	EB		-	-	-	-	
4.1. EBL			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4.3. EBR			B	10.6	0.008	0	B	14.6	0.027	25	-	-	-	-	B	10.7	0.026	25	B	13.1	0.045	25	-	-	-	-	
4.7. NBL			A	8.2	0.009	0	A	9.5	0.019	25	-	-	-	-	A	8.3	0.015	0	A	9.2	0.024	25	-	-	-	-	
4.8. NBT			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4.10. SBT			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4.11. SBR			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
5a. Front St/NE Dogwood St*			-	-	-	-	E	47.9	WB		-	-	-	-					D	29.6	WB		-	-	-	-	
WB			-	-	-	-	E	47.9	0.333	32.5	-	-	-	-	-	-	-	-	D	29.6	0.201	25	-	-	-	-	
NBL			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
NBR			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
SBL			-	-	-	-	B	10.5	0.038	25	-	-	-	-	-	-	-	-	B	10.1	0.007	0	-	-	-	-	
SBR			-	-	-	-	A	0	-	-	-	-	-	-	-	-	-	-	A	0	-	-	-	-	-	-	
5b. Front St/NW Dogwood St*	Signal	Issaquah	C	22.7	EB		F	277.6	EB		A	9	0.75		C	18.9	0.211		F	632.7	EB		C	22.7	0.91		
5.1. EBLR			C	22.7	0.302	30	F	277.6	1.327	235	-	-	-	-	C	18.9	0.211	25	F	632.7	2.245	670	-	-	-	-	
5.2. EBLTR			-	-	-	-	-	-	-	-	D	55	0.75	124	-	-	-	-	-	-	-	-	E	72.9	0.91	352	
5.5. WBLTR			-	-	-	-	-	-	-	-	A	7.4	0.21	25	-	-	-	-	-	-	-	-	B	15.8	0.09	32	
5.7. NBL			A	8.2	0.031	25	A	9.9	0.095	25	A	1.3	0.15	25***	A	8.3	0.029	25	A	9.2	0.047	25	A	7.5	0.12	25**	
5.8. NBT			-	-	-	-	-	-	-	-	A	3.7	0.68	152***	-	-	-	-	-	-	-	-	B	12.2	0.64	429**	
5.9. SBL			-	-	-	-	-	-	-	-	A	2.8	0.07	25	-	-	-	-	-	-	-	-	A	6.2	0.02	25**	
5.10. SBT			-	-	-	-	-	-	-	-	B	10.9	0.6	488	-	-	-	-	-	-	-	-	A	8.5	0.55	277	
5.11. SBR			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
6. Front St/NW Alder St	TWSC	Issaquah	C	18.1	EB		E	35.1	EB		C	17.2	WB		C	20.1	WB		E	47.8	WB		C	20.6	EB		
6.2. EB			C	18.1	0.037	25	E	35.1	0.285	27.5	B	13.9	0.073	25	C	19.9	0.308	32.5	E	42.5	0.492	60	C	18.7	0.219	25	
6.5. WB			B	13.1	0.012	0	C	17.2	0.018	25	C	17.2	0.018	25	C	20.1	0.175	25	E	47.8	0.364	37.5	C	20.6	0.121	25	
6.7. NBL			A	8	0.004	0	A	9	0.006	0	A	0	-	0	A	8.4	0.016	-	A	9.6	0.051	25	A	0	-	0	
6.8. NBT			A	0	-	-	A	0	-	-	-	-	-	-	A	0	-	-	A	0	-	-	-	-	-	-	
6.9. NBR			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
6.10. SBL			A	9.1	0.006	0	A	0	-	0	A	0	-	0	A	8.9	0.006	-	A	10	0.007	0	A	0	-	0	
6.11. SBT			A	0	-	-	-	-	-	-	-	-	-	-	A	0	-	-	A	0	-	-	-	-	-	-	
6.12. SBR			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
7. Front St/Sunset Wy*	Signal	Issaquah	D	44.4	0.89		F	104.9	1.19		D	49.6	1.03		F	132.7	1.41		F	242.5	1.72		F	147.3	1.47		
7.1. EBL			-	-	-	-	-	-	-	-	E	59.1	0.51	92	-	-	-	-	-	-	-	-	-	E	64.1	0.61	160**

Issaquah-Hobart Rd/Front St LOS Operations Summary

Intersection	Control	Jurisdiction	AM PEAK HOUR												PM PEAK HOUR											
			Existing				Baseline				Future With Project				Existing				Baseline				Future With Project			
			LOS ¹	Delay ²	V/C ³ or WM ⁴	Queue ⁵	LOS ¹	Delay ²	V/C ³ or WM ⁴	Queue ⁵	LOS ¹	Delay ²	V/C ²	Queue ⁵	LOS ¹	Delay ²	V/C ³ or WM ⁴	Queue ⁵	LOS ¹	Delay ²	V/C ³ or WM ⁴	Queue ⁵	LOS ¹	Delay ²	V/C ³	Queue ⁵
7.2. EBLTR			E	79.7	0.86	272**	F	174	1.18	444**	F	99.6	0.91	282**	F	240.3	1.4	506**	F	360.5	1.68	770**	F	221.8	1.34	553**
7.3. WBL			-	-	-	-	-	-	-	-	E	55.4	0.44	75	-	-	-	-	-	-	-	-	F	310.2	1.47	200**
7.4. WBLT			E	75.5	0.82	227**	F	182.3	1.19	415**	F	83.2	0.8	237**	F	253.9	1.41	401**	F	267.8	1.43	510**	F	94.3	0.87	243**
7.6. WBR			A	7.9	0.34	44	B	10.6	0.4	59	B	14.7	0.5	64	A	9.5	0.37	40	B	14	0.63	73	C	25.2	0.77	134**
7.7. NBL			B	10.6	0.08	25***	A	8	0.11	25***	A	5	0.1	25**	F	119.5	0.85	147***	F	239.5	1.23	180***	F	207	1.21	240***
7.8. NBTR			D	41.8	0.89	711**	F	116.7	1.17	1267***	E	57.2	1.03	1037***	D	54.4	0.83	405**	E	65.8	0.92	524***	D	37.8	0.68	311**
7.10. SBL			B	19.7	0.28	56	F	134.8	1.12	312**	D	42	0.78	168**	F	99.9	0.81	136**	F	165.9	1.04	232**	F	81.6	0.74	189***
7.11. SBTR			C	25.3	0.33	260	B	18.3	0.44	258	B	15.3	0.39	281	E	63	0.87	325**	F	363.3	1.72	1127**	F	216.5	1.4	1000**
8. Front St/SE Bush St	TWSC	Issaquah	C	16.5	WBL	-	C	19	WB	-	-	-	-	C	19.8	WBL	-	E	40.8	WB	-	-	-	-	-	-
8.4. WBL			C	16.4	0.096	25	C	19	0.126	25	-	-	-	C	19.8	0.249	25	E	40.8	0.446	52.5	-	-	-	-	-
8.6. WBR			B	13.6	0.074	25	C	18.6	0.265	25	-	-	-	B	11	0.051	25	B	11.5	0.054	25	-	-	-	-	-
8.8. NBT			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8.9. NBR			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8.10. SBL			A	9.5	0.083	25	B	10.3	0.091	25	-	-	-	A	8.2	0.005	-	A	8.6	0.064	25	-	-	-	-	-
8.11. SBT			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9. Front St/Newport Wy	Signal	Issaquah	C	24.3	0.75	-	C	25.8	0.91	-	-	-	-	D	42.2	0.92	-	E	64.6	1.11	-	-	-	-	-	-
9.1. EBLT			E	71.2	0.6	99	F	101.1	0.73	134	-	-	-	F	104	0.82	134**	F	170.9	1.06	234**	-	-	-	-	-
9.3. EBR			A	1.6	0.16	25	A	2.7	0.23	37	-	-	-	D	49.1	0.92	477**	E	78.1	1.01	713**	-	-	-	-	-
9.5. WBLTR			C	33.3	0.18	32	D	41.7	0.19	37	-	-	-	C	31.3	0.53	72	D	35.7	0.53	84	-	-	-	-	-
9.7. NBL			B	19.6	0.62	310	B	11.3	0.64	207	-	-	-	D	46.4	0.39	113	E	77.5	0.7	222**	-	-	-	-	-
9.8. NBTR			C	20.7	0.75	685**	C	29.2	0.91	1012**	-	-	-	B	18.2	0.36	241	A	7.9	0.34	143	-	-	-	-	-
9.10. SBL			C	24.3	0.07	25***	B	11.7	0.06	10***	-	-	-	C	20.3	0.1	25***	A	1.2	0.1	25***	-	-	-	-	-
9.11. SBTR			D	38	0.68	200***	C	29.8	0.58	209***	-	-	-	D	41.1	0.89	331***	E	67.6	1.11	57***	-	-	-	-	-
10. Front St/2nd Ave SE	Signal	Issaquah	B	14.8	0.82	-	D	48.2	1.05	-	-	-	-	C	26.8	0.96	-	C	33.5	0.99	-	-	-	-	-	-
10.4. WBL			E	57.3	0.47	100	F	129.6	1.02	389**	-	-	-	F	83.8	0.96	637**	E	78.1	0.99	417**	-	-	-	-	-
10.6. WBR			C	21.3	0.11	25	C	23.7	0.08	25	-	-	-	C	26.7	0.03	25	B	11.6	0.06	25	-	-	-	-	-
10.8. NBT			B	19.7	0.82	932**	E	62.2	1.05	1522**	-	-	-	A	8.1	0.27	157	B	10.3	0.34	198	-	-	-	-	-
10.9. NBR			A	0.5	0.22	25	A	0.5	0.25	25	-	-	-	A	0.2	0.08	25	A	0.4	0.17	25	-	-	-	-	-
10.10. SBL			A	2.9	0.07	25	A	4.7	0.17	25	-	-	-	A	4.4	0.01	25	A	5.8	0.01	25	-	-	-	-	-
10.11. SBT			A	3	0.19	75	A	4	0.24	93	-	-	-	B	13.6	0.7	443	C	33.6	0.95	866**	-	-	-	-	-
11. Issq-Hobart Rd/Poo Poo Pt	TWSC	King County	C	21.3	WB	-	D	31.1	WB	-	-	-	-	B	14.7	WB	-	C	18.8	WB	-	-	-	-	-	-
11.4. WB			C	21.3	0.023	25	D	31.1	0.036	25	-	-	-	B	14.7	0.04	25	C	18.8	0.056	25	-	-	-	-	-
11.8. NBT			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11.9. NBR			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11.10. SBL			B	11.4	0.009	0	B	13.6	0.012	0	-	-	-	A	8.4	0.01	0	A	9.1	0.011	0	-	-	-	-	-
11.11. SBT			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12. Issq-Hobart Rd/SE 132nd Wy	TWSC	King County	D	32.9	WB	-	F	68.3	0.464	-	-	-	-	C	21.2	WB	-	E	41.5	0.136	-	-	-	-	-	-
12.4. WB			D	32.9	0.195	25	F	68.3	0.464	50	-	-	-	C	21.2	0.065	25	E	41.5	0.136	25	-	-	-	-	-
12.8. NBT			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12.9. NBR			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12.10. SBL			B	11.4	0.018	25	B	13.4	0.024	25	-	-	-	A	8.5	0.015	0	A	9.2	0.035	25	-	-	-	-	-
12.11. SBT			A	0	-	-	A	0	-	-	-	-	-	A	0	-	-	A	0	-	-	-	-	-	-	-
13. Issq-Hobart Rd/SE May Valley Rd*	Signal	King County	E	56.9	1.1	-	E	78.8	1.18	-	A	4.1	0.621	150.9	E	60.8	1.13	-	F	117	1.32	-	A	5.1	0.654	-
13.1. EBL			F	107.6	0.73	188	F	197.1	1.09	358**	A	9.1	0.159	25	F	122.3	0.75	172	F	262.7	1.29	358**	B	15.7	0.323	34.2
13.3. EBR			C	28	0.39	67	D	53.7	0.56	114	A	5.5	0.12	25	C	25.7	0.83	132	F	104.9	1.11	443**	B	11.8	0.606	98.6
13.7. NBL			A	3.4	0.24	52	A	3.3	0.32	44	A	8.2	0.621	150.9	A	6.3	0.31	33	C	21.6	0.6	42	A	4.4	0.262	43.2
13.8. NBT			E	75.5	1.1	2009**	F	109.2	1.18	2632**	A	3.1	0.621	150.9	A	5.7	0.43	222	A	6.1	0.58	246	A	2.6	0.187	43.2
13.11. SBT			A	6.8	0.19	131	A	5.9	0.3	187	A	3.7	0.296	47.7	F	99	1.13	1914**	F	175.7	1.32	2606**	A	3.5	0.654	168.5
13.12. SBR			A	2.1	0.07	25	A	1.9	0.1	27	A	4.2	0.211	30.6	A	6.7	0.11	52	A	3.8	0.13	39	A	3.5	0.465	87
14. Issq-Hobart Rd/Tiger Mtn Rd SE (N)	TWSC	King County	F	78.9	WB	-	F	271.7	WB	-	-	-	-	D	27.2	WB	-	F	52	WB	-	-	-	-	-	-
14.4. WBL			F	78.9	0.947	232.5	F	271.7	1.44	415	-	-	-	D	27.2	0.289	30	F	52	0.543	67.5	-	-	-	-	-
14.8. NBT			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14.9. NBR			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14.10. SBL			B	10.5	0.039	25	B	12.6	0.09	25	-	-	-	A	8.6	0.083	25	A	9.2	0.095	25	-	-	-	-	-
14.11. SBT			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15. Issq-Hobart Rd/Cedar Grove Rd*	Signal	King County	F	107.4	1.22	-	F	194.9	1.64	-	A	4.8	0.41													

Issaquah-Hobart Rd/Front St LOS Operations Summary

Intersection	Control	Jurisdiction	AM PEAK HOUR												PM PEAK HOUR											
			Existing				Baseline				Future With Project				Existing				Baseline				Future With Project			
			LOS ¹	Delay ²	V/C ³ or WM ⁴	Queue ⁵	LOS ¹	Delay ²	V/C ³ or WM ⁴	Queue ⁵	LOS ¹	Delay ²	V/C ²	Queue ⁵	LOS ¹	Delay ²	V/C ³ or WM ⁴	Queue ⁵	LOS ¹	Delay ²	V/C ³ or WM ⁴	Queue ⁵	LOS ¹	Delay ²	V/C ³	Queue ⁵
15.3. EBR			C	22.5	0.04	25	C	31	0.05	25	A	5.9	0.02	25	B	17.6	0.14	27	B	16.5	0.42	51	A	8.1	0.152	25
15.7. NBL			B	13.1	0.05	25	B	12.5	0.26	56	A	5.8	0.411	69	A	3	0.05	25	A	2.7	0.09	25	A	3.4	0.177	25.3
15.8. NBT			F	145.7	1.22	1176**	F	236.1	1.45	1584**	A	2.6	0.296	0	A	3.7	0.25	92	A	3.3	0.032	93	A	2.6	0.127	25.3
15.11. SBT			C	24.4	0.43	225	C	30.9	0.64	376	A	3	0.218	32.4	C	20.5	0.85	1017**	C	34	0.98	1283**	A	2.7	0.622	154
15.12. SBR			A	0.4	0.09	25	A	0.7	0.15	25	A	3.5	0.157	25	A	0.8	0.15	25	A	0.8	0.22	25	A	3	0.447	80.8
16. Issq-Hobart Rd/SE Mirromont Blvd	TWSC	King County	B	13.2	WBR		C	18.3	WBR		-	-	-	-	C	20.9	WBL		D	28.1	WBL		-	-	-	-
16.4. WBL			B	12.4	0.021	25	B	14.8	0.028	25	-	-	-	-	C	20.9	0.043	25	D	28.1	0.062	25	-	-	-	-
16.6. WBR			B	13.2	0.151	25	C	18.3	0.279	27.5	-	-	-	-	B	10.2	0.083	25	B	11.2	0.103	25	-	-	-	-
16.8. NBT			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16.9. NBR			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16.10. SBL			A	8.7	0.021	25	A	9.7	0.033	25	-	-	-	-	A	8.1	0.093	25	A	8.6	0.125	25	-	-	-	-
16.11. SBT			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17. Issq-Hobart Rd/SE 156th St	TWSC	King County	B	11.4	EB		B	11.8	EB		-	-	-	-	C	18	EB		C	23.7	EB		-	-	-	-
17.1. EB			B	11	0.026	25	B	11.8	0.145	25	-	-	-	-	C	18	0.07	25	C	23.7	0.098	25	-	-	-	-
17.7. NBL			A	7.7	0.008	0	A	8	0.009	0	-	-	-	-	B	10.3	0.008	0	B	12.5	0.134	25	-	-	-	-
17.8. NBT			A	0	-	-	A	0	-	-	-	-	-	A	0	-	-	A	0	-	-	-	-	-	-	-
17.11. SBT			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17.12. SBR			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18. Issq-Hobart Rd/Tiger Mtg Rd SE (S)	TWSC	King County	C	18.4	WB		C	22.7	WB		-	-	-	-	D	25	WB		E	36.5	WB		-	-	-	-
18.4. WB			C	18.4	0.129	25	C	22.7	0.114	25	-	-	-	-	D	25	0.17	25	E	36.5	0.156	25	-	-	-	-
18.8. NBT			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18.9. NBR			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18.10. SBL			A	9.2	0.013	0	A	9.6	0.007	0	-	-	-	-	A	7.9	0.004	0	A	8.3	0.005	0	-	-	-	-
18.11. SBT			A	0	-	-	A	0	-	-	-	-	-	A	0	-	-	A	0	-	-	-	-	-	-	-
19. Issq-Hobart Rd/SR 18 WB Ramps	TWSC	WSDOT	C	17.5	WBTL		C	22.1	WB		-	-	-	-	C	21.3	WBTL		F	219.9	WBTL		-	-	-	-
19.5. WBTL			C	17.5	0.106	25	C	22.1	0.184	25	-	-	-	-	C	21.3	0.428	52.5	F	219.9	1.366	512.5	-	-	-	-
19.6. WBR			B	14	0.014	0	C	16.3	0.129	25	-	-	-	-	B	10	0.022	25	B	11.1	0.066	25	-	-	-	-
19.7. NBL			A	7.4	0.008	0	A	7.6	0.008	0	-	-	-	-	A	8.2	0.005	0	A	0	-	0	-	-	-	-
19.8. NBT			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19.11. SBT			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19.12. SBR			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20. Issq-Hobart Rd/SR 18 EB Ramps*	Signal	WSDOT	D	36.4	0.79		E	63	0.93		-	-	-	-	C	30.4	0.76		E	60	1.01		-	-	-	-
20.1. EBL			D	35.3	0.79	422	E	65.7	0.93	691**	-	-	-	-	D	35.8	0.59	199	D	44.7	0.74	210	-	-	-	-
20.3. EBR			B	10.4	0.02	25	B	18.2	0.01	25	-	-	-	-	B	12	0.07	25	B	10.8	0.08	25	-	-	-	-
20.8. NBLT			D	36.5	0.69	284	E	60.7	0.93	778**	-	-	-	-	D	37.5	0.43	129	F	101.8	0.99	266**	-	-	-	-
20.11. SBTR			D	43.8	0.44	115	E	63.7	0.73	256	-	-	-	-	C	27.6	0.76	414	E	56.3	1.01	815**	-	-	-	-

*LOS calculated w/ HCM 2000 as phasing doesn't allow for 2010 calculations.

**95th percentile volume exceeds capacity, queue may be longer

***Volume for 95th percentile queue is metered by upstream signal

^Intersection is exempt from LOS D standard, per 18.15.250 of City Code

1. Level of service (LOS), based on 2000 *Highway Capacity Manual* methodology.
2. Average delay in seconds per vehicle.
3. Volume-to-capacity ratio reported for signalized intersections.
4. Worst movement reported for unsignalized intersections where EB = eastbound, WB = westbound, WBR = westbound right, WBL = westbound left, and WBTL = westbound through left
5. Queue is measured in feet for the signalized intersections. Queue is measured in cars for the unsignalized intersections.
6. No LOS during AM peak hour
7. No LOS during PM peak hour

MEMORANDUM

Date:	March 15, 2018	TG:	16540.00
To:	Fay Schafi, City of Issaquah		
From:	Jon Pascal, Transpo Group Walker Cheng, Transpo Group Taryn Solie, Transpo Group		
cc:	Aileen McManus, King County		
Subject:	Issaquah-Hobart Road/Front Street Corridor Study Methods and Assumptions		

The purpose of this memorandum is to summarize the methodology used to develop the trip models assembled by Transpo Group for the Issaquah-Hobart Rd/Front St Corridor Study (“Corridor Study”). The models will be based on multiple data sources assembled to develop and validate the assignment of future trips along the corridor. Upon completion of the project, the models can be utilized in future scenario testing to identify and evaluate corridor access needs and infrastructure investments.

The data sources, modeling process, validation steps, and assumptions used in the development of the model are summarized herein. Moving forward, the results of the models will be used to determine the access and improvement needs in the study area to support King County and the City of Issaquah in their planning and programming efforts along the corridor.

Overview of Transportation Modeling Tools

Transportation models can generally be classified into three separate categories including macroscopic, mesoscopic, and microscopic that define a model’s overall level of detail. Within each of these categories, models have varying level of complexity. For example, some macroscopic models contain complex mode choice algorithms, and others do not. Some mesoscopic models, such as Synchro, have fixed traffic volume inputs, whereas other models dynamically assign traffic based on network operational delays.

Macroscopic

Macroscopic models are travel demand forecast tools for citywide and regional applications. Macroscopic (macro) models incorporate land use to estimate directional link volumes by mode. Macroscopic models are often referred to as 4-step models and include trip generation, trip distribution, mode choice, and traffic assignment processes. They typically contain few operational details about a network such as the type of intersection or number of turn lanes. Common model software platforms include Emme and Visum.

The macroscopic model used for the corridor study traffic evaluation is the PSRC Emme model, which will primarily be utilized in the calibration of inputs and outputs of the model to ensure consistency with projected regional travel forecasts.

Mesoscopic

Mesoscopic models provide greater network detail than macroscopic models, including features such as intersection channelization and traffic signal timing. Many mesoscopic (meso) models are also referred to as dynamic traffic assignment (DTA) models and are capable of analyzing multiple routing decisions based on travel time and detailed operational characteristics of a network such as lane change maneuvers, congestion, vehiclequeuing, and delay at intersections. With these

features, meso models typically are able to provide additional understanding of transportation system performance when regional highways and arterial roadways experience congestion. Common model software platforms include Synchro, Dynameq and Dynasmart.

The mesoscopic model will be developed to support analysis of modal, network, operations, and management solutions. The model utilized in the 2010 corridor study conducted by King County, will be used as a starting point.

Microscopic

Microscopic models are highly detailed tools for analyzing traffic operations that include animations of network operations. Microscopic (micro) models include features for simulating driver behavior based on local conditions, along with detailed intersection characteristics for complex signal timing. Common model software platforms include Vissim and Corsim.

The microscopic model will be developed to analyze detailed traffic conditions at a few specific intersections.

Data Collection

Many sources of data have been collected to explore baseline conditions and identify existing issues affecting transportation along the corridor, including:

- AM and PM peak turning movement counts
- Average Daily Traffic counts at 10 locations
- AM and PM peak period pedestrian/bicycle counts at midblock crossings
- WSDOT 5-year collision history data
- INRIX 3-year historical speed data
- Origin/Destination Surveys
- GIS inventory and base mapping

The data we have collected will be used in the existing conditions summary and will be utilized as baseline conditions for the traffic operations analysis.

Mesoscopic Model Development

The Mesoscopic Model (Meso Model) was developed to analyze and test various scenarios for the corridor. The Meso Model was built using Dynameq® software and is based upon the King County Model, so it is also consistent with local and regional land use plans. The general scope of the model is the Issaquah-Hobart Rd/Front St corridor, including first/last mile connections with Tiger Mountain Rd, Cedar Grove Rd, May Valley Rd, 238th Way, and major streets and arterials within the City of Issaquah (see Figure 1).

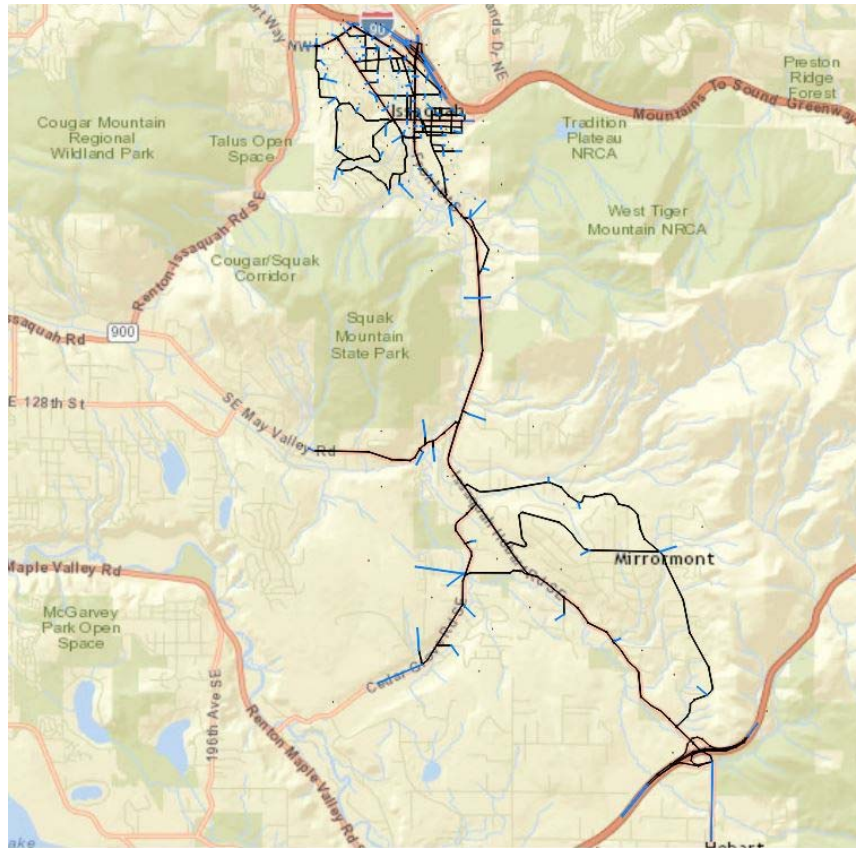


Figure 1, Mesomodel Scope

The Meso Model has a base year of 2017, and a forecast horizon year of 2040. The model includes trip assignments for trips for AM (6am to 9am) and PM peak periods (3pm to 6pm). The 3-hour time periods provide the opportunity to evaluate impacts from increased congestion and peak spreading within the study area.

King County Meso Model

The Southeast King County Meso Model was developed in 2010, with a total of 390 TAZs, covering the southeast region of King County area. The Meso Model is consistent with, and builds from, the Southeast King County Meso Model developed in 2010. This allows the Meso Model to be sensitive to regional travel patterns and impacts from network improvements outside of the immediate model study area.

The initial transportation network was extracted as a subarea based off the Southeast King County Model, including a total of 94 TAZs adjacent to the study corridor vicinity. This subarea was then enhanced based on Corridor specific features. The TAZ structures used in the Meso Model are consistent with the King County model, with additional refinements to better reflect travel patterns along the corridor.

The Southeast King County Model includes 2 trip tables that reflect different travel modes types for single occupancy vehicle (SOV) and high occupancy vehicle (HOV). A defined subarea (matching the study area of the Meso Model) is extracted from the Southeast King County Model, creating 2 resized trip tables for the smaller subarea. These 2 resized trip tables are then inserted into the Meso Model as the travel demand input.

Traffic Demand Inputs

The traffic demand inputs from the Macro Model were refined to match the scope and detail of the Meso Model by refining the TAZ structure and roadway network.

In the Macro Model there are 21 TAZs that represent the corridor study area. In order to reflect detailed intersection operations within the on-base roadway network, the 21 TAZs were split into 94 TAZs to match the same structure in the Meso Model. The trip tables exported from the Macro Model needed a consistent conversion to the new Meso Model TAZ structure. Trip table split factors were determined by evaluating the size and land use types within each TAZ.

The trip tables exported from the Macro Model needed a consistent conversion to the new Meso Model TAZ structure. Trip table split factors were determined by evaluating the size and land use types within each TAZ.

Traffic Supply Inputs

The initial transportation network (traffic supply inputs) was extracted from the King County Model, and was then enhanced based on the added detail provided in the corridor Meso Model platform. This included refinements to roadway attributes, ramp metering, and intersection operations

Street alignments and attributes of the existing street network (such as posted speeds, lanes, and traffic controls) were obtained from GIS data sources or directly from the local agencies. With additional features in the Meso Model, the roadway network required further detailed refinement of roadway attributes including: alignments, centroid connector locations, channelization (turn-lanes and auxiliary lanes), signal timing, and the location of posted speed changes.

For unsignalized intersections, the Meso Model uses the default template in Dynameq®, including all-way-stop-control, two-way-stop-control, or roundabout. The template takes movement priorities into account and simulates yielding behavior under each unsignalized control type.

For signalized intersections, the left-turn and right-turn capacities were modified in the same manner as was done for unsignalized intersection. Given variable traffic volumes within a Meso Model, traffic signal timings are fixed. For those intersections with an actuated controller, typically the Meso Model uses a fixed-timing plan based on the 80th-percentile to 90th-percentile green time from the Synchro® signal time software based on peak hour traffic volumes for each phase.

Free-flow left-turn and right-turn movement speeds for both unsignalized and signalized intersections were set to a slower speed than the through movements, with 15 mph for left-turns and 10 mph for right-turns.

Network Assumptions

The networks account for the supply side of the transportation system. A forecast horizon year of 2040 was modeled and evaluated. The future horizon year model describes how traffic demand would respond to changes in the network supply (i.e., roadway, tolling, and other improvements).

The alignment and attributes of the existing street network (such as posted speeds, lanes, signal timing, and traffic controls) were obtained from GIS data sources or directly from the local agencies. The future networks assumed for the Meso model were adapted from the existing street network, but include various planned network improvements. As part of the model development, a future no-build alternative was developed. The 2040 no-build alternative network included the planned improvements assumed in PSRC 2040 model.

Model Calibration

The process of model calibration is intended to confirm whether the model building blocks are correctly applied, and reasonably assign traffic and replicate congested speeds throughout the network. The model will be calibrated by comparing land use assumptions and associated trips with the City of Issaquah Land Use Plan and the traffic volumes with traffic volumes from the 2040 PSRC model.

Model Outputs

Several Meso Model outputs will be used in the evaluation of various scenarios for the corridor. The outputs will include:

- 3-hour speeds summarized using 15-minute interval speed outputs
- Hours of congestion summarized as travel speeds that are below 70 percent of the posted speed limit
- Directional travel times
- Total volumes summarized using 15-minute intervals
- Average turning movement volumes summarized using 15-minute intervals

Safety Considerations

Crash history data for the five (5) year period from 2012 through 2016 was analyzed to identify crash concentrations and trends along the corridor. Intersections and segments showing elevated crash experience will be noted and reviewed to identify particular crash type and severity patterns. Safety issues at these intersections and segments will be utilized in evaluating traffic operations and generating potential solutions.

Appendix H: Pedestrian Scramble Impacts Summary

MEMORANDUM

Date:	March 26, 2018	TG:	16540.00
To:	Fay Schafi, City of Issaquah		
From:	Corridor Study Project Team		
cc:	Aileen McManus, King County Road Services		
Subject:	Evaluation of a Pedestrian Scramble at Front Street/Sunset Way Intersection		

At the request of the City of Issaquah, a pedestrian scramble was evaluated at the Front Street / Sunset Way intersection. Adding a pedestrian scramble to the intersection would create a traffic signal movement where all vehicles were stopped and pedestrians could cross the intersection in any direction, including diagonally. Such a concept was considered and analyzed for existing year and future year conditions to understand its potential impacts to vehicular intersection level of service and queue lengths. The following analysis provides additional operational details not contained in the body of the corridor study report.

With and Without the Pedestrian Scramble - Existing Conditions

The intersection of Front Street / Sunset Way operates at LOS D during the AM peak hour and LOS F during the PM peak hour as shown in Table 1. During the PM peak hour, operations of the intersection are particularly poor, with a volume-to-capacity ratio of 1.41 which indicates the demand exceeds the capacity of the intersection by 40 percent.

Table 1. Existing (2017) Level of Service – Sunset Way & Front Street

Intersection	Without Ped Scramble				With Ped Scramble			
	LOS ¹	Delay ²	V/C ³	Queue ⁴	LOS	Delay	V/C	Queue
AM Peak Hour								
Intersection	D	44.4	0.89	-	E	78.7	1.12	-
Eastbound Left-Through-Right	E	79.7	0.86	275	F	160.5	1.12	410
Westbound Left-Through	E	75.5	0.82	230	F	139.8	1.04	370
Westbound Right	A	7.9	0.34	45	A	8.8	0.39	45
Northbound Left	B	10.6	0.08	25	C	24.3	0.10	30
Northbound Through-Right	D	41.8	0.89	715	E	70.0	0.98	875
Southbound Left	B	19.7	0.28	60	D	35.2	0.45	80
Southbound Through-Right	C	25.3	0.33	260	C	34..	0.39	245
PM Peak Hour								
Intersection	F	132.7	1.41	-	F	229.6	1.50	-
Eastbound Left-Through-Right	F	240.3	1.40	510	F	288.0	1.50	625
Westbound Left-Through	F	253.9	1.41	405	F	278.0	1.45	485
Westbound Right	A	9.5	0.37	40	A	8.5	0.37	35
Northbound Left	F	119.5	0.85	150	F	250.6	1.25	200
Northbound Through-Right	D	54.4	0.83	405	F	176.9	1.23	585
Southbound Left	F	99.9	0.81	140	F	313.4	1.43	235
Southbound Through-Right	E	63.0	0.87	325	F	235.4	1.37	555

1. Level of service, based on 2010 Highway Capacity Manual methodology.

2. Average delay in seconds per vehicle.

3. Volume-to-capacity ratio reported for signalized intersections.

4. Queue is in feet.

With implementation of a pedestrian scramble phase at the intersection, the overall intersection operations degrade during the AM peak hour to LOS E, with the eastbound and westbound approaches operating at LOS F and vehicle queues extending back another 150 feet from the intersection. The northbound approach also is impacted by degrading from an LOS D to an LOS E, and vehicle queues extending another 160 feet.

During the PM peak hour, intersection operations degrade significantly with implementation pedestrian scramble. The overall average delay at the intersection increases by approximately 97 seconds, which is about a 73% increase when the intersection does not include a pedestrian scramble. All movements at the intersection are also expected to operate at LOS F conditions, and vehicle queue lengths in all directions increase by another 100 to 200 feet.

With and Without the Pedestrian Scramble - Future Conditions

The intersection of Front Street / Sunset Way is expected to operate at LOS F during the AM and PM peak hours as shown in Table 2. With increases in traffic expected along both Front Street and Sunset Way corridors, the intersection operations significantly decline from 2017 conditions. The traffic forecast methodology and assumptions are summarized in the corridor study report. The future analysis does not assume any improvements to the intersection from what exists today.

Table 2. Future (2040) Baseline Level of Service – Sunset Way & Front Street

Intersection	Without Ped Scramble				With Ped Scramble			
	LOS ¹	Delay ²	V/C ³	Queue ⁴	LOS	Delay	V/C	Queue
AM Peak Hour								
Intersection	F	104.9	1.19	-	F	215.9	1.58	-
Eastbound Left-Through-Right	F	174.0	1.18	445	F	333.7	1.58	500
Westbound Left-Through	F	182.3	1.19	415	F	323.8	1.55	460
Westbound Right	B	10.6	0.40	60	A	7.9	0.38	45
Northbound Left	A	8.0	0.11	25	C	27.7	0.15	40
Northbound Through-Right	F	116.7	1.17	1,070	F	298.0	1.58	1,480
Southbound Left	F	134.8	1.12	145	F	99.4	0.98	380
Southbound Through-Right	B	18.3	0.44	175	C	32.1	0.53	355
PM Peak Hour								
Intersection	F	242.5	1.72	-	F	421.2	2.25	-
Eastbound Left-Through-Right	F	360.5	1.68	770	F	606.9	2.25	830
Westbound Left-Through	F	267.8	1.43	510	F	561.2	2.12	570
Westbound Right	B	14.0	0.63	75	B	13.3	0.65	60
Northbound Left	F	239.5	1.23	180	F	406.6	1.64	200
Northbound Through-Right	E	65.8	0.92	525	F	117.1	1.08	610
Southbound Left	F	165.9	1.04	235	F	480.9	1.85	275
Southbound Through-Right	F	363.3	1.72	1,130	F	575.9	2.20	1,210

1. Level of service, based on 2010 Highway Capacity Manual methodology.

2. Average delay in seconds per vehicle.

3. Volume-to-capacity ratio reported for signalized intersections.

4. Queue is in feet.

While the overall intersection operations remain at LOS F with the pedestrian scramble, the delay gets much worse – an increase of 111 seconds in the AM peak hour and 179 seconds in the PM peak hour. Vehicle queues are also expected to lengthen due to the change in signal operations. In the AM peak hour, eastbound and westbound queues would be expected to increase between 40 and 50 feet, with an approximately 180 foot increase for the southbound queue and an over 400 foot increase for the northbound queue.

During the PM peak hour, the eastbound and westbound queues would be expected to increase between 50 and 60 feet and the northbound and southbound queues would be expected to increase approximately 80 feet.

Conclusion

Given that a pedestrian scramble movement stops all vehicular traffic, the results are not unexpected. While a pedestrian-only phase does enhance safety for pedestrians at the intersection, it also creates a large amount of additional delay and increased queueing on all approaches, and as a result, it is estimated to negatively impact operations downstream and upstream along the corridor.

Appendix I: Detailed Project List

Transportation Improvement Projects and Programs

Issaquah-Hobart Rd/Front St Corridor Study

Cost Key	Timing Key	Scoring Key
\$ \$0 - \$100K	2031 + Long	○ Limited to no benefit
\$\$ \$100K - \$1M	2025-2030 Mid	◐ Some benefit
\$\$\$ \$1 - \$5M	2018-2024 Short	● Greater benefit
\$\$\$\$ \$5 - \$10M		
\$\$\$\$\$ \$10M+		

Type	Project ID	In Adopted Plan?	Jurisdiction	Project Name	Project Description	Benefits	Impacts	Notes	Cost Range	Cost Estimate (2018 \$)	Timing	Safety			
												Crash Reductions	Non Motorized	Emergency Response	Access Management
RECOMMENDED PROJECTS															
Widening/Realignment	W-1	King County CIP (1129598)	King County	Issaquah-Hobart Rd / May Valley Rd Intersection Improvement	Construct intersection improvements that include either additional through lanes with a signal or a 2-lane roundabout at the intersection of Issaquah-Hobart Rd and May Valley Rd .	<ul style="list-style-type: none"> Alleviate congestion and improve intersection LOS Improve system reliability Improve safety by reducing congestion which can lead to rear-end collisions. 	<ul style="list-style-type: none"> Potential ROW impacts Traffic will be required to merge when the extra lane begins and ends Potential impacts to heavy trucks Potential environmental impacts 	Conceptual Design Prepared for the roundabout option. The project is recommended for additional detailed design evaluation to evaluate feasibility and costs. The final analysis shall include a Sidra Analysis that takes into account the corridor between just north of May Valley to south of Cedar Grove. The detailed analysis will include effects of upstream and downstream queuing, stop controlled intersections between May Valley and Cedar Grove, and merge delays for each alternative. This analysis will be completed prior to final project design.	\$\$\$	\$2,353,000	Short	●	○	◐	○
Widening/Realignment	W-2	King County CIP (1129597)	King County	Issaquah-Hobart Rd / Cedar Grove Rd Intersection Improvement	Construct intersection improvements that include either additional through lanes with a signal or a 1 to 2-lane roundabout at the intersection of Issaquah-Hobart Rd and Cedar Grove Rd .	<ul style="list-style-type: none"> Alleviate congestion and improve intersection LOS Improve system reliability Improve safety by reducing congestion which can lead to rear-end collisions. 	<ul style="list-style-type: none"> Potential ROW impacts Traffic will be required to merge when the extra lane begins and ends Potential impacts to heavy trucks Potential environmental impacts 	Conceptual Design Prepared for the roundabout option. The project is recommended for additional detailed design evaluation to evaluate feasibility and costs. The final analysis shall include a Sidra Analysis that takes into account the corridor between just north of May Valley to south of Cedar Grove. The detailed analysis will include effects of upstream and downstream queuing, stop controlled intersections between May Valley and Cedar Grove, and merge delays for each alternative. This analysis will be completed prior to final project design.	\$\$\$	\$3,303,000	Mid	●	○	◐	○
Widening/Realignment	W-3	Issaquah CIP (T-37)	City of Issaquah	Front St / Sunset Way Intersection	Design and construct left-turn lanes on Sunset Way. Parking to be removed along Sunset Way and traffic signal operation to change to 8 phases instead of split phased on Sunset Way.	<ul style="list-style-type: none"> Alleviate congestion and improve intersection LOS Improve safety by reducing potential for collisions, particularly left-turn and rear-end Provides local mobility 	<ul style="list-style-type: none"> Removal of roughly 7 on-street parking stalls along south side of W Sunset Way west of Front St Removal of pedestrian bulb-out on southwest corner of intersection Greater pedestrian crossing length 	Conceptual Design Prepared The project is recommended to provide improved intersection and corridor operations along Sunset Way. The City will also be conducting a parking study that can further inform this project.	\$\$	\$671,000	Mid	●	○	●	◐
Widening/Realignment	W-4	-	King County	Issaquah-Hobart Rd/ May Valley Rd (interim) Intersection	Extend northbound left and eastbound left turn lanes at this intersection to prevent turning traffic from backing into through lanes. Adjust eastbound right turn radius to account for trucks turning onto Issaquah-Hobart Road.	<ul style="list-style-type: none"> Alleviate congestion and improve intersection LOS Improve safety for truck movements 	<ul style="list-style-type: none"> Potential ROW impacts Potential environmental issues 	Conceptual Design Prepared The project is recommended for additional design evaluation to evaluate feasibility and costs, however the project primarily benefits heavy vehicles so more substantial improvements are necessary (see project W-1).	\$\$\$	\$1,267,000	Short	◐	○	○	○
Non-Motorized Network	NM-1	-	City of Issaquah	Trail Connection at 2nd Ave Intersection with Front St	Construct an 8 to 10-foot sidewalk connecting and directing non-motorized traffic at Front St and 2nd Ave onto the Rainier Trail. Sidewalk will be on the southeast side of 2nd Avenue SE and will follow the roadway alignment. Includes corresponding signage.	<ul style="list-style-type: none"> Improve safety and comfort for non-motorized users at intersection Decrease conflict points between motorized and non-motorized users along Front Street Direct non-motorized users to the Rainier Trail 	<ul style="list-style-type: none"> Potential ROW impacts 	Planning Level Costs Prepared The project is recommended to better connect non-motorized users to the Rainier Trail and eventual extension of a trail south to Poo Poo Point. Improvement of this trailhead is part of the City of Issaquah Parks Strategic Plan and may be included in the City's Complete Streets Improvements.	\$\$	\$761,000	Short	○	●	○	○
Safety	S-1	-	City of Issaquah	Front St Access Management Holly St and Alder Pl	Restrict left-turn movements along Front Street at Holly Street and Alder Place either permanently or during peak hours to alleviate congestion caused by turning vehicles backing up traffic in through lanes on Front Street and reduce potential for collisions. C-curbs to be placed for permanent restrictions, to restrict movements to right-in, right-out only movements, but only where alternate routes are available.	<ul style="list-style-type: none"> Alleviate congestion Improve safety for pedestrian and vehicular traffic by reducing conflict points 	<ul style="list-style-type: none"> Delay or rerouting for those who wish to access destinations off Front Street 	Planning Level Costs Prepared. Project is recommended for implementation to improve corridor safety and travel time reliability. Additional outreach and notification to adjoining property and business owners will be needed.	\$	\$30,000	Mid	◐	◐	○	●
Safety	S-2	Issaquah CIP (T-30)	City of Issaquah	Front St / NW Dogwood St Intersection	Design and construction of intersection improvements, potentially re-aligning the intersection(s), new surfacing, curbs and gutters, storm drainage, utility adjustments, street lights, new traffic signal, and sidewalks to meet ADA requirements.	<ul style="list-style-type: none"> Improve pedestrian and vehicular safety by reducing conflict points and adding signal control for vehicles Improve access and trail crossing Provide improved local mobility options and reduce side street delay 	<ul style="list-style-type: none"> Potential ROW impacts Increased delays along Front Street 	Planning Level Costs Prepared The project is recommended to provide for improved side street access, and crossing safety for pedestrians and bicyclists.	\$\$\$	\$2,734,000	Mid	◐	◐	◐	◐
Traffic Control / Operations	C-1	-	City of Issaquah	Adaptive Signal Control System 2nd Ave to Dogwood St, including crossing corridors Newport Way, Sunset Way and 2nd Ave	Update and integrate new signal technology at 8 intersections to accommodate changing traffic volumes and optimize travel times along the corridor and at adjacent intersections. Upgrades would include controller hardware and software, stop bar vehicle detection, and advance vehicle detection. New technologies for bicycle recognition can also be included.	<ul style="list-style-type: none"> Improve travel time reliability and intersection level of service Improve safety at intersections and segments along the corridor by reducing congestion which can cause collisions (particularly rear-end) 	<ul style="list-style-type: none"> Potential additional delays to minor street approaches 	Conceptual Design Prepared. This project would link to adaptive signal control (ASC) along Newport Way, Sunset Way and 2nd Avenue, as they operate as an interconnected system. ASC is most effective in the case of unusual traffic delays or events, such as a collision. Day to day benefits are slight, though can be experienced during the peak fringe hours before the roadway becomes overly congested. Additional analysis will be needed to determine the specific benefits of ACS on the corridor.	\$\$	\$938,000	Short	◐	○	●	○
Traffic Control / Operations	C-2	-	King County & City of Issaquah	Digital Travel Time Signs N of the I-90 interchange, S of the SR-18 interchange, and on SR-18	Up to 6 Changeable Message Signs (CMS) & 6 Bluetooth/WiFi readers placed at major traveler decision points. Locations include north of the intersection of Front St and I-90, south of the intersection of Issaquah-Hobart Rd and SR-18, on I-90 near Front Street and Sunset Way, and on SR-18 near Issaquah-Hobart Rd. These signs would indicate the average travel times along north-south corridors in the area, based on traffic levels.	<ul style="list-style-type: none"> Improve awareness for drivers of current travel conditions Improve safety for drivers as they're alerted when road is closed for traffic or weather conditions 	<ul style="list-style-type: none"> Coordination with WSDOT Potential ROW impacts 	Conceptual Design Prepared. The project is recommended to provide improved traveler information to people to make informed choices about which route to take.	\$\$\$	\$2,172,000	Short	◐	○	◐	○
Transportation Alternatives	TA-1	-	King County & City of Issaquah	Carpool / Vanpool Incentives Marketing, Education, Performance Monitoring, Travel Subsidies	A campaign of marketing, education, incentives, and performance monitoring to encourage use of vanpools, carpools, transit, and other alternative transportation options along the corridor	<ul style="list-style-type: none"> Decrease single-occupancy vehicles along the Issaquah-Hobart Rd/Front St corridor Improve travel options 	<ul style="list-style-type: none"> Ongoing operational costs 	This project is regional in nature and will need buy-in from other jurisdictions to implement.	\$\$\$	-	-	○	○	○	○

Transportation

Issaquah-Hobart F

Type	Project ID	Mobility					Implementation							TOTALS				Safety				Mobility					Implementation				
		Reliability	Intersections	Public Transportation	Non-Motorized	Freight Access	Preservation	Costs	Funding Ability	Project Readiness	Neighborhood Impacts	Phasing	TOTAL	Safety	Mobility	Imp	Crash Reductions	Non Motorized	Emergency Response	Access Management	Congestion	Intersections	Mass Transportation	Parking	Freight Movement	Preservation	Costs	Funding Ability	Project Readiness	Neighborhood Impacts	Phasing
RECOMMENDED PF																															
Widening/ Realignment	W-1	●	●	○	○	○	○	○	○	○	○	○	4.9	1.8	1.8	1.3	3	1	2	1	3	3	1	1	1	1	1	2	1	2	1
Widening/ Realignment	W-2	●	●	○	○	○	○	○	○	○	○	○	4.9	1.8	1.8	1.3	3	1	2	1	3	3	1	1	1	1	1	2	1	2	1
Widening/ Realignment	W-3	●	●	○	○	○	○	○	○	○	○	○	5.5	2.3	2.2	1.0	3	1	3	2	3	3	2	1	2	1	1	1	1	1	1
Widening/ Realignment	W-4	●	●	○	○	●	○	○	○	○	○	○	5.0	1.3	2.2	1.5	2	1	1	1	3	3	1	1	3	1	2	2	1	1	2
Non-Motorized Network	NM-1	○	○	○	●	○	○	○	○	○	○	○	4.7	1.5	1.4	1.8	1	3	1	1	1	1	1	3	1	1	3	1	2	3	1
Safety	S-1	○	●	○	○	○	○	○	○	○	○	○	6.3	2.0	2.0	2.3	2	2	1	3	2	3	2	2	1	1	3	3	3	1	3
Safety	S-2	○	○	○	○	○	○	○	○	○	○	○	5.0	2.0	1.8	1.2	2	2	2	2	1	2	2	2	2	1	1	1	1	1	2
Traffic Control / Operations	C-1	●	●	○	○	○	○	○	○	○	○	○	6.3	1.8	2.4	2.2	2	1	3	1	3	3	2	2	2	1	2	2	2	3	3
Traffic Control / Operations	C-2	●	○	○	○	○	○	○	○	○	○	○	5.3	1.5	1.8	2.0	2	1	2	1	3	1	1	1	3	1	2	2	2	2	3
Transportation Alternatives	TA-1	○	○	○	○	○	○	○	○	○	○	○	4.3	1.0	1.8	1.5	1	1	1	1	2	1	2	2	2	1	1	1	2	3	1

Transportation Improvement Projects and Programs

Issaquah-Hobart Rd/Front St Corridor Study

Cost Key	Timing Key	Scoring Key
\$ \$0 - \$100K	2031 + Long	○ Limited to no benefit
\$\$ \$100K - \$1M	2025-2030 Mid	◐ Some benefit
\$\$\$ \$1 - \$5M	2018-2024 Short	● Greater benefit
\$\$\$\$ \$5 - \$10M		
\$\$\$\$\$ \$10M+		

Type	Project ID	In Adopted Plan?	Jurisdiction	Project Name	Project Description	Benefits	Impacts	Notes	Cost Range	Cost Estimate (2018 \$)	Timing	Safety			
												Crash Reductions	Non Motorized	Emergency Response	Access Management
LOW-PRIORITY PROJECTS															
Widening/Realignment	W-5	Issaquah CIP (T-11 / T-24)	City of Issaquah	Front St / Gilman Blvd Intersection	Widen roadway to develop two southbound through-lanes along Front Street on either side of the intersection with Gilman Blvd. Through-lanes should extend far enough beyond intersection to allow traffic to safely merge, and to prevent queuing spillback into the intersection. Could be incorporated as part of any outcomes from the I-90/Front Street IJR.	<ul style="list-style-type: none"> Alleviate congestion and improve intersection LOS Improve system reliability Improve safety as allows more vehicles through intersection to reduce speeding through or rear-end collisions 	<ul style="list-style-type: none"> Potential ROW impacts Traffic will be required to merge when the extra lane ends Greater pedestrian crossing length 	This project was not recommended at this time as it is closely related to potential improvements at the I-90 interchange ramps. WSDOT is conducting an Interchange Justification Report (IJR) to evaluate improvements at the interchange. Future improvements at Gilman Boulevard should be coordinated with the outcomes of that study.	\$\$\$	-	N/A	◐	○	◐	○
Widening/Realignment	W-6	-	King County	Fifteen-Mile Creek Bridge South of May Valley Rd	Replace and widen Fifteen-Mile Creek Bridge to add shoulders.	<ul style="list-style-type: none"> Brings bridge design up to standard Allows room for non-motorized users 	<ul style="list-style-type: none"> High cost of widening bridge 	The project is not recommended at this time as it provides little benefit to congestion relief or overall improvement in mobility.	\$\$\$\$	-	N/A	○	●	●	○
Non-Motorized Network	NM-2	-	City of Issaquah	Wayfinding for Rail Trail Various Locations in City	Signs, pavement markings, curb cuts, and other features directing non-motorized users to the Rainier Trail.	<ul style="list-style-type: none"> Increase use of the Rainier Trail Improve non-motorized travel 	<ul style="list-style-type: none"> None 	Consider implementation as part of other wayfinding improvements throughout the City.	\$	-	N/A	○	●	○	○
Safety	S-3	-	King County	Rumble Strips (both shoulders) Cedar Grove to SR 18	Rumble strips along both sides of the roadway from Cedar Grove Rd to SR 18 to alert drivers when they are leaving travel lanes and drifting onto shoulders	<ul style="list-style-type: none"> Improve awareness for drivers, and improved safety for all users 	<ul style="list-style-type: none"> Potential negative impact on bicycles 	Would be implemented at which time the corridor segment meets King County thresholds for a High Collision Location.	\$\$	-	N/A	●	○	○	○
Safety	S-4	-	King County	Shoulder pedestrian improvements North of Poo Poo Point Parking Lot	Improvements along the shoulder from areas north of the Poo Poo Point Trailhead, which could include an off road trail, shoulder treatments, or a visual or physical barrier between traffic and pedestrians.	<ul style="list-style-type: none"> Improve awareness for drivers, and improved safety an comfort for pedestrians traveling from the northern parking lot to the Poo Poo point trailhead 	<ul style="list-style-type: none"> Potential for faster vehicle speeds 	Would be implemented at which time the corridor segment meets King County thresholds for a High Collision Location. City Parks Dept requested connections to N & S Squak Valley Park, however would require crosswalk.	\$\$	-	N/A	○	●	○	○
Safety	S-5	-	King County	Reflectors or flashing "curve ahead" signs Mirromont Blvd to SR 18	Reflectors, curves ahead sign (W1-5) and flashing beacon to warn drivers of upcoming curves	<ul style="list-style-type: none"> Improve awareness for drivers, and improved safety for all users 	<ul style="list-style-type: none"> None 	Would be implemented at which time the corridor segment meets King County thresholds for a High Collision Location.	\$	-	N/A	●	○	○	◐
Safety	S-6	-	King County	Prepare to Stop when Flashing Sign N of May Valley to S of Cedar Grove	Prepare to stop when flashing (PTSWF) sign with warning beacon, placed in conjunction and after the Signal Ahead (W3-3) sign, per MUTCD.	<ul style="list-style-type: none"> Improve awareness for drivers, and improved safety for all users 	<ul style="list-style-type: none"> None 	Would be implemented at which time the corridor segment meets King County thresholds for a High Collision Location.	\$	-	N/A	●	○	○	◐
Safety	S-7	-	King County	Intersection Ahead Sign Various locations	Intersection Ahead sign placed at limited visibility intersections along the corridor, potentially including SE 156th St.	<ul style="list-style-type: none"> Improve awareness for drivers, and improved safety for all users 	<ul style="list-style-type: none"> None 	Would be implemented at which time the corridor segment meets King County thresholds for a High Collision Location.	\$	-	N/A	●	○	○	◐
Safety	S-8	-	King County	Illumination Issaquah-Hobart Rd n/o Tiger Mtn Rd (S)	Improve lighting at this location	<ul style="list-style-type: none"> Improve visibility for all users along the corridor 	<ul style="list-style-type: none"> Street lights can create more light impacts for adjoining property owners 	Would be implemented at which time the corridor segment meets King County thresholds for a High Collision Location.	\$	-	N/A	●	◐	◐	○
Safety	S-9	-	King County	Overhead Flashing Beacon at SE 156th St Intersection w/ Issaquah-Hobart Rd	An overhead flashing beacon at the intersection between Issaquah-Hobart Rd and SE 156th St	<ul style="list-style-type: none"> Improve awareness for drivers, and improved safety for all users 	<ul style="list-style-type: none"> None 	Would be implemented at which time the corridor segment meets King County thresholds for a High Collision Location.	\$\$	-	N/A	●	◐	○	○
Safety	S-10	-	King County	Queueing Ahead Signs Issaquah-Hobart Rd (NB), north of Hwy 18	Place queueing ahead signs along Issaquah Hobart Rd in the northbound direction, north of Hwy 18	<ul style="list-style-type: none"> Improve awareness for drivers, and improved safety for all users 	<ul style="list-style-type: none"> None 	Would be implemented at which time the corridor segment meets King County thresholds for a High Collision Location.	\$\$	-	N/A	●	◐	◐	○
Safety	S-11	-	King County	High Friction Surface Treatment Issaquah Hobart Rd n/o Tiger Mtn Rd	Pave roadway with High Friction Surface Treatment in area where run-off roadway collisions are more frequent than rest of corridor.	<ul style="list-style-type: none"> Improve safety along corridor 	<ul style="list-style-type: none"> Increase in maintenance and lifecycle costs 	Would be implemented at which time the corridor segment meets King County thresholds for a High Collision Location.	\$	-	N/A	●	○	○	○
Safety	S-12	-	King County	Digital Speed Reader South of Mirromont Blvd	A changeable message sign (CMS), displaying the speed of approaching vehicles, placed in conjunction with speed limits signs per MUTCD, R2-1. Signs would be placed south of Mirromont Blvd, on the section of the corridor that saw the greatest number of off-road collisions	<ul style="list-style-type: none"> Improve awareness for drivers, and improved safety for all users 	<ul style="list-style-type: none"> None 	Would be implemented at which time the corridor segment meets King County thresholds for a High Collision Location.	\$\$	-	N/A	●	○	○	○
Traffic Control / Operations	C-3	-	King County	Enhanced Signal Control System - Adaptive or Traffic Responsive May Valley Rd to Cedar Grove Rd	Update and integrate new signal technology to accommodate changing traffic volumes and optimize travel times along the corridor. Implementation would require an upgraded detection and fiber optic communications system.	<ul style="list-style-type: none"> Improve travel times and intersection level of service, and safety at intersections and segments along the corridor 	<ul style="list-style-type: none"> Potential negative impacts on level of service and travel times along minor approaches 	The project can function in an interim measure to help alleviate congestion while permanent solutions are designed and constructed.	\$\$	-	N/A	○	○	●	○
Transportation Alternatives	TA-2	-	King County & City of Issaquah	City / County Express Shuttle Entire Corridor	An express shuttle operated by the city of Issaquah and/or King County would provide non-stop or limited-stop travel, connecting park-and-ride locations to the south and north of the corridor. Could be coupled with intersection prioritization strategies (such as intersection queue lanes).	<ul style="list-style-type: none"> Decrease single-occupancy vehicles along the Issaquah-Hobart Rd/Front St corridor 	<ul style="list-style-type: none"> Cost of owning and operating vehicle(s) Potential operational impacts along the corridor 	This project is regional in nature and will need buy-in from other jurisdictions to implement.	\$\$\$\$	-	N/A	○	○	○	○

Transportation

Issaquah-Hobart F

Type	Project ID	Mobility					Implementation						TOTALS				Safety				Mobility					Implementation					
		Reliability	Intersections	Public Transportation	Non-Motorized	Freight Access	Preservation	Costs	Funding Ability	Project Readiness	Neighborhood Impacts	Phasing	TOTAL	Safety	Mobility	Imp	Crash Reductions	Non Motorized	Emergency Response	Access Management	Congestion	Intersections	Mass Transportation	Parking	Freight Movement	Preservation	Costs	Funding Ability	Project Readiness	Neighborhood Impacts	Phasing
LOW-PRIORITY PRC																															
Widening/Realignment	W-5	●	●	○	○	◐	○	○	○	○	○	○	4.7	1.5	2.0	1.2	2	1	2	1	3	3	1	1	2	1	1	1	1	1	2
Widening/Realignment	W-6	○	○	◐	●	◐	●	○	○	○	○	○	5.1	2.0	1.8	1.3	1	3	3	1	1	1	2	3	2	3	1	1	1	1	1
Non-Motorized Network	NM-2	○	○	○	●	○	○	●	○	●	●	○	4.9	1.5	1.4	2.0	1	3	1	1	1	1	3	1	1	3	1	3	3	3	1
Safety	S-3	○	○	○	○	○	○	◐	◐	◐	◐	◐	4.3	1.5	1.0	1.8	3	1	1	1	1	1	1	1	1	1	2	2	2	2	2
Safety	S-4	○	○	○	●	○	○	◐	○	◐	○	○	4.2	1.5	1.4	1.3	1	3	1	1	1	1	3	1	1	2	1	2	1	1	1
Safety	S-5	○	○	○	○	○	○	◐	○	◐	○	●	4.4	1.8	1.0	1.7	3	1	1	2	1	1	1	1	1	2	1	2	1	3	
Safety	S-6	○	○	○	○	○	○	◐	○	◐	○	◐	4.3	1.8	1.0	1.5	3	1	1	2	1	1	1	1	1	2	1	2	1	2	
Safety	S-7	○	○	○	○	○	○	◐	○	◐	○	●	4.4	1.8	1.0	1.7	3	1	1	2	1	1	1	1	1	2	1	2	1	3	
Safety	S-8	○	○	○	◐	○	○	◐	○	◐	◐	◐	4.9	2.0	1.2	1.7	3	2	2	1	1	1	2	1	1	2	1	2	2	2	
Safety	S-9	○	○	○	○	○	○	◐	○	◐	◐	○	4.3	1.8	1.0	1.5	3	2	1	1	1	1	1	1	1	2	1	2	2	1	
Safety	S-10	○	○	○	○	○	○	◐	○	◐	◐	◐	4.7	2.0	1.0	1.7	3	2	2	1	1	1	1	1	1	2	1	2	2	2	
Safety	S-11	○	○	○	○	○	◐	◐	○	◐	◐	●	4.5	1.5	1.0	2.0	3	1	1	1	1	1	1	1	2	2	1	2	2	3	
Safety	S-12	○	○	○	○	○	○	◐	○	◐	◐	●	4.3	1.5	1.0	1.8	3	1	1	1	1	1	1	1	1	2	1	2	2	3	
Traffic Control / Operations	C-3	●	●	◐	○	●	○	◐	◐	◐	●	●	6.1	1.5	2.4	2.2	1	1	3	1	3	3	2	1	3	1	2	2	3	3	
Transportation Alternatives	TA-2	◐	○	●	◐	◐	○	○	○	○	●	◐	4.5	1.0	2.0	1.5	1	1	1	1	2	1	3	2	2	1	1	1	1	3	2

Transportation Improvement Projects and Programs

Issaquah-Hobart Rd/Front St Corridor Study

Cost Key	Timing Key	Scoring Key
\$ \$0 - \$100K	2031 + Long	○ Limited to no benefit
\$\$ \$100K - \$1M	2025-2030 Mid	◐ Some benefit
\$\$\$ \$1 - \$5M	2018-2024 Short	● Greater benefit
\$\$\$\$ \$5 - \$10M		
\$\$\$\$\$ \$10M+		

Type	Project ID	In Adopted Plan?	Jurisdiction	Project Name	Project Description	Benefits	Impacts	Notes	Cost Range	Cost Estimate (2018 \$)	Timing	Safety			
												Crash Reductions	Non Motorized	Emergency Response	Access Management
PROJECTS NOT RECOMMENDED AT THIS TIME															
Widening/Realignment	W-7	-	City of Issaquah	Front St / 2nd Ave SE Intersection	Signal enhancement with a westbound left turn lane and shared left/right turn lane. Includes an additional southbound receiving lane that merges.	• Slight decrease in intersection delay	• Potential ROW impacts • Traffic will be required to merge when the extra lane begins and ends	The project is not recommended at this time as not enough reduction in delay would be realized compared to the potential costs of the improvement.	\$\$\$	-	N/A	◐	○	◐	○
Widening/Realignment	W-8	-	King County	Issaquah-Hobart Rd City Limits to Cedar Grove Rd	Widen roadway to add two-way left-turn lane and shoulders. Does not include widening of Fifteen-Mile Creek Bridge.	• Alleviates spot congestion issues due to turning vehicles • Improves corridor safety • Improves safety and access to adjoining properties	• High cost of widening roadway • Potential environmental issues • Potential ROW impacts	The project is not recommended at this time due to the high cost and impacts of widening the corridor.	\$\$\$\$\$	-	N/A	●	◐	●	◐
Widening/Realignment	W-9	-	City of Issaquah	Front St / Newport Way Southbound Right Turn/Through Lane Intersection	Widen roadway to add a southbound right turn/through lane (see project AM-1 for details). Includes widening south of the intersection and signal upgrades	• Alleviate congestion and improve intersection LOS • Eliminate channelized eastbound right-turn • Provide for transit or HOV queue jump • Improve safety by eliminating free eastbound right turn, which eliminates potential merging issues and decreases number of conflict points for non-motorized users	• Potential ROW impacts • Potential conflicts with pedestrians • Potential loss of on-street parking • Greater pedestrian crossing length	The project is not recommended at this time as not enough travel time benefit would be realized compared to the potential costs of the improvement.	\$\$\$	-	N/A	◐	◐	◐	○
Widening/Realignment	W-10	-	King County	Channelized Left Turn Expansions Intersections	Extend left turn lanes along the corridor that are over capacity to a minimum of 400' to prevent turning traffic from backing into through-lanes. Locations include May Valley Rd & Cedar Grove Rd	• Alleviate congestion and improve intersection LOS • Improve safety by creating more space for turning vehicles so they don't block through movements, lessening likelihood of rear-end collisions	• Potential ROW impacts	The project is not recommended because the installation of roundabouts at the two intersections will address the need for left-turn lanes.	\$\$\$	-	N/A	◐	○	◐	○
Widening/Realignment	W-11	-	King County	Issaquah-Hobart Rd City Limits to SR 18	Widen shoulders along length of the corridor to allow for shoulder use during peak commuting hours. Shoulders could also be used for school bus pullouts. See also NM-1.	• Alleviate congestion and improve intersection LOS	• High cost of widening roadway and reconfiguring curb cuts • Potential conflicts with pedestrians • Potential environmental issues	The project is not recommended due to the high cost and impacts of widening the corridor. In addition, using shoulders for peak commuting hours would likely create unnecessary safety issues with bicycles, pedestrians, or turning vehicles.	\$\$\$\$\$	-	N/A	○	○	●	○
Widening/Realignment	W-12	-	King County	School Bus Pullouts City Limits to May Valley Rd	Designated areas off-roadway with enough room for buses to exit and enter traffic safely.	• Reduce congestion during school pick up and drop off hours • Improve safety for children boarding and alighting bus	• Buses could experience significant difficulty re-entering traffic • The location of bus stops change over time	The project is not recommended as there is no support from the school district and most bus stops are off corridor, or change locations over time.	\$\$	-	N/A	○	●	○	○
Widening/Realignment	W-13	-	City of Issaquah	Time of Day Parking Restrictions Downtown Front St	Restrict on-street parking on Front St between Sunset and Newport for southbound traffic during the PM peak hours to allow for transit/HOV queue jump. Lane would be used as right-turn only lane during non-peak hours	• Alleviate congestion by reducing parking maneuvering delays	• Limited access to businesses without off-street parking during peak hour travel	The project is not recommended at this time as the City is conducting a parking study that will look at enforcement of parking restrictions and further restrictions in this area. Project would need to be coordinated with Parks Department as Front Street Park (currently undeveloped) may need on-street parking.	\$\$	-	N/A	◐	○	○	○
Widening/Realignment	W-14	-	City of Issaquah	Front St / Sunset Way Intersection	Restrict left-turns onto Sunset Way from Front Street during peak hour traffic to prevent turning traffic from backing up into through lane.	• Alleviate congestion • Improve pedestrian and vehicular safety with fewer conflict points	• Limited access to Sunset Way during peak hour traffic • Left-turn traffic distributed to other roadways may cause congestion at other intersections/roadway	Project is not recommended as it would be difficult to restrict left-turns during the peak hours, and would result in reduced overall access and mobility in the City's downtown business district.	\$	-	N/A	◐	◐	○	○
Non-Motorized Network	NM-3	-	King County & City of Issaquah	Multi-use Trail 2nd Ave to Poo Poo Point Parking Area	Construct a 10' to 12' wide multi-use trail installed on the east side of the roadway from 2nd Ave to Poo Poo Point parking area.	• Improve traffic operations, safety, and comfort for non-motorized users along the corridor • Improve park and trail access	• Cost of new trail ROW, and associated utility placement or replacement costs • Cost of implementation • Potential environmental issues	The project is not recommended at this time due to other higher priorities. If this project were revisited in the future, it would be a first phase to build off-corridor facilities for pedestrians and bicyclists to connect to Poo Poo Point and other designations south of Issaquah. It supports the City of Issaquah Parks Strategic Plan vision for more north/south connections.	\$\$\$	-	N/A	○	●	○	○
Non-Motorized Network	NM-4	-	King County	Multi-use Trail Poo Poo Point Parking Area to Cedar Grove Rd	10' multiuse trail installed on the east side of the roadway from Poo Poo Point parking lot to Cedar Grove Rd. Dependent upon widening of Fifteen-Mile Creek bridge.	• Improve traffic operations, safety, and comfort for non-motorized users along the corridor	• Cost of new trail ROW, and associated utility placement or replacement costs • Cost of implementation • Potential environmental issues	The project would likely be a second phase to build off corridor facilities for pedestrians and bicyclists to connect to designations south of Poo Poo Point.	\$\$\$\$	-	N/A	○	●	○	○
Non-Motorized Network	NM-5	-	King County & City of Issaquah	Non-Motorized Shoulders Entire Corridor	Widen shoulders to at least 5' along length of the corridor, and designate as bike lane. Include 2' buffers, such as dashed white lines, between car travel lanes and bicycle lane. See also W-8.	• Improve traffic operations, safety, and comfort for non-motorized users along the corridor	• High cost of widening roadway • Potential environmental issues	The project is not recommended at this time due to the high cost and impacts of widening the corridor, and still results in facilities not attractive to pedestrians or bicyclists.	\$\$\$\$	-	N/A	◐	●	○	○
Non-Motorized Network	NM-6	-	City of Issaquah	Pedestrian Scramble at Sunset Way / Front St Intersection	Implement a bike/ped only phase at the intersection of Front St and Sunset Blvd, with no vehicle through or turning movements allowed.	• Improve safety and comfort for non-motorized users at intersection • Fewer delays for turning vehicles during green phases	• Negative impact on intersection LOS and travel times along this section of the corridor • Longer wait times between cycles for both vehicles and pedestrians	The project is not recommended for further consideration due to significant impacts to the overall operations of the signal resulting in long queues, and delays for all users.	\$	-	N/A	○	●	○	○
Safety	S-13	-	King County	Poo Poo Point Trailhead Parking	Move entrance to the north end and exit to the south end of parking lot, and narrow lanes as enter and exit only. Create additional parking spaces as this allows. Alternative could include expansion of parking lot.	• Space for 5 to 6 additional parking spaces at Poo Poo Point Trailhead • Alleviated need for spillover parking along the shoulders of Issaquah-Hobart Rd	• Potential parking lot maneuverability impacts	Planning Level Costs Prepared. King County Parks Department has a planned improvement for the Poo Poo Point parking lot and will construct when funding is available.	\$\$	-	N/A	○	○	○	●
Transportation Alternatives	TA-3	-	King County & City of Issaquah	Park & Ride / Car Share Site South end of Issaquah-Hobart Rd	Park and ride site near the intersection of Issaquah-Hobart Rd and SR-18 to accommodate carpools, vanpools, shuttles, and other alternative transportation along the corridor. Site would also accommodate future transit development opportunities serving the corridor.	• Decreased single-occupancy vehicles along the Issaquah-Hobart Rd/Front St corridor • Improve travel options	• Cost of land, design, construction, and associated ROW/access	This project is not recommended at this time as it is regional in nature and will need buy-in from other jurisdictions to implement. The details are beyond the scope of the corridor study.	\$\$\$\$	-	N/A	○	○	○	○

Transportation

Issaquah-Hobart F

Type	Project ID	Mobility					Implementation						TOTALS				Safety				Mobility					Implementation								
		Reliability	Intersections	Public Transportation	Non-Motorized	Freight Access	Preservation	Costs	Funding Ability	Project Readiness	Neighborhood Impacts	Phasing	TOTAL	Safety	Mobility	Imp	Crash Reductions	Non Motorized	Emergency Response	Access Management	Congestion	Intersections	Mass Transportation	Parking	Freight Movement	Preservation	Costs	Funding Ability	Project Readiness	Neighborhood Impacts	Phasing			
PROJECTS NOT RE																																		
Widening/Realignment	W-7	☹	☹	○	○	☹	○	○	☹	○	○	○	4.3	1.5	1.6	1.2	2	1	2	1	2	2	1	1	2	1	1	2	1	1	2	1	1	1
Widening/Realignment	W-8	●	●	●	☹	●	○	○	○	○	○	☹	6.5	2.5	2.8	1.2	3	2	3	2	3	3	3	2	3	1	1	1	1	1	1	1	2	
Widening/Realignment	W-9	☹	☹	●	○	○	○	○	○	○	○	○	4.6	1.8	1.8	1.0	2	2	2	1	2	2	3	1	1	1	1	1	1	1	1	1	1	
Widening/Realignment	W-10	●	●	○	○	●	○	○	○	○	☹	☹	5.0	1.5	2.2	1.3	2	1	2	1	3	3	1	1	3	1	1	1	1	1	2	2	2	
Widening/Realignment	W-11	☹	☹	☹	○	☹	○	○	○	○	○	☹	4.5	1.5	1.8	1.2	1	1	3	1	2	2	2	1	2	1	1	1	1	1	1	1	2	
Widening/Realignment	W-12	☹	○	●	☹	○	○	☹	○	☹	○	●	5.0	1.5	1.8	1.7	1	3	1	1	2	1	3	2	1	1	2	1	2	1	2	1	3	
Widening/Realignment	W-13	☹	○	○	○	○	○	●	●	●	○	●	4.8	1.3	1.2	2.3	2	1	1	1	2	1	1	1	1	3	3	3	3	1	3	3		
Widening/Realignment	W-14	☹	●	☹	○	☹	○	☹	☹	☹	○	○	5.0	1.5	2.0	1.5	2	2	1	1	2	3	2	1	2	1	2	2	2	2	1	1		
Non-Motorized Network	NM-3	○	○	○	●	○	○	○	○	○	○	●	☹	4.4	1.5	1.4	1.5	1	3	1	1	1	1	3	1	1	1	1	1	1	3	2	2	
Non-Motorized Network	NM-4	○	○	○	●	○	○	○	○	○	○	●	☹	4.4	1.5	1.4	1.5	1	3	1	1	1	1	3	1	1	1	1	1	1	3	2	2	
Non-Motorized Network	NM-5	○	○	○	●	○	○	○	☹	○	○	●	4.7	1.8	1.4	1.5	2	3	1	1	1	1	3	1	1	1	2	1	1	1	3	3		
Non-Motorized Network	NM-6	○	○	○	☹	○	○	●	○	☹	○	○	4.2	1.5	1.2	1.5	1	3	1	1	1	1	2	1	1	3	1	2	1	1	1	1		
Safety	S-13	☹	○	○	●	○	○	☹	○	●	●	○	4.9	1.5	1.6	1.8	1	1	1	3	2	1	1	3	1	1	2	1	3	3	3	1	1	
Transportation Alternatives	TA-3	☹	○	●	☹	☹	○	○	☹	○	☹	☹	4.5	1.0	2.0	1.5	1	1	1	1	2	1	3	2	2	1	1	2	1	2	2	2	2	

W-1- Issaquah-Hobart Road and May Valley Road (Roundabout Option)

Intersection Improvement



Construct intersection improvements that include either additional through lanes with a signal or a 2-lane roundabout at the intersection of Issaquah-Hobart Road and May Valley Road. For purposes of the cost estimate and preliminary design efforts, a 2-lane 130-foot diameter roundabout with a northbound slip lane is assumed.

Additional detailed design evaluation is needed to confirm feasibility and costs. The final analysis should include more analysis that takes into account corridor progression, effects of upstream and downstream queueing, stop controlled intersections, and merge delays for each alternative. This analysis will be completed prior to final project design.

Potential Impacts:

- ROW acquisition
- Traffic will be required to merge when the extra lane begins and ends
- Potential impacts to heavy trucks
- Potential environmental impacts

Evaluation Criteria Score

- ◆ **Safety** (Some Benefit)
- ◆ **Mobility** (Some Benefit)
- ◆ **Implementation** (Limited Benefit)

Project Elements

- ◆ 2-lane roundabout
- ◆ Northbound slip lane
- ◆ Sidewalks, lighting, and storm-water detention and treatment

Project Benefits

- ◆ Alleviates congestion and improve intersection LOS
- ◆ Improves system reliability
- ◆ Improves safety by reducing congestion which can lead to rear-end collisions.

Project Cost: \$2,353,000

Timing: Short (2018-2024)



Legend

Property Layers

Parcels



Elevation Contours

index contours - 100 foot



contours - 5 foot (below 1000 feet) and 10 foot



Environmentally Sensitive Areas

Potential landslide hazard areas (2016, see explanation---->)



Potential steep slope hazard areas (2016, see explanation---->)



Erosion hazard (1990 SAO)



Seismic hazard (1990 SAO)



Coal mine hazard (1990 SAO)



Stream (1990 SAO)

class 1

class 2 perennial

class 2 salmonid

class 3

... unclassified



Wetland (1990 SAO)



Sensitive area notice on title



Flooding info

FEMA preliminary 100-year floodplain



Parks and Trails

Regional Trails

Regional trails by type

Paved

Soft-surface

On-street

Under construction



Parks

King County

City

State

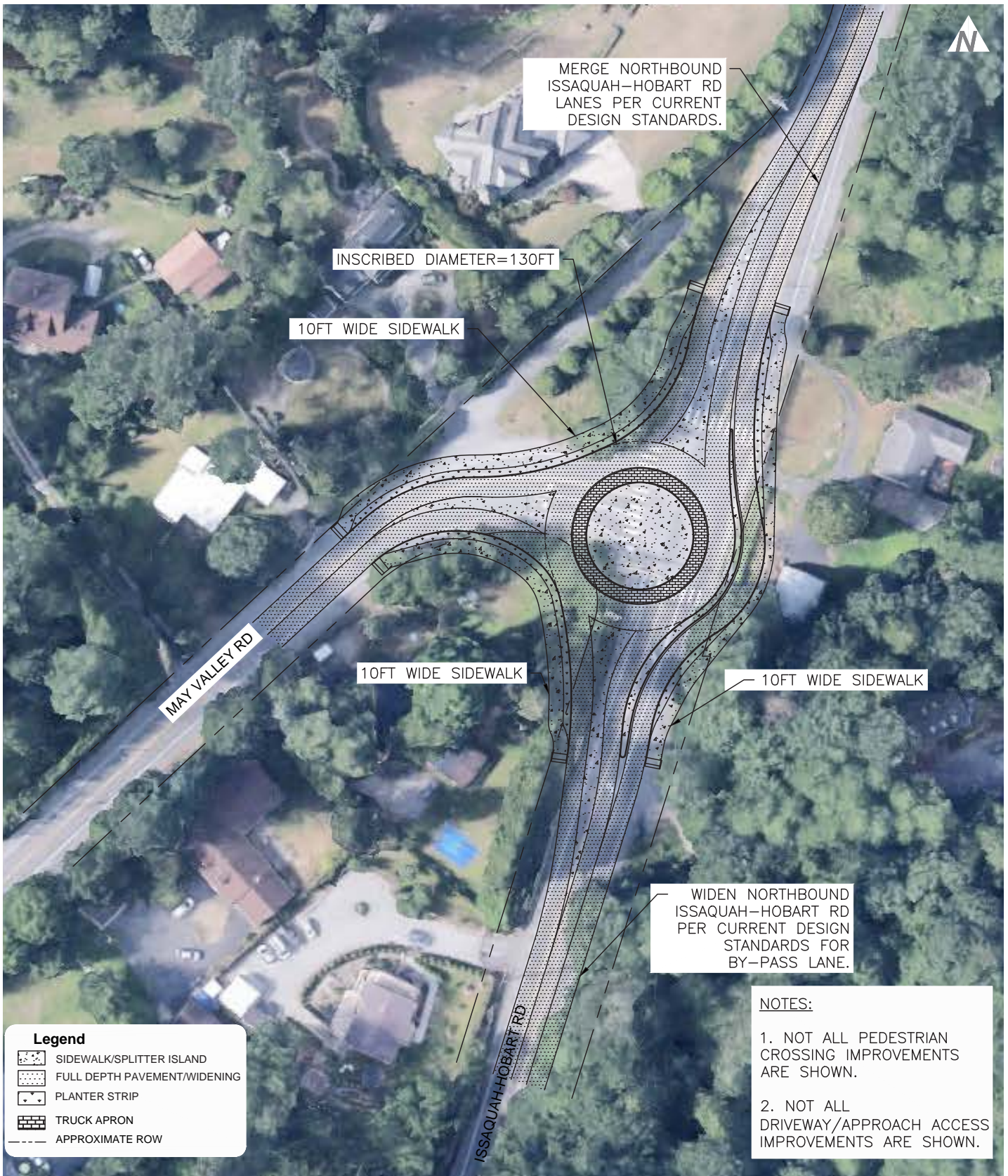
Other



W-1 - Issaquah Hobart Road & May Valley Road

Environmentally Sensitive Areas

*Data from King County at <https://gismaps.kingcounty.gov/iMap>



Issaquah-Hobart Rd and May Valley Rd Roundabout Concept

Planning Level Engineer's Opinion of Cost - W-1 Issaquah-Hobart Rd and SE May Valley Rd Roundabout

Transpo Job No.: 16540.00

Description of Work:

Construct 2-lane roundabout at the intersection of Issaquah-Hobart Rd and May Valley Rd with northbound slip lane.

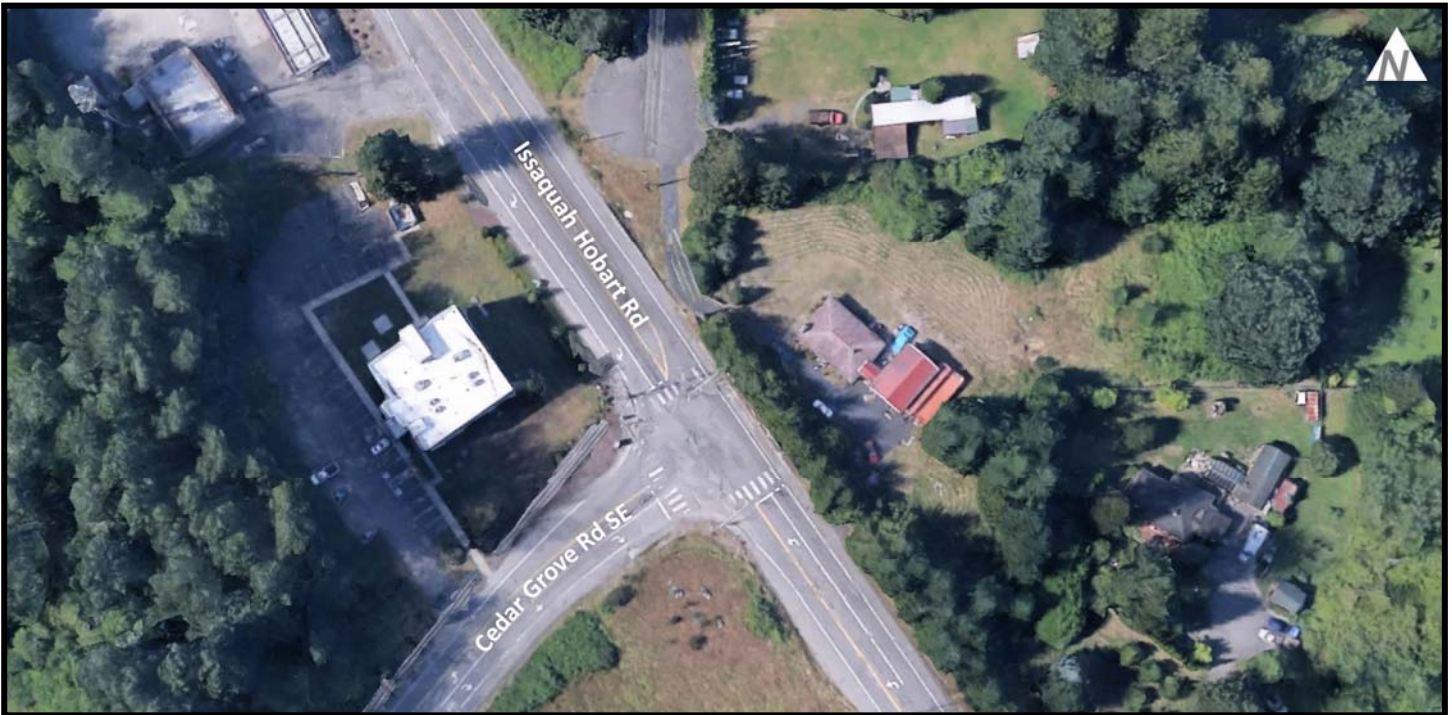
Last Edit: JAH - 3/6/2018
 Checked: CAC - 3/6/2018

Item Description	Quantity	Unit	Unit Cost	Total
MINOR CHANGE	1	FA	\$ 20,000	\$ 20,000
CONSTRUCTION SURVEYING	1	LS	\$ 35,000	\$ 35,000
CLEARING AND GRUBBING	1	LS	\$ 15,000	\$ 15,000
ROADWAY EXCAVATION, INCL. HAUL	4,900	CY	\$ 30	\$ 147,000
PAVEMENT SAWCUTTING	1,000	LF	\$ 1.60	\$ 1,600
CRUSHED SURFACING TOP COURSE	700	TON	\$ 55	\$ 38,500
HMA CL. 1/2 IN. PG 64-22	1,600	TON	\$ 110	\$ 176,000
CEMENT CONC. SIDEWALK	1,000	SY	\$ 70	\$ 70,000
TRUCK APRON, CENTRAL ISLAND, SPLITTER ISLANDS	1,200	SY	\$ 90	\$ 108,000
CEMENT CONC. CURB RAMP	20	EA	\$ 3,500	\$ 70,000
GRAVEL BORROW INCL. HAUL	4,700	TON	\$ 25	\$ 117,500
BEAM GUARDRAIL TYPE 31-8 FT. LONG POST	300	LF	\$ 35	\$ 10,500
BEAM GUARDRAIL TYPE 31 NON-FLARED TERMINAL	1	EA	\$ 3,500	\$ 3,500
CHANNELIZATION AND SIGNING	1	LS	\$ 14,000	\$ 14,000
Subtotal₁				\$ 827,000
Project Temporary Traffic Control (10% of Subtotal ₁)				\$ 83,000
Mobilization (10% of Subtotal ₁)				\$ 83,000
Landscaping (10% of Subtotal ₁)				\$ 83,000
Stormwater Improvements (35% of Subtotal ₁)				\$ 290,000
Temporary Erosion and Sediment Control (3% of Subtotal ₁)				\$ 25,000
Utility Adjustments (20% of Subtotal ₁)				
Subtotal₂				\$ 564,000
20% Contingency (Subtotal ₁ + Subtotal ₂)				\$ 279,000
CONSTRUCTION ESTIMATE (Subtotal₁ + Subtotal₂ + Contingency)				\$ 1,670,000
Construction Administration (15% of Construction Estimate)				\$ 251,000
Design Engineering (15% of Construction Estimate)				\$ 251,000
CONSTRUCTION ADMIN AND DESIGN ENGINEERING ESTIMATE				\$ 502,000
Right of Way (\$10/SF) - 18,100SF				\$ 181,000
TOTAL PROJECT ESTIMATE (2018 Dollars)				\$ 2,353,000
TOTAL PROJECT ESTIMATE (2024 Dollars with 2% Annual Inflation)				\$ 2,650,000

1. Estimates for construction costs are based on the best information available at this time and will require adjustments as more detailed information becomes available.

W-2 - Issaquah-Hobart Road and Cedar Grove Road (Roundabout Option)

Intersection Improvement



Construct intersection improvements that include either additional through lanes with a signal or a 2-lane roundabout at the intersection of Issaquah-Hobart Road and Cedar Grove Road. For purposes of the cost estimate and preliminary design efforts, a 2-lane 130-foot diameter roundabout with a northbound slip lane is assumed.

Additional detailed design evaluation is needed to confirm feasibility and costs. The final analysis should include more analysis that takes into account corridor progression, effects of upstream and downstream queueing, stop controlled intersections, and merge delays for each alternative. This analysis will be completed prior to final project design.

Potential Impacts:

- ROW acquisition
- Traffic will be required to merge when the extra lane begins and ends
- Potential impacts to heavy trucks
- Potential environmental impacts

Evaluation Criteria Score

- ◆ **Safety** (Some Benefit)
- ◆ **Mobility** (Some Benefit)
- ◆ **Implementation** (Limited Benefit)

Project Elements

- ◆ 2-lane roundabout
- ◆ Northbound slip lane
- ◆ Sidewalks, lighting, and storm-water detention and treatment

Project Benefits

- ◆ Alleviates congestion and improve intersection LOS
- ◆ Improves system reliability
- ◆ Improves safety by reducing congestion which can lead to rear-end collisions

Project Cost: \$3,303,000

Timing: Mid (2025-2030)



Legend

Property Layers

- Parcels

Elevation Contours

- index contours - 100 foot
- contours - 5 foot (below 1000 feet) and 10 foot

Environmentally Sensitive Areas

- Potential landslide hazard areas (2016, see explanation-->)
- Potential steep slope hazard areas (2016, see explanation-->)
- Erosion hazard (1990 SAO)
- Seismic hazard (1990 SAO)
- Coal mine hazard (1990 SAO)
- Stream (1990 SAO)
 - class 1
 - class 2 perennial
 - class 2 salmonid
 - class 3
 - unclassified
- Wetland (1990 SAO)
- Sensitive area notice on title

Flooding info

- FEMA preliminary 100-year floodplain

Parks and Trails

Regional Trails

Regional trails by type

- Paved
- Soft-surface
- On-street
- Under construction

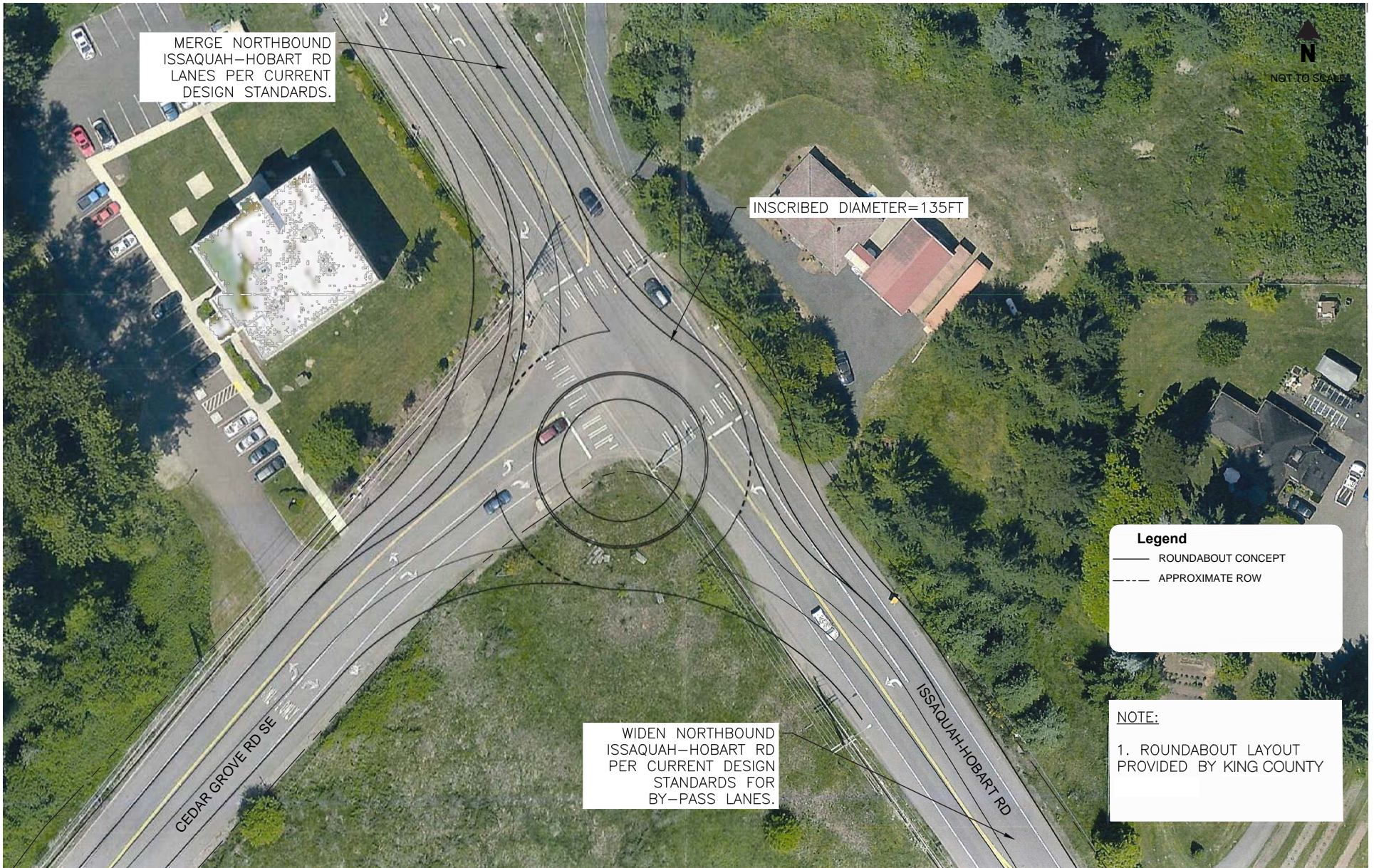
Parks

- King County
- City
- State
- Other

W-2 - Issaquah-Hobart Road and Cedar Grove Rd Roundabout

Environmentally Sensitive Areas

*Data from King County at <https://gismaps.kingcounty.gov/iMap>



Issaquah-Hobart Rd and Cedar Grove Rd Roundabout Concept

Issaquah-Hobart Rd/Front St Corridor Study

Planning Level Engineer's Opinion of Cost - W-2 Issaquah-Hobart Rd and Cedar Grove Rd Roundabout

Transpo Job No.: 16540.00

Description of Work:

Construct 2-lane roundabout at the intersection of Issaquah-Hobart Rd and Cedar Grove Rd with northbound slip lane.

Last Edit: JAH - 3/6/2018

Checked: CAC - 3/6/2018

Item Description	Quantity	Unit	Unit Cost	Total
MINOR CHANGE	1	FA	\$ 20,000	\$ 20,000
CONSTRUCTION SURVEYING	1	LS	\$ 35,000	\$ 35,000
CLEARING AND GRUBBING	1	LS	\$ 20,000	\$ 20,000
ROADWAY EXCAVATION, INCL. HAUL	7,100	CY	\$ 30	\$ 213,000
PAVEMENT SAWCUTTING	1,400	LF	\$ 2	\$ 2,240
CRUSHED SURFACING TOP COURSE	1,600	TON	\$ 55	\$ 88,000
HMA CL. 1/2 IN. PG 64-22	2,100	TON	\$ 110	\$ 231,000
CEMENT CONC. SIDEWALK	1,800	SY	\$ 70	\$ 126,000
TRUCK APRON, CENTRAL ISLAND, SPLITTER ISLANDS	2,100	SY	\$ 90	\$ 189,000
CEMENT CONC. CURB RAMP	20	EA	\$ 3,500	\$ 70,000
GRAVEL BORROW INCL. HAUL	7,100	TON	\$ 25	\$ 177,500
CHANNELIZATION AND SIGNING	1	LS	\$ 14,000	\$ 14,000
Subtotal ₁				\$ 1,186,000
Project Temporary Traffic Control (10% of Subtotal ₁)				\$ 119,000
Mobilization (10% of Subtotal ₁)				\$ 119,000
Landscaping (5% of Subtotal ₁)				\$ 60,000
Stormwater Improvements (25% of Subtotal ₁)				\$ 297,000
Temporary Erosion and Sediment Control (3% of Subtotal ₁)				\$ 36,000
Utility Adjustments (20% of Subtotal ₁)				
Subtotal ₂				\$ 631,000
20% Contingency (Subtotal ₁ + Subtotal ₂)				\$ 364,000
CONSTRUCTION ESTIMATE (Subtotal₁ + Subtotal₂ + Contingency)				\$ 2,181,000
Construction Administration (15% of Construction Estimate)				\$ 328,000
Design Engineering (15% of Construction Estimate)				\$ 328,000
CONSTRUCTION ADMIN AND DESIGN ENGINEERING ESTIMATE				\$ 656,000
Right of Way (\$10/SF) - 46,600SF				\$ 466,000
TOTAL PROJECT ESTIMATE (2018 Dollars)				\$ 3,303,000
TOTAL PROJECT ESTIMATE (2030 Dollars with 2% Annual Inflation)				\$ 4,190,000

1. Estimates for construction costs are based on the best information available at this time and will require adjustments as more detailed information becomes available.

W-3 - Sunset Way Intersection Improvements

Intersection Improvement



Design and construct left-turn lanes on Sunset Way. Parking to be removed along the south side of Sunset Way west from the intersection. The traffic signal operation to change to 8 phases instead of split phased on Sunset Way.

This project is recommended to provide improved traffic flow, intersection operations, and pedestrian safety.

Impacts:

- ◆ Removal of seven on-street parking stalls along south side of Sunset Way west of Front Street
- ◆ Removal of pedestrian bulb-out on southwest corner of intersection
- ◆ Greater north-south pedestrian crossing length

Evaluation Criteria Score

- ◆ **Safety** (Great Benefit)
- ◆ **Mobility** (Some Benefit)
- ◆ **Implementation** (Limited Benefit)

Project Elements

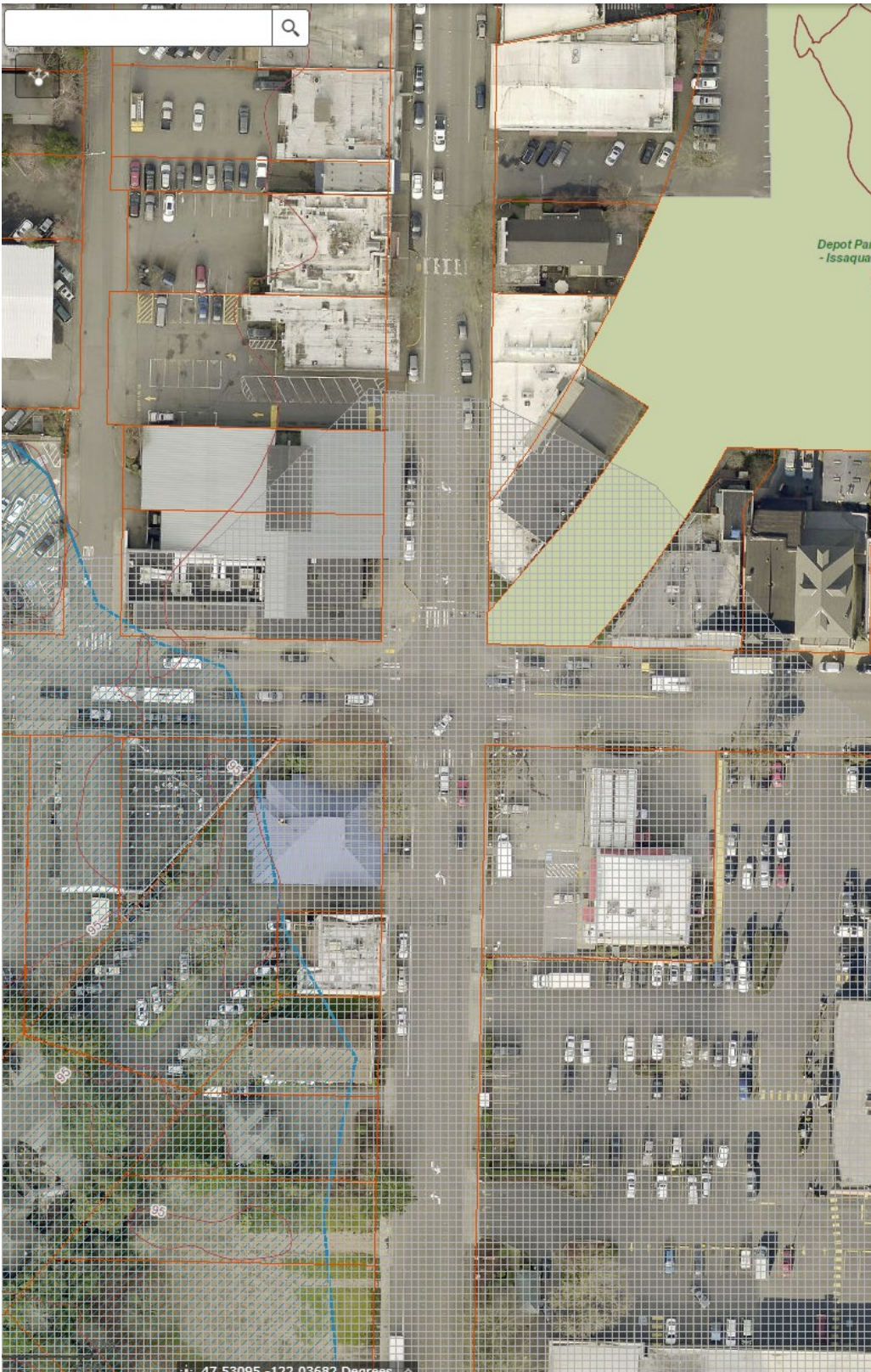
- ◆ Construct left turn lanes on Sunset Way
- ◆ Signal modifications

Project Benefits

- ◆ Alleviates congestion and improves intersection LOS
- ◆ Improves safety by reducing potential for collisions, particularly left-turn and rear-end
- ◆ Improves local mobility and circulation

Project Cost: \$671,000

Timing: Mid (2025-2030)



Legend

Property Layers

Parcels



Elevation Contours

index contours - 100 foot



contours - 5 foot (below 1000 feet) and 10 foot



Environmentally Sensitive Areas

Potential landslide hazard areas (2016, see explanation--->)



Potential steep slope hazard areas (2016, see explanation--->)



Erosion hazard (1990 SAO)



Seismic hazard (1990 SAO)



Coal mine hazard (1990 SAO)



Stream (1990 SAO)

class 1



class 2 perennial



class 2 salmonid



class 3



... unclassified

Wetland (1990 SAO)



Sensitive area notice on title



Flooding info

FEMA preliminary 100-year floodplain



Parks and Trails

Regional Trails

Regional trails by type

Paved



Soft-surface



On-street



Under construction



Parks

King County



City



State



Other



W-3 - Sunset Way Intersection Improvements

Environmentally Sensitive Areas

*Data from King County at <https://gismaps.kingcounty.gov/iMap>



Front St and Sunset Way Channelization Concept

Issaquah-Hobart Rd/Front St Corridor Study

FIGURE

transpogroup **W-3**

Planning Level Engineer's Opinion of Cost - W-3 Front St/Sunset Way

Transpo Job No.: 16540.00

Description of Work:

Design and construct left-turn lanes on Sunset Way. Parking to be removed along Sunset Way and traffic signal operation to change to 8 phases instead of split phased on Sunset Way.

Last Edit: JAH - 3/6/2018
Checked: CAC - 3/6/2018

Item Description	Quantity	Unit	Unit Cost	Total
MINOR CHANGE	1	FA	\$ 10,000	\$ 10,000
CONSTRUCTION SURVEYING	1	LS	\$ 12,000	\$ 12,000
ROADWAY EXCAVATION, INCL. HAUL	100	CY	\$ 30	\$ 3,000
REMOVING CEMENT CONC. SIDEWALK	200	SY	\$ 33	\$ 6,600
REMOVING CEMENT CONC. TRAFFIC CURB AND GUTTER	200	LF	\$ 16	\$ 3,200
PAVEMENT SAWCUTTING	200	LF	\$ 1.60	\$ 320
CRUSHED SURFACING TOP COURSE	100	TON	\$ 55	\$ 5,500
HMA CL. 1/2 IN. PG 64-22	100	TON	\$ 110	\$ 11,000
CEMENT CONC. SIDEWALK	400	SY	\$ 70	\$ 28,000
CEMENT CONC. TRAFFIC CURB AND GUTTER	200	LF	\$ 55	\$ 11,000
CEMENT CONC. TRAFFIC CURB	200	LF	\$ 45	\$ 9,000
CEMENT CONC. CURB RAMP	4	EA	\$ 3,500	\$ 14,000
TRAFFIC SIGNAL SYSTEM MODIFICATIONS	1	LS	\$ 100,000	\$ 100,000
CHANNELIZATION AND SIGNING	1	LS	\$ 13,000	\$ 13,000
Subtotal ₁				\$ 227,000
Project Temporary Traffic Control (10% of Subtotal ₁)				\$ 23,000
Mobilization (10% of Subtotal ₁)				\$ 23,000
Landscaping (10% of Subtotal ₁)				\$ 23,000
Stormwater Improvements (35% of Subtotal ₁)				\$ 80,000
Temporary Erosion and Sediment Control (3% of Subtotal ₁)				\$ 7,000
Utility Adjustments (20% of Subtotal ₁)				\$ 46,000
Subtotal ₂				\$ 202,000
20% Contingency (Subtotal ₁ + Subtotal ₂)				\$ 86,000
CONSTRUCTION ESTIMATE (Subtotal₁ + Subtotal₂ + Contingency)				\$ 515,000
Construction Administration (15% of Construction Estimate)				\$ 78,000
Design Engineering (15% of Construction Estimate)				\$ 78,000
CONSTRUCTION ADMIN AND DESIGN ENGINEERING ESTIMATE				\$ 156,000
Right of Way (\$10/SF)				
TOTAL PROJECT ESTIMATE (2018 Dollars)				\$ 671,000
TOTAL PROJECT ESTIMATE (2030 Dollars with 2% Annual Inflation)				\$ 851,000

1. Estimates for construction costs are based on the best information available at this time and will require adjustments as more detailed information becomes available.

W-4 - Issaquah Hobart Road & May Valley Road (Interim)

Intersection Improvement



Extend northbound left and eastbound right turn lanes at this intersection to prevent turning traffic, particularly truck traffic, from backing into through lanes. Adjust eastbound right turn radius to account for trucks turning onto Issaquah-Hobart Road.

This project was recommended for additional design evaluation to evaluate feasibility and costs as an interim solution that would allow for easier truck maneuvers given the increased truck volumes on May Valley Road, increasing throughput on Issaquah-Hobart Road.

Potential Impacts

- ROW needs
- Located near environmentally sensitive areas

Evaluation Criteria Score

- ◆ **Safety** (Limited Benefit)
- ◆ **Mobility** (Some Benefit)
- ◆ **Implementation** (Some Benefit)

Project Elements

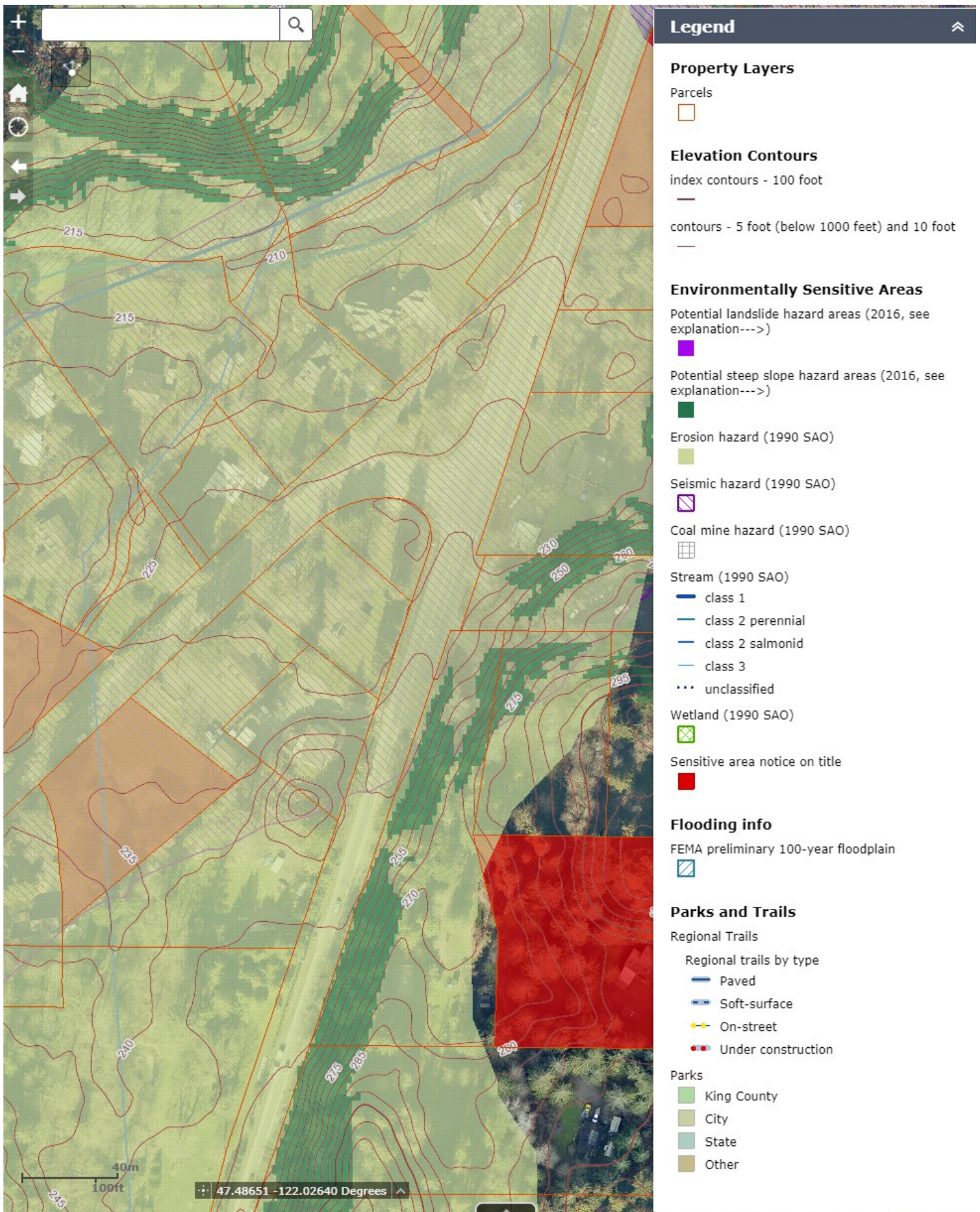
- ◆ Extend northbound left turn lane
- ◆ Extend eastbound right turn lane
- ◆ Additional turn radius for eastbound trucks turning right from May Valley Road

Project Benefits

- ◆ Improves safety for truck movements
- ◆ Alleviates congestion and improve intersection LOS

Project Cost: \$1,267,000

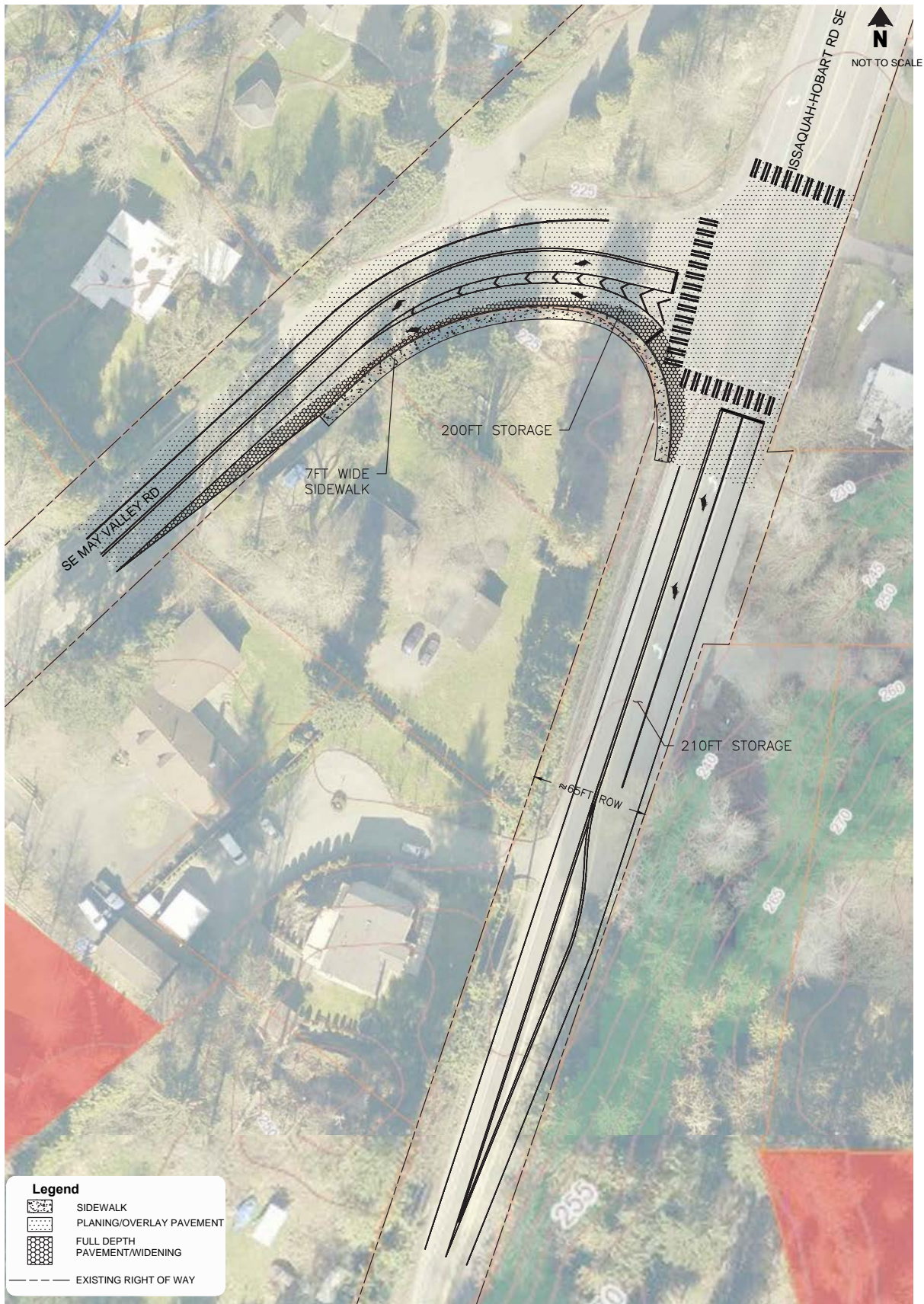
Timing: Short (2018-2024)



W-4 - Issaquah Hobart Road & May Valley Road (Interim)

Environmentally Sensitive Areas

*Data from King County at <https://gismaps.kingcounty.gov/iMap>



Issaquah-Hobart Rd SE and SE May Valley Rd (Interim) Concept

Issaquah-Hobart Rd/Front St Corridor Study

Planning Level Engineer's Opinion of Cost - W-4 Issaquah-Hobart Rd and SE May Valley Rd (Interim)

Transpo Job No.: 16540.00

Description of Work:

Extend northbound left and eastbound left turn lanes at this intersection to prevent turning traffic from backing into through lanes. Adjust eastbound right turn radius to account for trucks turning onto Issaquah-Hobart Road.

Last Edit: JAH - 3/6/2018

Checked: CAC - 3/6/2018

Item Description	Quantity	Unit	Unit Cost	Total
MINOR CHANGE	1	FA	\$ 20,000	\$ 20,000
CONSTRUCTION SURVEYING	1	LS	\$ 12,000	\$ 12,000
CLEARING AND GRUBBING	1	LS	\$ 10,000	\$ 10,000
ROADWAY EXCAVATION, INCL. HAUL	1,417	CY	\$ 30	\$ 42,500
PAVEMENT SAWCUTTING	350	LF	\$ 1.60	\$ 560
CRUSHED SURFACING TOP COURSE	134	TON	\$ 55	\$ 7,349
HMA CL. 1/2 IN. PG 64-22	592	TON	\$ 110	\$ 65,144
CEMENT CONC. SIDEWALK	200	SY	\$ 70	\$ 14,000
PLANING BITUMINOUS PAVEMENT	3,000	SY	\$ 14	\$ 42,000
CEMENT CONC. CURB RAMP TYPE PARALLEL	1	EA	\$ 3,500	\$ 3,500
GRAVEL BORROW INCL. HAUL	2,621	TON	\$ 25	\$ 65,521
BEAM GUARDRAIL TYPE 31-8 FT. LONG POST	250	LF	\$ 35	\$ 8,750
BEAM GUARDRAIL TYPE 31 NON-FLARED TERMINAL	1	EA	\$ 3,500	\$ 3,500
TRAFFIC SIGNAL SYSTEM	1	LS	\$ 150,000	\$ 150,000
CHANNELIZATION AND SIGNING	1	LS	\$ 15,500	\$ 15,500
Subtotal ₁				\$ 461,000
Project Temporary Traffic Control (10% of Subtotal ₁)				\$ 47,000
Mobilization (10% of Subtotal ₁)				\$ 47,000
Landscaping (10% of Subtotal ₁)				\$ 47,000
Stormwater Improvements (35% of Subtotal ₁)				\$ 162,000
Temporary Erosion and Sediment Control (3% of Subtotal ₁)				\$ 14,000
Utility Adjustments (20% of Subtotal ₁)				
Subtotal ₂				\$ 317,000
20% Contingency (Subtotal ₁ + Subtotal ₂)				\$ 156,000
CONSTRUCTION ESTIMATE (Subtotal₁ + Subtotal₂ + Contingency)				\$ 934,000
Construction Administration (15% of Construction Estimate)				\$ 141,000
Design Engineering (15% of Construction Estimate)				\$ 141,000
CONSTRUCTION ADMIN AND DESIGN ENGINEERING ESTIMATE				\$ 282,000
Right of Way (\$10/SF) - 5,100SF				\$ 51,000
TOTAL PROJECT ESTIMATE (2018 Dollars)				\$ 1,267,000
TOTAL PROJECT ESTIMATE (2024 Dollars with 2% Annual Inflation)				\$ 1,427,000

1. Estimates for construction costs are based on the best information available at this time and will require adjustments as more detailed information becomes available.

NM-1 - Trail Connection on 2nd Avenue

Intersection with Front Street



Construct a 10-foot sidewalk connecting and directing non-motorized traffic at Front Street and 2nd Avenue onto the Rainier Trail. Sidewalk will be on the southeast side of 2nd Avenue and will follow the roadway alignment. Includes corresponding wayfinding signage.

The project is recommended to better connect non-motorized users to the Rainier Trail and the planned pedestrian activated crossing. Improvement of this connection is part of the City of Issaquah Parks Strategic Plan and may be included in the City's Complete Streets Improvements.

Potential Impacts:

- Potential ROW acquisition.

Evaluation Criteria Score

- ◆ **Safety** (Some Benefit)
- ◆ **Mobility** (Limited Benefit)
- ◆ **Implementation** (Some Benefit)

Project Elements

- ◆ Sidewalk connection
- ◆ Signage

Project Benefits

- ◆ Improve safety and comfort for non-motorized users
- ◆ Decrease conflict points between motorized and non-motorized users along Front Street
- ◆ Direct non-motorized users to the Rainier Trail

Project Cost: \$761,000

Timing: Short (2018-2024)



NM-1 - Trail Connection at 2nd Ave

Environmentally Sensitive Areas

*Data from King County at <https://gismaps.kingcounty.gov/iMap>

Planning Level Engineer's Opinion of Cost - NM-1 Trail Connection at 2nd Ave

Transpo Job No.: 16540.00

Description of Work:

Construct a pathway connecting and directing non-motorized traffic at Front St and 2nd Ave onto the Rainier Trail. Includes corresponding signage.

Last Edit: JAH - 3/6/2018
 Checked: CAC - 3/6/2018

Item Description	Quantity	Unit	Unit Cost	Total
MINOR CHANGE	1	FA	\$ 10,000	\$ 10,000
CONSTRUCTION SURVEYING	1	LS	\$ 15,000	\$ 15,000
CLEARING AND GRUBBING	1	LS	\$ 10,000	\$ 10,000
REMOVING CEMENT CONC. SIDEWALK	100	SY	\$ 33	\$ 3,300
REMOVING CEMENT CONC. TRAFFIC CURB AND GUTTER	200	LF	\$ 16	\$ 3,200
ROADWAY EXCAVATION, INCL. HAUL	300	CY	\$ 30	\$ 9,000
CRUSHED SURFACING TOP COURSE	100	TON	\$ 55	\$ 5,500
PLANING BITUMINOUS PAVEMENT	1,200	SY	\$ 14	\$ 16,800
HMA CL. 1/2 IN. PG 64-22	300	TON	\$ 110	\$ 33,000
CEMENT CONC. TRAFFIC CURB AND GUTTER	300	LF	\$ 55	\$ 16,500
CEMENT CONC. SIDEWALK	300	SY	\$ 70	\$ 21,000
CEMENT CONC. CURB RAMP	1	EA	\$ 3,500	\$ 3,500
DRIVEWAY/APPROACH MODIFICATIONS	2	EA	\$ 1,200	\$ 2,400
GRAVEL BORROW INCL. HAUL	1,200	TON	\$ 25	\$ 30,000
TRAFFIC SIGNAL MODIFICATIONS	1	LS	\$ 15,000	\$ 15,000
ILLUMINATION SYSTEM	1	LS	\$ 40,000	\$ 40,000
CHANNELIZATION AND SIGNING	1	LS	\$ 10,000	\$ 10,000
Subtotal₁				\$ 245,000
Project Temporary Traffic Control (10% of Subtotal ₁)				\$ 25,000
Mobilization (10% of Subtotal ₁)				\$ 25,000
Landscaping (10% of Subtotal ₁)				\$ 25,000
Stormwater Improvements (35% of Subtotal ₁)				\$ 86,000
Temporary Erosion and Sediment Control (3% of Subtotal ₁)				\$ 8,000
Utility Adjustments (20% of Subtotal ₁)				\$ 49,000
Subtotal₂				\$ 218,000
20% Contingency (Subtotal ₁ + Subtotal ₂)				\$ 93,000
CONSTRUCTION ESTIMATE (Subtotal₁ + Subtotal₂ + Contingency)				\$ 556,000
Construction Administration (15% of Construction Estimate)				\$ 84,000
Design Engineering (15% of Construction Estimate)				\$ 84,000
CONSTRUCTION ADMIN AND DESIGN ENGINEERING ESTIMATE				\$ 168,000
Right of Way (\$10/SF) - 3,700SF				\$ 37,000
TOTAL PROJECT ESTIMATE (2018 Dollars)				\$ 761,000
TOTAL PROJECT ESTIMATE (2024 Dollars with 2% Annual Inflation)				\$ 858,000

1. Estimates for construction costs are based on the best information available at this time and will require adjustments as more detailed information becomes available.

S-1 - Front Street Access Management

Holly Street and Alder Place



Restrict left-turn movements along Front Street at Holly Street and Alder Place either permanently or during peak hours to alleviate congestion caused by turning vehicles backing up traffic in through lanes on Front Street and reduce potential for collisions. C-curbs to be placed to permanently restrict movements to right-in, right-out, but only where alternate routes are available.

Project is recommended for implementation to improve corridor safety and travel time reliability. Additional outreach and notification to adjoining property and business owners will be needed.

Potential Impacts:

- Delay or rerouting for those who wish to access destinations off Front Street

Evaluation Criteria Score

- ◆ **Safety** (Some Benefit)
- ◆ **Mobility** (Some Benefit)
- ◆ **Implementation** (Some Benefit)

Project Elements

- ◆ C-curb and signage to restrict turning movements

Project Benefits

- ◆ Alleviates congestion
- ◆ Improves traffic operations
- ◆ Improves safety for vehicles and pedestrians by reducing the number of conflict points

Project Cost: \$30,000

Timing: Mid (2025-2030)

Legend

Property Layers

Parcels



Elevation Contours

index contours - 100 foot



contours - 5 foot (below 1000 feet) and 10 foot



Environmentally Sensitive Areas

Potential landslide hazard areas (2016, see explanation--->)



Potential steep slope hazard areas (2016, see explanation--->)



Erosion hazard (1990 SAO)



Seismic hazard (1990 SAO)



Coal mine hazard (1990 SAO)



Stream (1990 SAO)

class 1

class 2 perennial

class 2 salmonid

class 3

unclassified

Wetland (1990 SAO)



Sensitive area notice on title



Flooding info

FEMA preliminary 100-year floodplain



Parks and Trails

Regional Trails

Regional trails by type

Paved

Soft-surface

On-street

Under construction

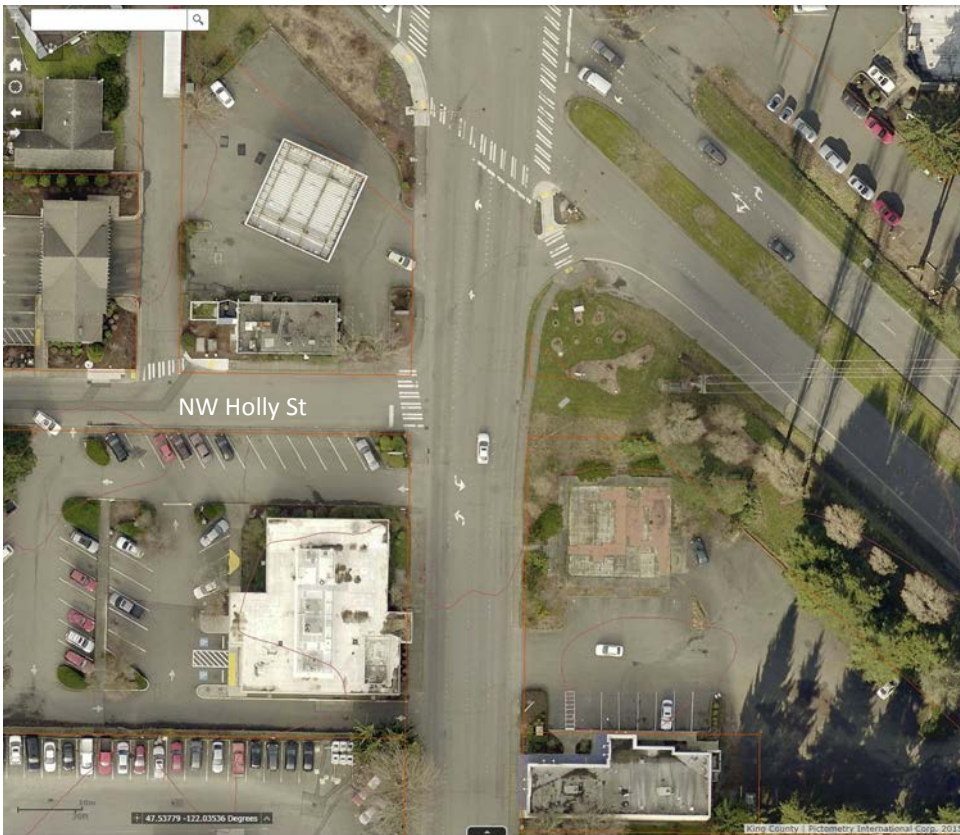
Parks

King County

City

State

Other



S-1 - Front Street Access Management

Environmentally Sensitive Areas

*Data from King County at <https://gismaps.kingcounty.gov/iMap>

Planning Level Engineer's Opinion of Cost - S-1 Front St Access Management at Holly St and Alder Pl

Transpo Job No.: 16540.00

Description of Work:

Restrict left-turn movements along Front Street at Holly Street and Alder Place either permanently or during peak hours to alleviate congestion caused by turning vehicles backing up traffic in through lanes on Front Street and reduce potential for collisions. C-curbs to be placed for permanent restrictions, to restrict movements to right-in, right-out only movements, but only where alternate routes are available.

Last Edit: JAH - 3/6/2018

Checked: CAC - 3/6/2018

Item Description	Quantity	Unit	Unit Cost	Total
MINOR CHANGE	1	FA	\$ 1,000	\$ 1,000
CONSTRUCTION SURVEYING	1	LS	\$ 1,500	\$ 1,500
C-CURB	300	LF	\$ 30	\$ 9,000
CHANNELIZATION AND SIGNING	1	LS	\$ 2,000	\$ 2,000
Subtotal₁				\$ 14,000
Project Temporary Traffic Control (10% of Subtotal ₁)				\$ 2,000
Mobilization (10% of Subtotal ₁)				\$ 2,000
Landscaping (10% of Subtotal ₁)				
Stormwater Improvements (35% of Subtotal ₁)				
Temporary Erosion and Sediment Control (3% of Subtotal ₁)				
Utility Adjustments (20% of Subtotal ₁)				
Subtotal₂				\$ 4,000
20% Contingency (Subtotal ₁ + Subtotal ₂)				\$ 4,000
CONSTRUCTION ESTIMATE (Subtotal₁ + Subtotal₂ + Contingency)				\$ 22,000
Construction Administration (15% of Construction Estimate)				\$ 4,000
Design Engineering (15% of Construction Estimate)				\$ 4,000
CONSTRUCTION ADMIN AND DESIGN ENGINEERING ESTIMATE				\$ 8,000
Right of Way (\$10/SF)				
TOTAL PROJECT ESTIMATE (2018 Dollars)				\$ 30,000
TOTAL PROJECT ESTIMATE (2030 Dollars with 2% Annual Inflation)				\$ 39,000

1. Estimates for construction costs are based on the best information available at this time and will require adjustments as more detailed information becomes available.

S-2 - Dogwood Street Intersection Improvements

Intersection Improvement

PROJECT AREA



Design and construction of intersection improvements, potentially re-aligning the intersection(s), new surfacing, curbs and gutters, storm drainage, utility adjustments, street lights, new traffic signal, and sidewalks to meet ADA requirements.

The channelization at the intersection is assumed to include left-turn lanes and shared through/right lanes on all four approaches.

The project is recommended to provide for improved side street access, and crossing safety for pedestrians and bicyclists.

Potential Impacts:

- Potential ROW needs
- Increased delays along Front Street

Evaluation Criteria Score

- ◆ **Safety** (Some Benefit)
- ◆ **Mobility** (Some Benefit)
- ◆ **Implementation** (Limited Benefit)

Project Elements

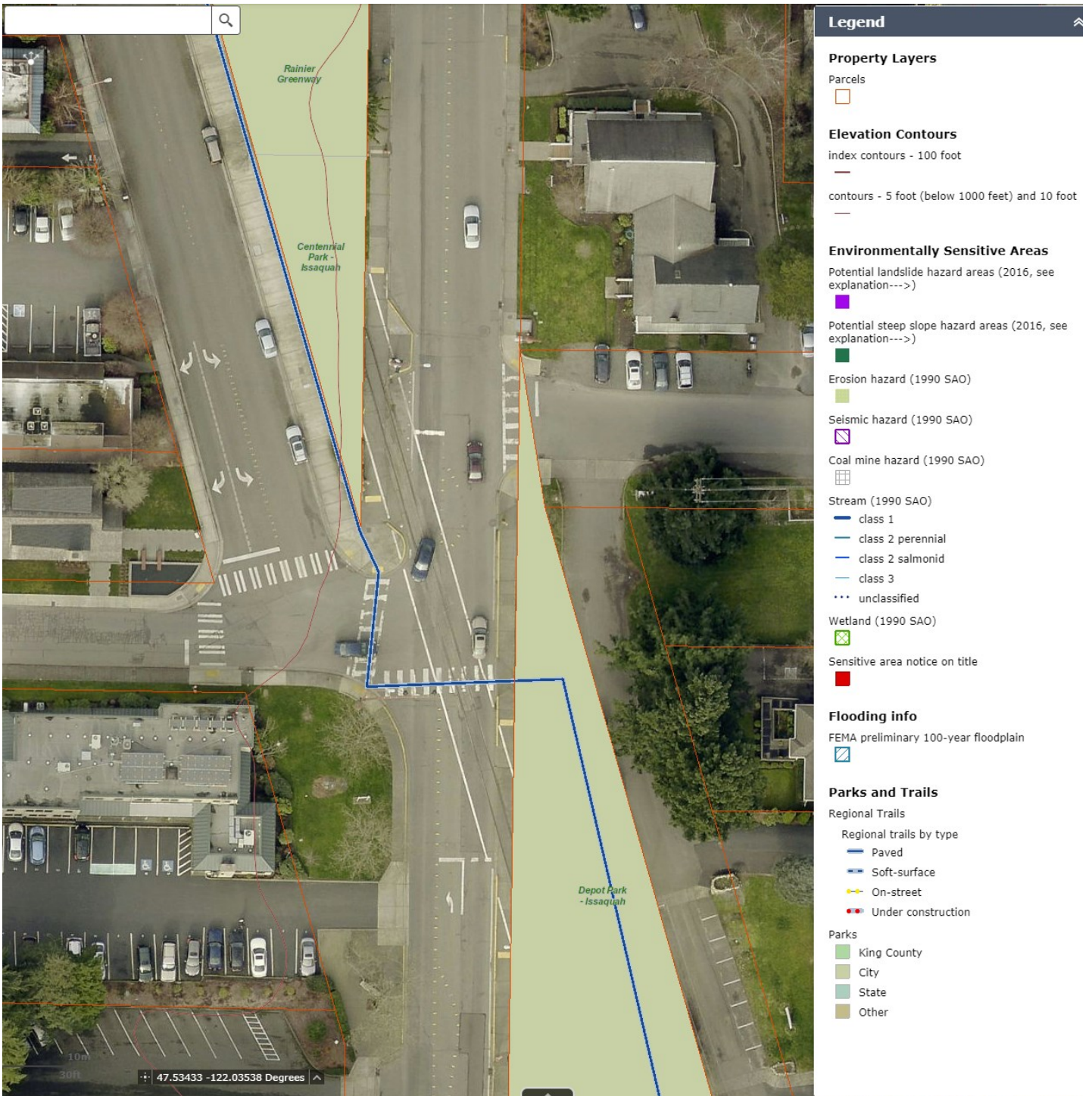
- ◆ Re-align Rainier Blvd to meet at NE Front St and NW Dogwood St

Project Benefits

- ◆ Improves pedestrian and vehicular safety by reducing conflict points and adding signal control for vehicles
- ◆ Improves access and trail crossing
- ◆ Provides local mobility and reduces side street delay

Project Cost: \$2,734,000

Timing: Mid (2025-2030)



S-2 - Dogwood Street Intersection Improvements

Environmentally Sensitive Areas

*Data from King County at <https://gismaps.kingcounty.gov/iMap>

Planning Level Engineer's Opinion of Cost - S-2 Front St/NW Dogwood St Intersection

Transpo Job No.: 16540.00

Description of Work:

Design and construction of intersection improvements, potentially re-aligning the intersection(s), new surfacing, curbs and gutters, storm drainage, utility adjustments, street lights, new traffic signal, and sidewalks to meet ADA.

Last Edit: JAH - 3/6/2018
Checked: CAC - 3/6/2018

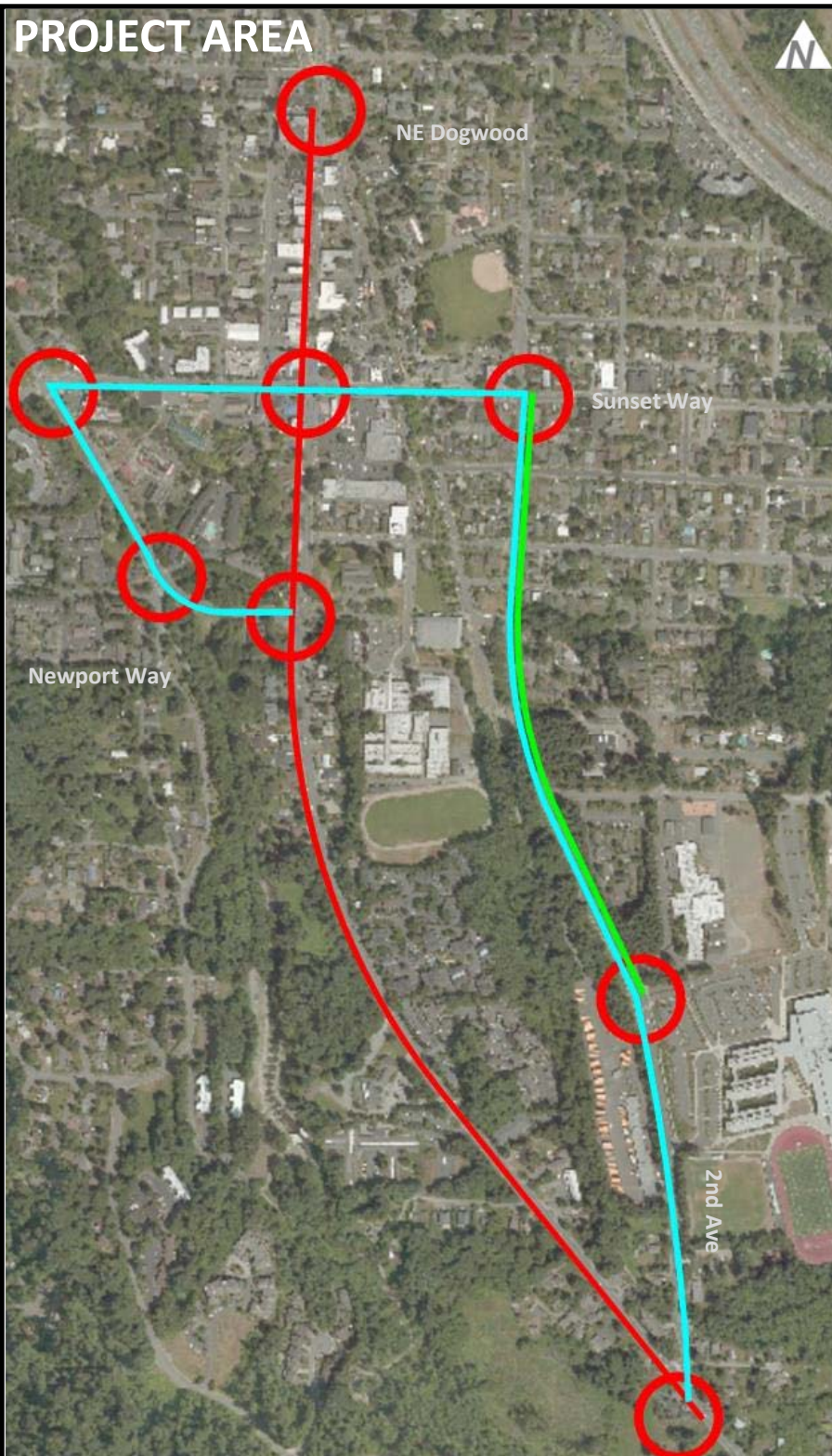
Item Description	Quantity	Unit	Unit Cost	Total
MINOR CHANGE	1	FA	\$ 20,000	\$ 20,000
CONSTRUCTION SURVEYING	1	LS	\$ 30,000	\$ 30,000
CLEARING AND GRUBBING	1	LS	\$ 10,000	\$ 10,000
ROADWAY EXCAVATION, INCL. HAUL	1,300	CY	\$ 30	\$ 39,000
PAVEMENT SAWCUTTING	400	LF	\$ 1.60	\$ 640
CRUSHED SURFACING TOP COURSE	700	TON	\$ 55	\$ 38,500
HMA CL. 1/2 IN. PG 64-22	700	TON	\$ 110	\$ 77,000
CEMENT CONC. SIDEWALK	600	SY	\$ 70	\$ 42,000
CEMENT CONC. TRAFFIC CURB AND GUTTER	500	LF	\$ 55	\$ 27,500
REMOVING CEMENT CONC. SIDEWALK	800	SY	\$ 33	\$ 26,400
REMOVING CEMENT CONC. TRAFFIC CURB AND GUTTER	700	LF	\$ 16	\$ 11,200
DRIVEWAY/APPROACH MODIFICATIONS	1	EA	\$ 1,200	\$ 1,200
CEMENT CONC. CURB RAMP TYPE PARALLEL	10	EA	\$ 3,500	\$ 35,000
GRAVEL BORROW INCL. HAUL	1,800	TON	\$ 25	\$ 45,000
ILLUMINATION SYSTEM	1	LS	\$ 50,000	\$ 50,000
AT GRADE RAIL CROSSING	1	LS	\$ 150,000	\$ 150,000
TRAFFIC SIGNAL SYSTEM	1	LS	\$ 300,000	\$ 300,000
CHANNELIZATION AND SIGNING	1	LS	\$ 20,000	\$ 20,000
Subtotal₁				\$ 924,000
Project Temporary Traffic Control (10% of Subtotal ₁)				\$ 93,000
Mobilization (10% of Subtotal ₁)				\$ 93,000
Landscaping (10% of Subtotal ₁)				\$ 93,000
Stormwater Improvements (35% of Subtotal ₁)				\$ 324,000
Temporary Erosion and Sediment Control (3% of Subtotal ₁)				\$ 28,000
Utility Adjustments (20% of Subtotal ₁)				\$ 185,000
Subtotal₂				\$ 816,000
20% Contingency (Subtotal ₁ + Subtotal ₂)				\$ 348,000
CONSTRUCTION ESTIMATE (Subtotal₁ + Subtotal₂ + Contingency)				\$ 2,088,000
Construction Administration (15% of Construction Estimate)				\$ 314,000
Design Engineering (15% of Construction Estimate)				\$ 314,000
CONSTRUCTION ADMIN AND DESIGN ENGINEERING ESTIMATE				\$ 628,000
Right of Way (\$10/SF) - 1,750SF				\$ 18,000
TOTAL PROJECT ESTIMATE (2018 Dollars)				\$ 2,734,000
TOTAL PROJECT ESTIMATE (2030 Dollars with 2% Annual Inflation)				\$ 3,468,000

1. Estimates for construction costs are based on the best information available at this time and will require adjustments as more detailed information becomes available.

C-1 - Adaptive Signal Control System

2nd Ave to NE Dogwood Street, including crossing corridors Newport Way, Sunset Way and 2nd Avenue

PROJECT AREA



This project would upgrade and implement new adaptive signal (ASC) technology to accommodate changing traffic volumes and optimize travel times along the corridor and adjacent intersections (8 total). Upgrades would include controller hardware and software, stop bar vehicle detection, and advance vehicle detection. New technologies for bicycle recognition can also be included.

ASC would be implemented along Front St and crossing corridors including Newport Way, Sunset Way, and 2nd Ave, as they operate as an interconnected system.

ASC is most effective when traffic demand is variable, such as during high school events and peak hour shoulder periods. ASC also supports local mobility including side street demand, various transportation modes, and off-peak hours.

Evaluation Criteria Score

- ◆ **Safety** (Some Benefit)
- ◆ **Mobility** (Some Benefit)
- ◆ **Implementation** (Some Benefit)

Project Elements

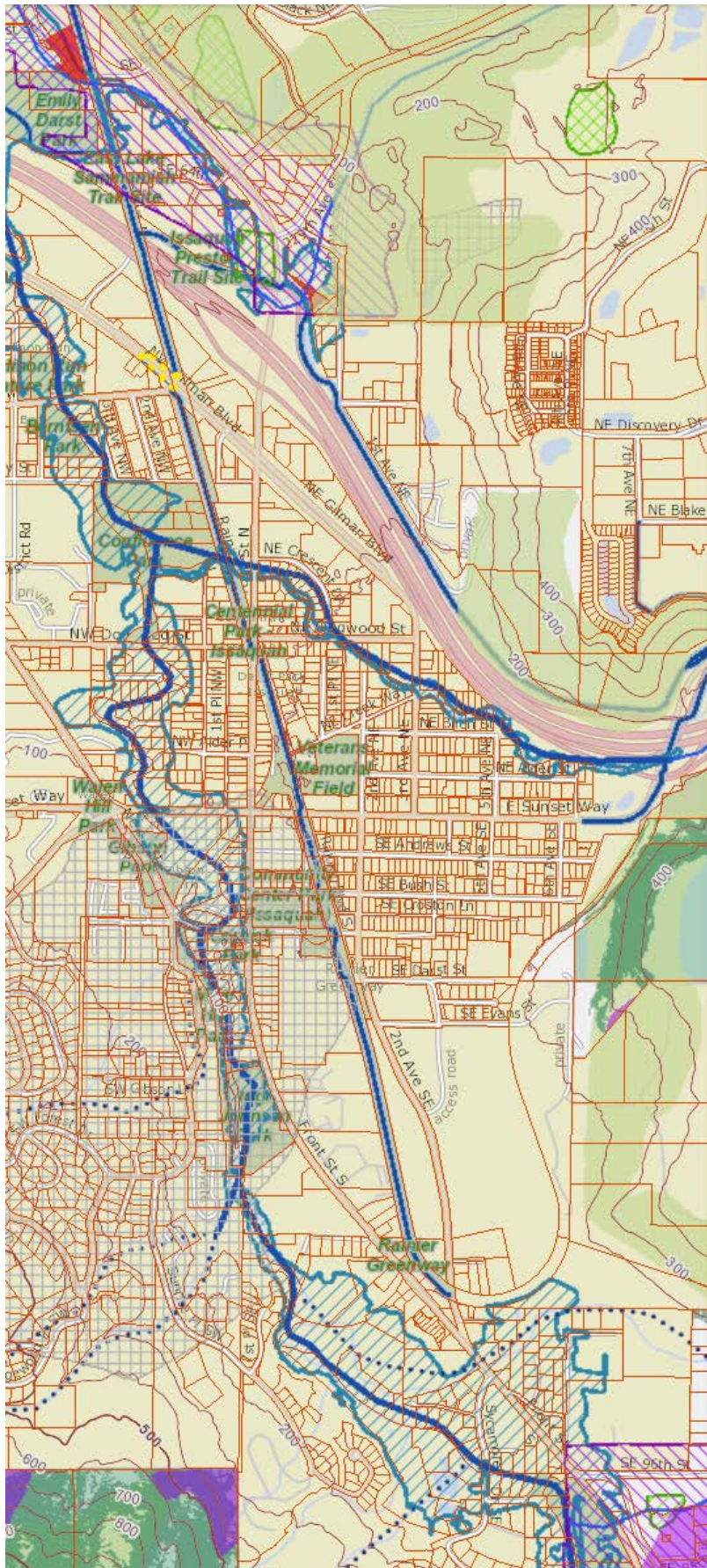
- ◆ Upgrade 8 intersections to ASC between 2nd Ave and NE Dogwood. Install communications between Sunset Way and Issaquah High School intersections.

Project Benefits

- ◆ Improves travel time reliability and intersection level of service
- ◆ Improves safety at intersections and segments along the corridor by reducing congestion which can cause collisions (particularly rear-end)

Project Cost: \$938,000

Timing: Short (2018-2024)



Legend

Property Layers

- Parcels

Elevation Contours

- index contours - 500 foot
- contours - 100 foot

Environmentally Sensitive Areas

- Potential landslide hazard areas (2016, see explanation--->)
- Potential steep slope hazard areas (2016, see explanation--->)
- Erosion hazard (1990 SAO)
- Seismic hazard (1990 SAO)
- Coal mine hazard (1990 SAO)
- Stream (1990 SAO)
 - class 1
 - class 2 perennial
 - class 2 salmonid
 - class 3
 - ... unclassified
- Wetland (1990 SAO)
- Sensitive area notice on title

Flooding info

- FEMA preliminary 100-year floodplain

Parks and Trails

Regional Trails

- Regional trails by type
 - Paved
 - Soft-surface
 - On-street
 - Under construction

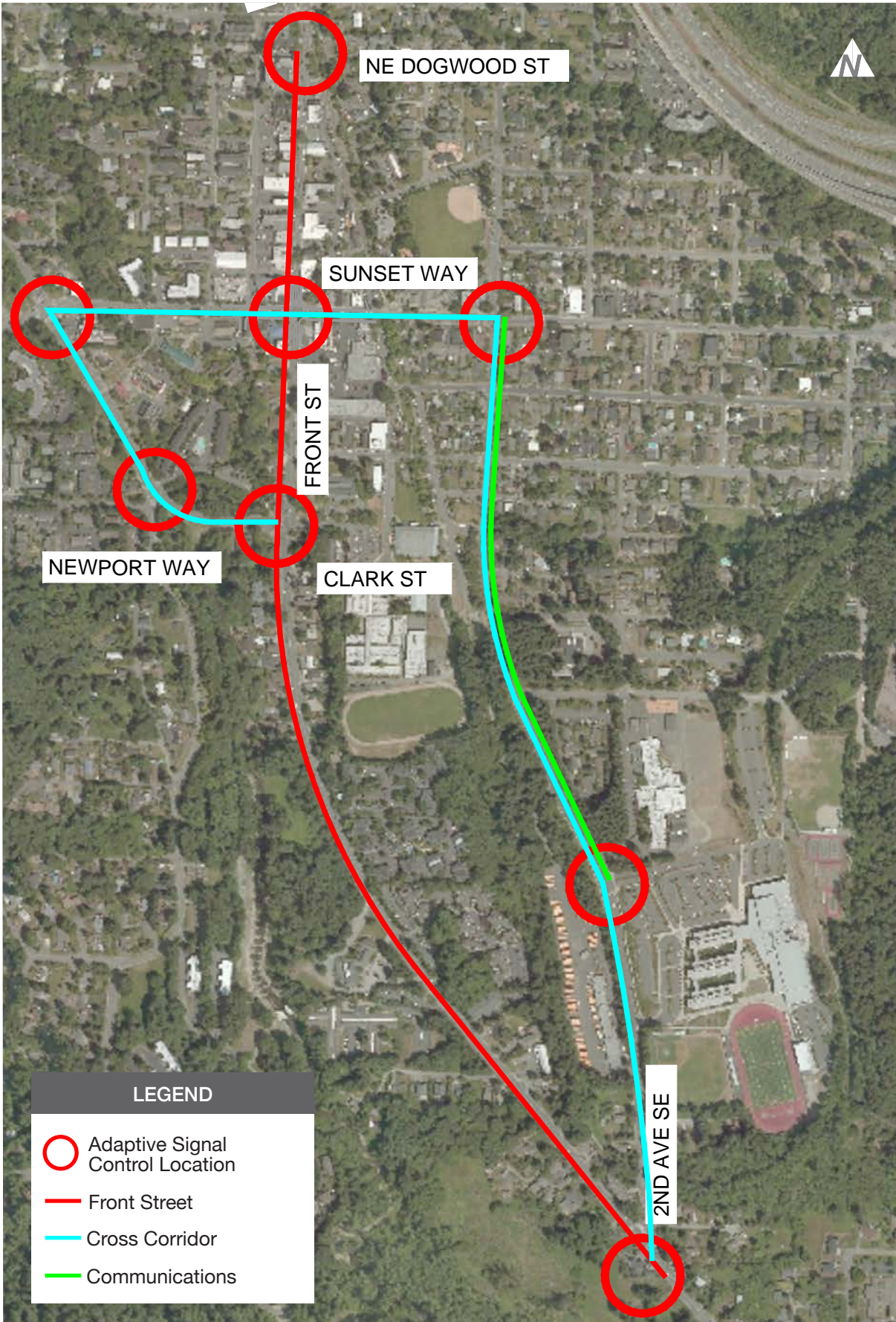
Parks

- King County
- City
- State
- Other

C-1 - Adaptive Signal Control System

Environmentally Sensitive Areas

*Data from King County at <https://gismaps.kingcounty.gov/iMap>



Adaptive Signal Control System Locations – 2nd Ave to Dogwood

Issaquah-Hobart Rd/Front St Corridor Study

Planning Level Engineer's Opinion of Cost - C-1 Adaptive Signal Control System

Transpo Job No.: 16540.00

Description of Work:

Update and integrate new signal controller technology to accommodate changing traffic volumes and optimize travel times along the corridor and adjacent intersections (8 total intersections). Implementation would require upgraded detection, signal controllers, and advance vehicle detection. New technologies for bicycle recognition could also be included.

Last Edit: KJT - 3/2/2018

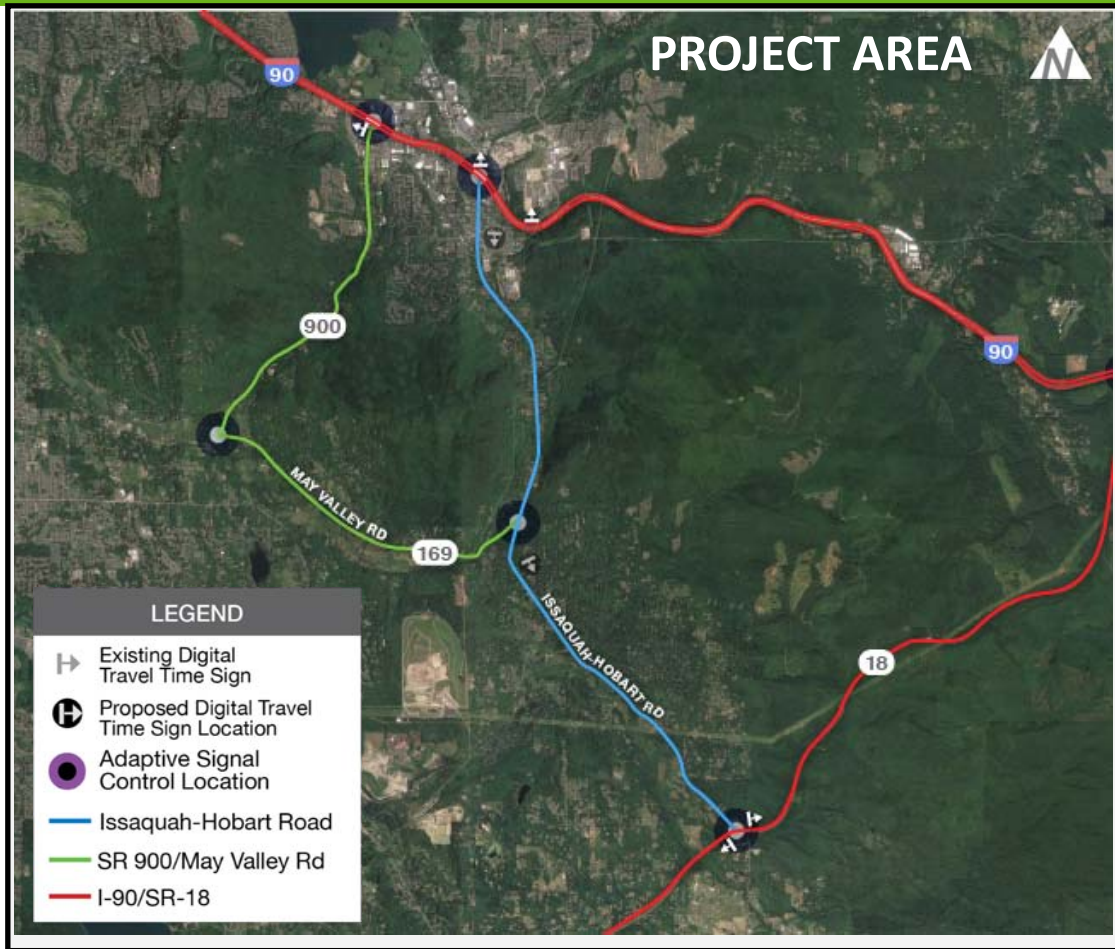
Checked: CAC - 3/2/2018

Item Description	Quantity	Unit	Unit Cost	Total
ASC CENTRAL SERVER, SOFTWARE, AND LICENSING	1	LS	\$ 35,000	\$ 35,000
SIGNAL CONTROLLER UPGRADE	8	LS	\$ 5,000	\$ 40,000
SIGNAL CONTROLLER ASC SOFTWARE AND LICENSING	8	EA	\$ 12,000	\$ 96,000
STOP BAR VEHICLE DETECTION	22	EA	\$ 1,000	\$ 22,000
ADVANCE VEHICLE DETECTION	16	EA	\$ 4,000	\$ 64,000
COMMUNICATIONS INFRASTRUCTURE	1,800	FT	\$ 50	\$ 90,000
COMMUNICATIONS CABLING AND EQUIPMENT	3,000	FT	\$ 10	\$ 30,000
Subtotal₁				\$ 347,000
Site Survey and Detector Validation				\$ 10,000
Mobilization (10% of Subtotal ₁)				\$ 35,000
Traffic Control (15% of Subtotal ₁)				\$ 53,000
Signal Controller Installation				\$ 10,000
Vehicle Detection Installation				\$ 40,000
Communications Installation				\$ 100,000
System Testing, Configuration, Fine-tuning, and Verification				\$ 40,000
Training				\$ 20,000
Annual Maintenance and Support (3-years)				\$ 10,000
Subtotal₂				\$ 318,000
20% Contingency (Subtotal ₁ + Subtotal ₂)				\$ 133,000
CONSTRUCTION ESTIMATE (Subtotal₁ + Subtotal₂ + Contingency)				\$ 798,000
System Engineering (Supports City-wide Deployment)				\$ 130,000
Design Engineering - PS&E				\$ 50,000
Construction Management				\$ 40,000
System Validation and Performance Reporting				\$ 50,000
ENGINEERING SERVICES AND CONSTRUCTION ADMIN ESTIMATE				\$ 140,000
TOTAL PROJECT ESTIMATE (2018 Dollars)				\$ 938,000
TOTAL PROJECT ESTIMATE (2024 Dollars with 5% Annual Inflation)				\$ 1,258,000

1. Estimates for construction costs are based on cost proposals received from other regional ASC deployments including Siemens SCOOT, Trafficware SynchroGreen, and Intelight MaxAdapt.

C-2 - Digital Travel Time Signs

N of the I-90 Interchange, S of the SR 18 interchange, and on SR 18



Deploy up to 6 Changeable Message Signs (CMS) and 6 Bluetooth/WiFi readers placed at major traveler decision points. Alternative routes include Issaquah-Hobart Rd, SR 900/May Valley Rd, and I-90/SR 18. Travel time sign locations include I-90 at 17th Ave (EB), Front St at I-90 (SB), Highlands Dr at I-90 (SB), the I-90 and SR 18 interchange (WB), and two at SR 18 and Issaquah-Hobart Rd (EB, WB). The signs would indicate the average travel times along north-south corridors in the area, based on BlueTooth/WiFi readers to actively measure travel times. The CMSs can also be used to display road closures due to construction, weather conditions (e.g. snow), and incidents.

Potential Impacts:

- Coordination with WSDOT
- ROW acquisition

Evaluation Criteria Score

- ◆ **Safety** (Limited Benefit)
- ◆ **Mobility** (Some Benefit)
- ◆ **Implementation** (Some Benefit)

Project Elements

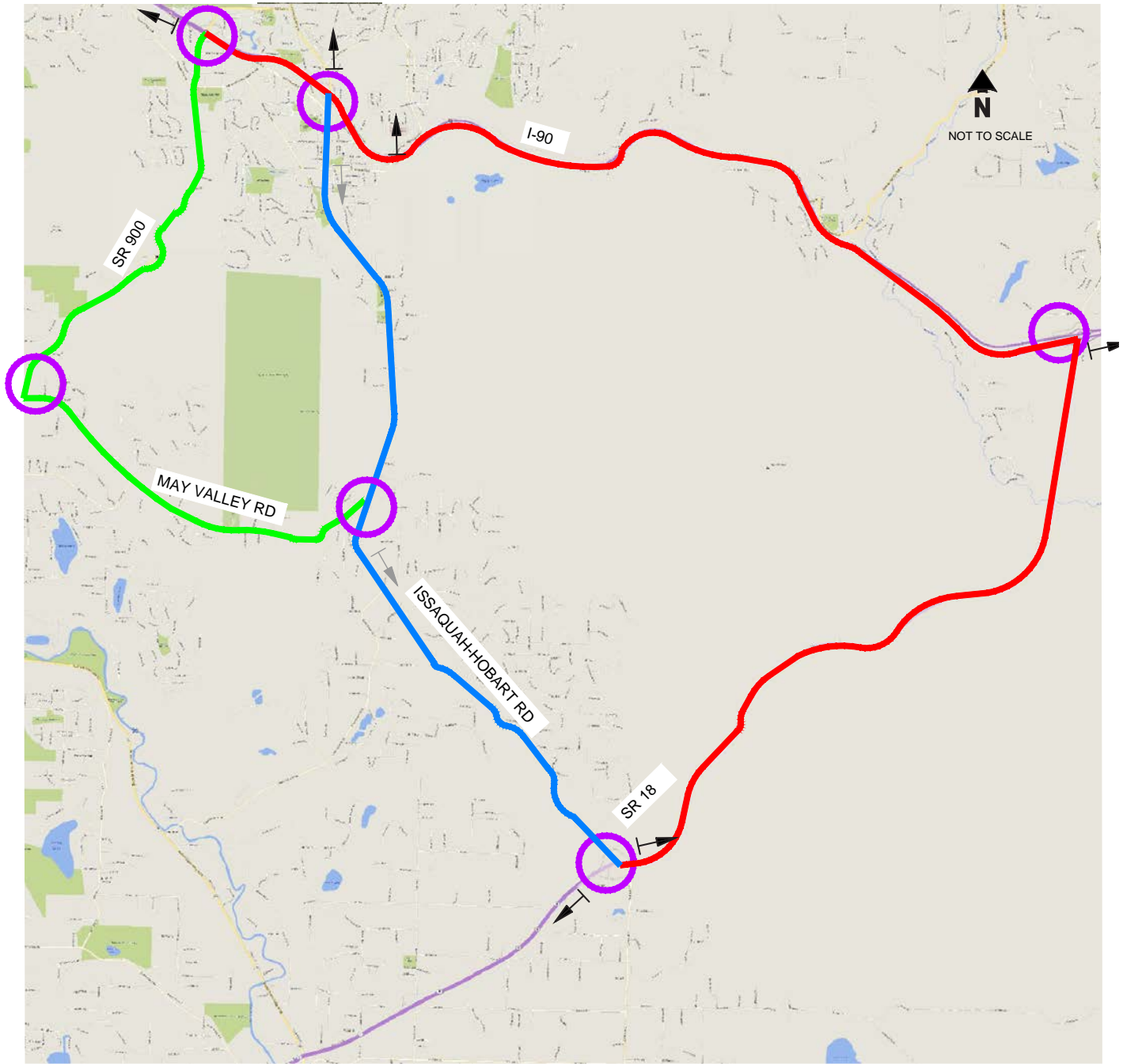
- ◆ Add up to 6 CMS and 6 Bluetooth detectors at major N-S corridor decision points

Project Benefits







- ◆ Improves awareness for drivers of current travel conditions
- ◆ Improves safety for drivers as they're alerted when road is closed for traffic or weather conditions

Project Cost: \$2,172,000

Timing: Short (2018-2024)

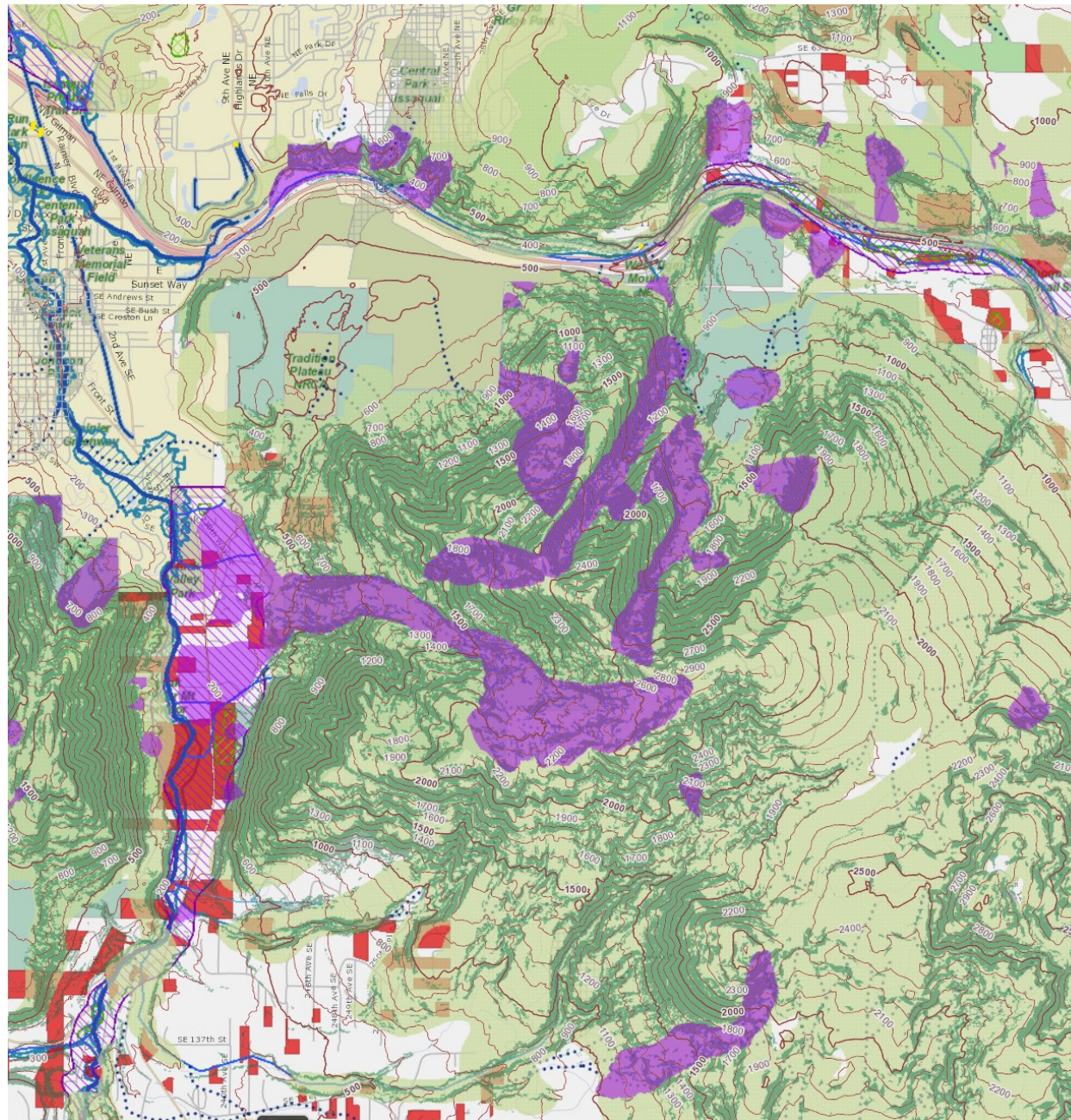


Legend

-  EXISTING NB DIGITAL TRAVEL TIME SIGN
-  PROPOSED DIGITAL TRAVEL TIME SIGN LOCATION
-  PROPOSED BLUETOOTH/WIFI DETECTOR LOCATION
-  ISSAQUAH-HOBART ROAD
-  SR 900 / MAY VALLEY RD
-  I-90 / SR-18

Digital Travel Time Signs and Bluetooth Detectors

Issaquah-Hobart Rd/Front St Corridor Study



Legend [↑] [×]

Elevation Contours
 index contours - 500 foot
 —
 contours - 100 foot
 —

Environmentally Sensitive Areas
 Potential landslide hazard areas (2016, see explanation--->)
 ■
 Potential steep slope hazard areas (2016, see explanation--->)
 ■
 Erosion hazard (1990 SAO)
 ■
 Seismic hazard (1990 SAO)
 ▨
 Coal mine hazard (1990 SAO)
 ▩
 Stream (1990 SAO)
 — class 1
 — class 2 perennial
 — class 2 salmonid
 — class 3
 ... unclassified
 Wetland (1990 SAO)
 ■
 Sensitive area notice on title
 ■

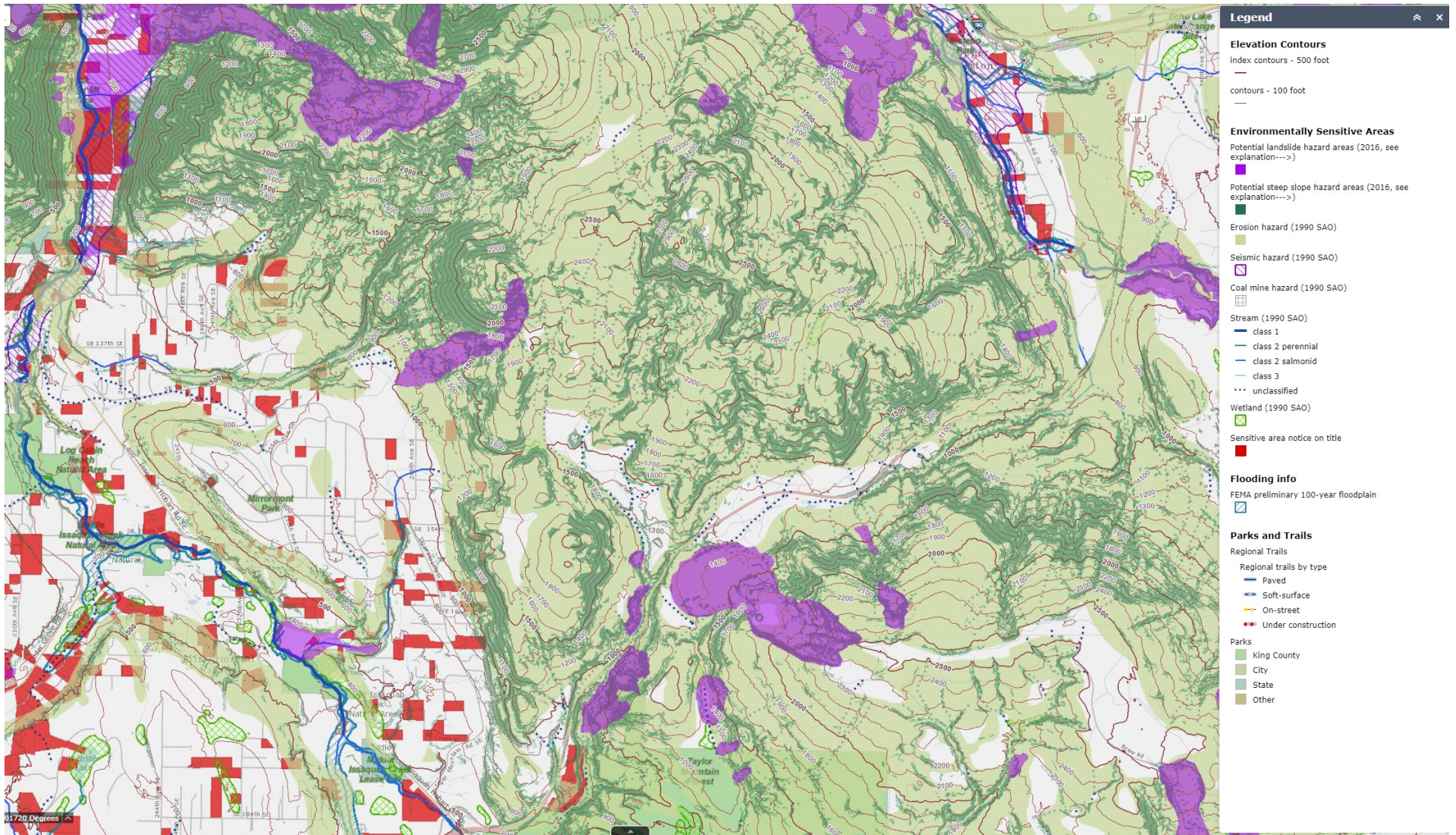
Flooding info
 FEMA preliminary 100-year floodplain
 ▨

Parks and Trails
 Regional Trails
 Regional trails by type
 — Paved
 — Soft-surface
 — On-street
 ● Under construction
 Parks
 ■ King County
 ■ City
 ■ State
 ■ Other

C-2 - Digital Travel Time Signs

Environmentally Sensitive Areas

*Data from King County at <https://gismaps.kingcounty.gov/iMap>



C-2 - Digital Travel Time Signs

Environmentally Sensitive Areas

*Data from King County at <https://gismaps.kingcounty.gov/iMap>

Planning Level Engineer's Opinion of Cost - C-2 Digital Travel Time Signs

Transpo Job No.: 16540.00

Description of Work:

Deploy up to 6 Changeable Message Signs (CMS) and 6 Bluetooth/WiFi readers placed at major traveler decision points. Alternative routes include Issaquah-Hobart Rd, SR 900/May Valley Rd, and I-90/SR 18. These signs would indicate the average travel times along north-south corridors in the area, based on BlueTooth/WiFi readers to actively measure travel times. The CMSs can also be used to display road closures due to construction, weather conditions (e.g. snow), and incidents.

Last Edit: KJT - 1/17/2018

Checked: CAC - 1/17/2018

Item Description	Quantity	Unit	Unit Cost	Total
DIGITAL SIGNAL SIGN, STRUCTURE, AND FOUNDATION	6	EA	\$ 125,000	\$ 750,000
POWER SERVICE AND INFRASTRUCTURE	6	EA	\$ 20,000	\$ 120,000
COMMUNICATION EQUIPMENT (CELLULAR)	6	EA	\$ 2,000	\$ 12,000
BLUETOOTH/WIFI TRAVEL TIME READERS	6	EA	\$ 5,000	\$ 30,000
BLUETOOTH/WIFI READER POWER SERVICE	6	EA	\$ 5,000	\$ 30,000
TRAVEL TIME SERVER AND SOFTWARE	1	EA	\$ 20,000	\$ 20,000
Subtotal₁				\$ 962,000
Mobilization (10% of Subtotal ₁)				\$ 97,000
Traffic Control (10% of Subtotal ₁)				\$ 97,000
Sign and Reader Installation				\$ 150,000
Server and Software Integration (Cameleon)				\$ 50,000
Training				\$ 15,000
Annual Maintenance and Support (3-years)				\$ 20,000
Subtotal₂				\$ 429,000
20% Contingency (Subtotal ₁ + Subtotal ₂)				\$ 279,000
CONSTRUCTION ESTIMATE (Subtotal₁ + Subtotal₂ + Contingency)				\$ 1,670,000
Construction Management (15% of Construction Estimate)				\$ 251,000
Design Engineering - PS&E (15% of Construction Estimate)				\$ 251,000
ENGINEERING SERVICES AND CONSTRUCTION ADMIN ESTIMATE				\$ 502,000
TOTAL PROJECT ESTIMATE (2018 Dollars)				\$ 2,172,000
TOTAL PROJECT ESTIMATE (2024 Dollars with 5% Annual Inflation)				\$ 2,911,000

1. Estimates for construction costs are based on the best information available at this time and will require adjustments as more detailed information becomes available.

Issaquah-Hobart Rd/Front St Corridor Study

Planning Level Engineer's Opinion of Probable Construction Costs Assumptions

The planning level engineer's opinion of probable construction costs generally consist of the following components:

Construction Pay Items – pay items included in this list typically consist of anticipated general civil and traffic related improvements. The list may not include all general civil and traffic related improvements. Quantities were calculated based on either planning level conceptual figures and/or project descriptions. Unit costs were derived from construction bid tabulation results provided by the City of Issaquah, construction bid tabulations from Transpo's records, the Washington State Department of Transportation's (WSDOT) online Unit-Bid analysis tool, and/or the opinion of the engineer.

Project Temporary Traffic Control – project temporary traffic control accounts for all items necessary to provide temporary traffic control and/or staging measures for the safe construction of the project improvements. The percentage is based on WSDOT's *Manual for Planning Level Cost Estimation Tool*, the opinion of the engineer, and has been used for similar planning level cost estimates developed in the past.

Mobilization – mobilization accounts for preconstruction expenses and the costs of preparatory work and operations performed by the contractor at the beginning of the project. The percentage is based on WSDOT's *Manual for Planning Level Cost Estimation Tool*, the opinion of the engineer, and has been used for similar planning level cost estimates developed in the past.

Landscaping – landscaping accounts for items such as seeding, fertilizing, top soil, trees, bushes, and other plant materials used on the project. The percentage is based on the opinion of the engineer and has been used for similar planning level cost estimates developed in the past.

Stormwater Improvements – stormwater accounts for items such as water treatment, detention, and conveyance facilities. Stormwater costs typically represent a good portion of project costs, in many cases, nearly 1/3 the total cost. As a result, 35% was identified as a conservative amount in which to account for stormwater costs and has been used for similar planning level cost estimates developed in the past.

Temporary Erosion and Sediment Control – temporary erosion and sediment control accounts for best management practices (BMPs) (temporary seeding, check dams, silt fence, wattles, etc.) used on the project during construction to control/treat water runoff and reduce erosion and sediment transport. The percentage is based on WSDOT's *Manual for Planning Level Cost Estimation Tool*, the opinion of the engineer, and has been used for similar planning level cost estimates developed in the past.

Utility Adjustments – utility adjustments account for relocating and/or adjusting existing utilities (electrical, gas, water, sewer, communications, etc.) as needed within the project limits that may be necessary to construct improvements. Given the variability for each project location and lack of survey/as-builts, accurately estimating costs for utility adjustments at a planning level is not feasible. The selected percentage is based on the opinion of the engineer and has been used for similar planning level cost estimates developed in the past.

Contingency – contingency accounts for project costs not captured elsewhere in the cost estimate and serves as a factor of safety to help ensure adequate funding is reserved to design and construct the project. The percentage is based on industry standards, the opinion of the engineer, and has been used for similar planning level cost estimates developed in the past.

Construction Administration – construction administration accounts for the cost of the Agency to administer the project in construction. The percentage is based on industry standards, the opinion of the engineer, and has been used for similar planning level cost estimates developed in the past.

Design Engineering – design engineering accounts for all costs necessary to develop construction plans and specifications for the project, including public involvement. The percentage is based on industry standards, the opinion of the engineer, and has been used for similar planning level cost estimates developed in the past.

Right of Way – right of way accounts for the costs to acquire real property outside the existing right-of-way that is necessary to construct project improvements. The square foot cost is based on a review of King County’s online iMap database which provides information for assessments of similar taxable property values near the project.