ROLLING HILLS PLAT
TRAFFIC IMPACT ANALYSIS

City of Sequim, WA



3/4/2022

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TABLE OF CONTENTS

1. Introduction 3
2. Project Description 3
3. Existing Conditions 5
4. Future Traffic Conditions 10
5. Summary 19

Appendix

LIST OF TABLES

1. Roadway Network 5
2. Existing PM Peak Hour Level of Service 7
3. Transportation Improvement Projects 9
4. Project Trip Generation 11
5. Forecast 2026 PM Peak Hour Level of Service 15
6. Forecast 2026 PM Peak Hour Level of Service – Intersection #11 16
7 Intersection #11 AWSC Lane Queue Lengths 17

LIST OF FIGURES

1. Vicinity Map & Roadway System 3
2. Site Plan 4
3. Existing PM Peak Hour Volumes 6
4. PM Peak Hour Trip Distribution & Assignment 12
5. Forecast 2026 PM Peak Hour Background Volumes 13
6. Forecast 2026 PM Peak Hour Volumes With Project 14

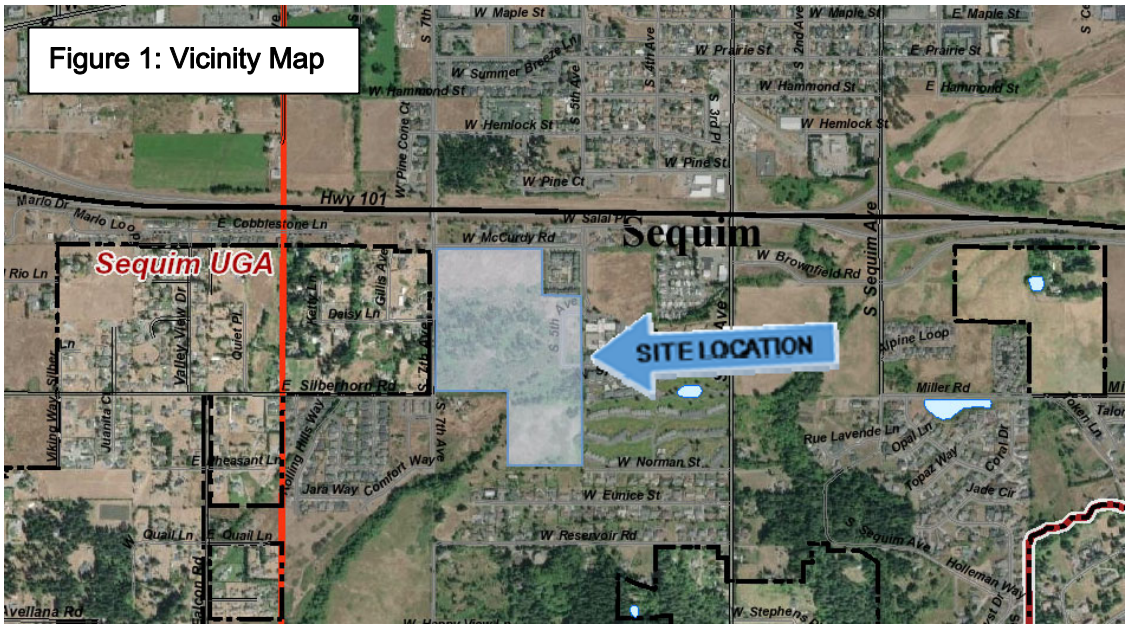
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1. INTRODUCTION

The main goals of this study focus on the assessment of existing roadway conditions and forecasts of newly generated project traffic. The first task includes the review of general roadway information on the roadways serving the site, existing vehicular volumes, and entering sight distance data. Forecasts of future traffic and dispersion patterns on the street system are then determined using established trip generation and distribution techniques. As a final step, appropriate conclusions and mitigation measures are defined if needed.

2. PROJECT DESCRIPTION

Rolling Hills Plat proposes for the construction of up to 225 new single-family homes in the city of Sequim. The subject property is bordered to the north by McCurdy Road, to the west by S 7th Avenue and partially to the east by S 5th Avenue. The subject site comprises a cumulative, undeveloped 44.1-acres within tax parcel #'s: 03303021-9030 & -9040. Access to the site is proposed via five new entrances. One new driveway is to extend east from S 7th Avenue, one driveway is to extend south from McCurdy Road and one new driveway is to extend north from a westerly extension of W Norman Street. Moreover, one westerly extension of Big Leaf Loop into the subject site and one new access connecting to S 5th Avenue are proposed. Figure 1 on the following page identifies the general vicinity and adjacent street network. A site plan illustrating the overall configuration of the project and proposed access locations is provided in Figure 2.





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ROLLING HILLS PLAT

SITE PLAN
FIGURE 2

3.1 Existing Street System

The street network serving the proposed project consists of a variety of roadways. The major roadways and arterials defined in the study area are listed and described below.

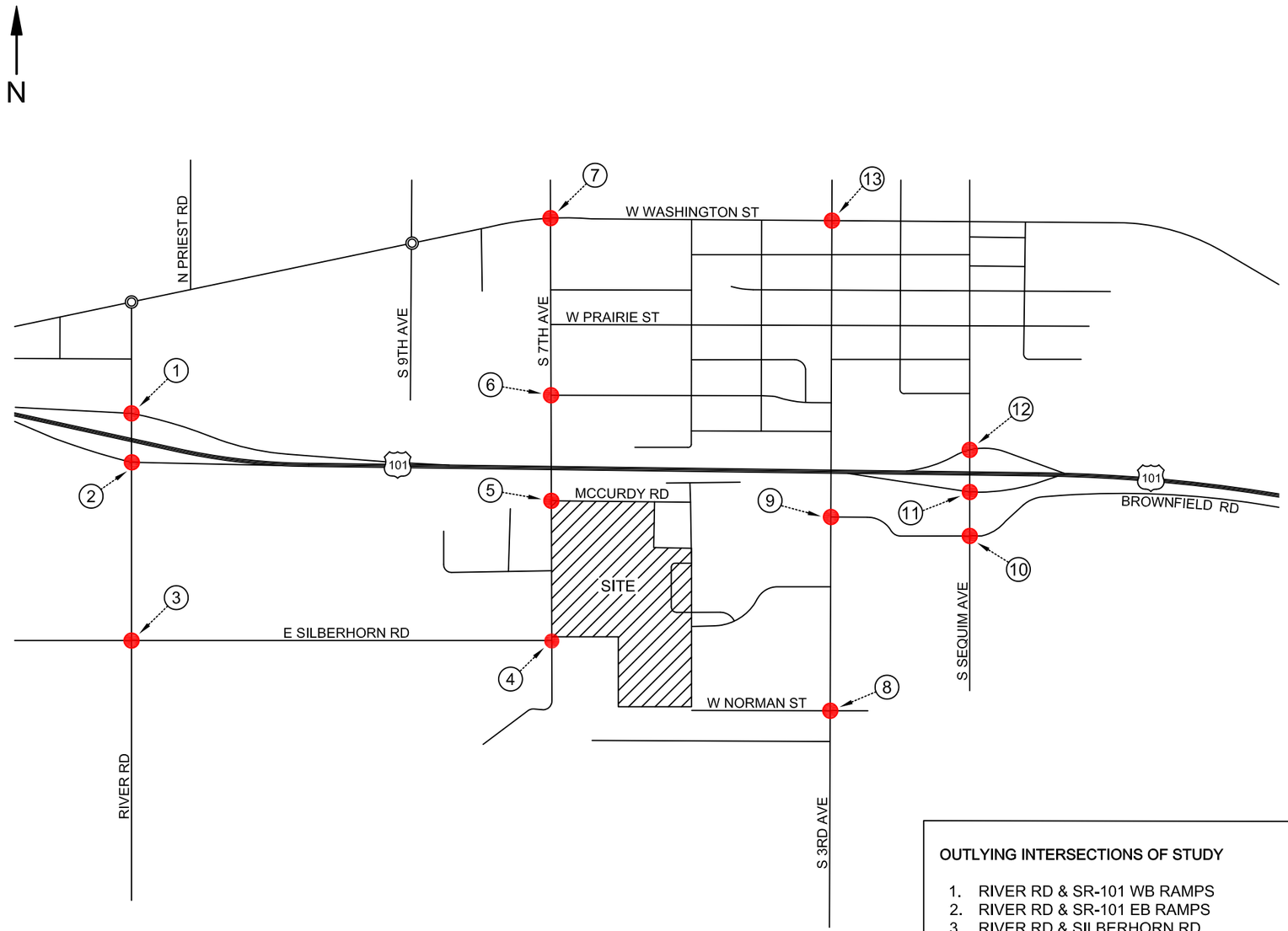
Table 1: Roadway Network

Functional Classification	Roadway	Speed Limit	Lanes	Street Parking	Sidewalk	Bike Facilities
Collector	S 7th Ave	25 mph	2	No	Some	No
	S 3rd Ave	25-30 mph	2	N/O W Bell St	Some	No
Local Roadway	McCurdy Road	25 mph	2	Yes	Some	No
	W Norman St	Not Posted	2	No	No	No

3.2 Existing Peak Hour Volumes

Traffic counts were performed at various intersections in the vicinity of the subject site to identify baseline vehicular activity and existing travel patterns. Field data was collected in October of 2021 between the evening peak period of 4:00-6:00 PM. The one-hour reflecting highest overall volumes (peak hour) for each intersection was then used to analyze worst-case conditions for the PM peak period. The study intersections targeted for analysis were scoped with the city of Sequim and were identified as receiving the bulk of vehicular activity from the proposed development. Respective PM peak hour volumes are illustrated in Figure 3 on the following page. Full count sheets are included in the appendix.

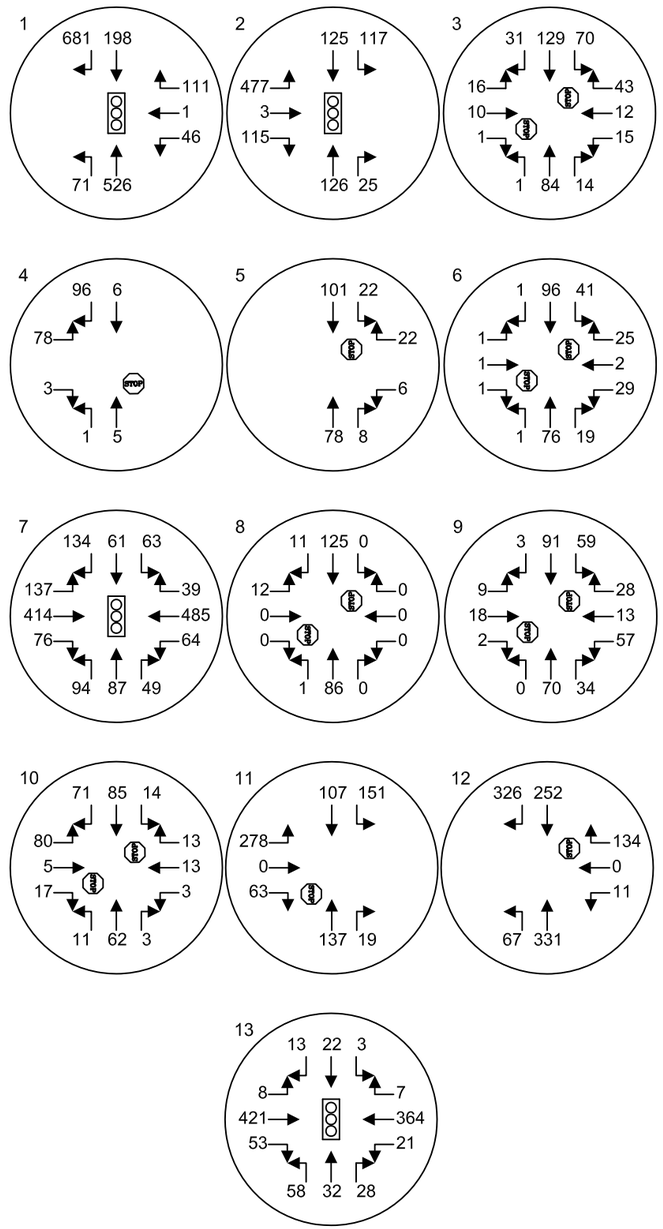
1. River Rd & SR-101 WB Ramps
2. River Rd & SR-101 EB Ramps
3. River Rd & Silberhorn Rd
4. S 7th Ave & E Silberhorn Rd
5. S 7th Ave & McCurdy Rd
6. S 7th Ave & W Hemlock St
7. S 7th Ave & W Washington St
8. S 3rd Ave & W Norman St
9. S 3rd St & Brownfield Rd/ Driveway
10. S Sequim Ave & Brownfield Rd
11. S Sequim Ave & SR-101 EB Ramps
12. S Sequim Ave & SR-101 WB Ramps
13. S 3rd Ave & W Washington St



OUTLYING INTERSECTIONS OF STUDY

1. RIVER RD & SR-101 WB RAMPS
2. RIVER RD & SR-101 EB RAMPS
3. RIVER RD & SILBERHORN RD
4. S 7TH AVE & E SILBERHORN RD
5. S 7TH AVE & MCCURDY RD
6. S 7TH AVE & W HEMLOCK ST
7. S 7TH AVE & W WASHINGTON ST
8. S 3RD AVE & W NORMAN ST
9. S 3RD ST & BROWNFIELD RD/DRIVEWAY
10. S SEQUIM AVE & BROWNFIELD RD
11. S SEQUIM AVE & SR-101 EB RAMPS
12. S SEQUIM AVE & SR-101 WB RAMPS
13. S 3RD AVE & W WASHINGTON ST

OUTLYING STUDY INTERSECTIONS



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ROLLING HILLS PLAT
EXISTING PM PEAK HOUR VOLUMES
FIGURE 3

PO Box 397 Puyallup, WA 98371 (253) 770 1401 heathtraffic.com

3.3 Level of Service

Peak hour delays were determined through the use of the *Highway Capacity Manual* 6th Edition. Capacity analysis is used to determine level of service (LOS) which is an established measure of congestion for transportation facilities. The range[1] for intersection level of service is LOS A to LOS F with the former indicating the best operating conditions with low control delays and the latter indicating the worst conditions with heavy control delays. Detailed descriptions of intersection LOS are given in the 2016 Highway Capacity Manual. Level of service calculations were made through the use of the *Synchro 11* analysis program. Overall delays are presented for signalized intersections. For side-street stop-controlled intersections, LOS is determined by the approach with the highest delay. Table 2 below portrays existing LOS delays for the key intersections of study.

Table 2: Existing PM Peak Hour Level of Service

Delays given in seconds per vehicle

Int. #	Intersection	Control	LOS	Delay
1	River Rd & SR-101 WB Ramps	Signal	A	7.3
2	River Rd & SR-101 EB Ramps	Signal	B	11.4
3	River Rd & Silberhorn Rd	Stop	B	12.8
4	S 7th Ave & E Silberhorn Rd	Stop	A	8.9
5	S 7th Ave & McCurdy Rd	Stop	A	9.2
6	S 7th Ave & W Hemlock St	Stop	B	10.5
7	S 7th Ave & W Washington St	Signal	C	21.7
8	S 3rd Ave & W Norman St	Stop	B	10.0
9	S 3rd St & Brownfield Rd/Dwy	Stop	B	12.0
10	S Sequim Ave & Brownfield Rd	Stop	B	11.7
11	S Sequim Ave & SR-101 EB Ramps	Stop	D	27.1
12	S Sequim Ave & SR-101 WB Ramps	Stop	B	12.5
13	S 3rd Ave & W Washington St	Signal	B	14.6

[1] *Signalized Intersections - Level of Service*

Level of Service	Control Delay per Vehicle (sec)
A	≤10
B	> 10 and ≤20
C	> 20 and ≤35
D	> 35 and ≤55
E	> 55 and ≤80
F	> 80

Stop Controlled Intersections – Level of Service

Level of Service	Control Delay per Vehicle (sec)
A	≤10
B	> 10 and ≤15
C	> 15 and ≤25
D	> 25 and ≤35
E	> 35 and ≤50
F	> 50

Highway Capacity Manual, 6th Edition

Existing PM peak hour service levels are shown to operate with mild to moderate delays at LOS D or better at the intersections of study indicating stable operations. The City of Sequim has adopted a level of service standard of LOS D or better[2]. No intersection deficiencies are identified and all locations currently meet City standards.

3.4 Non-Motorist Traffic

The majority of observed non-motorist activity occurred along the W Washington Street and S Sequim Avenue corridors within the downtown core area. Minimal non-motorist PM peak hour volumes were observed at the study intersections closest to the subject site. No pedestrians and bicyclists were noted at S 3rd Avenue & W Norman Street during the PM peak hour. Moreover, 2 pedestrians and no bicyclists were observed at S 7th Avenue & E Silberhorn Rd and 1 pedestrian and no bicyclists were observed at S 7th Ave McCurdy Road. The City has planned non-motorist infrastructure infill that would further improve pedestrian conditions along S Sequim Avenue, Washington Street, S 7th Avenue, S 3rd Avenue and other nearby corridors. Site development would also include sidewalk internal to the project to enhance mobility within the project area. Lastly, frontage improvement are to be constructed in accordance with City standards.

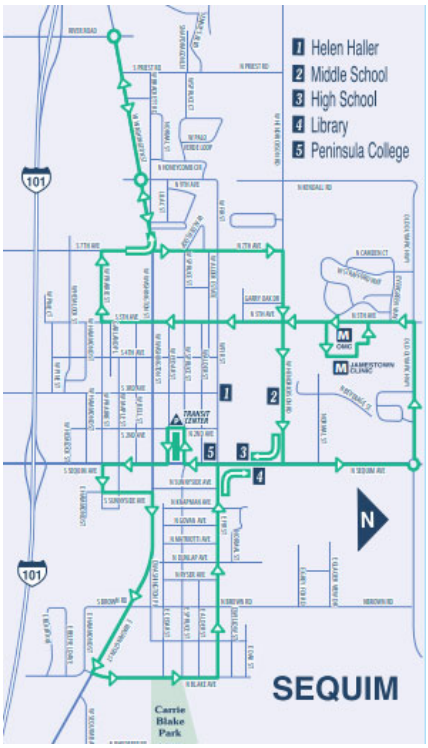


Image Source: City of Sequim Transportation Master Plan, June 2013.

3.5 Transit Service

A review of the Clallam Transit and Jefferson Transit regional bus schedules indicates that transit service is provided near the site. The image to the right portrays the nearest service to the site provided via Route 40 – Sequim Shuttle. The nearest stops in relation to the subject site are provided at S 7th Avenue & W Hemlock Street. This transit line provides weekday service from approximately 8:35 AM to 4:40 PM with stops at major attractions in the City. Route 40 also offers a "Dial-A-Ride" service Monday through Saturday from 7:30 AM to 5:30 PM which allows users to arrange a pre-scheduled service stop. This shuttle service is anticipated to be utilized by Rolling Hills Plat residents, given the proximity and flexible scheduling. Refer to the Clallam Transit Schedules & Information for more information.

[2] City of Sequim 2015-2035 Comprehensive Plan, Chapter 4 – Transportation.

3.6 Roadway Improvements

A review of the City of Sequim's 2022-2027 Transportation Improvement Program indicates that the following improvement projects are currently planned in the vicinity.

Table 3: Transportation Improvement Projects

Name	Location	Improvement	Cost
US 101/East Sequim Corridor Improvements (#1)	Corridor and Interchanges	Complete the Simdars Road interchange; Construct frontage roads connecting Palo Alto and Happy Valley Rd to the Simdars interchange	$20,000,000
Pavement Rehabilitation (#3)	N Sequim Ave	Rehabilitation of pavement and improved ADA accessibility	$2,866,000
Pavement Rehabilitation (#4)	Washington St: River Rd to Simdars Rd	Pavement rehabilitation, improved ADA accessibility and pedestrian mobility	$4,500,000
S 7th Ave Sidewalk Improvements (#9)	Comfort Rd to McCurdy Rd	Provide pedestrian and bicycle facilities	$3,472,000
S Sequim Ave Complete Street (#10)	Corridor	Create safe and encouraging multi-modal transportation options	$3,600,000
S 5th Ave Extension (#14)	McCurdy Rd to Driveway	Construct a southerly roadway extension from McCurdy to Driveway	$150,000
E Washington St Bicycle Facilities (#23)	Sequim Ave to Simdars Rd	Construct bicycle facilities	$170,000
N Sequim Ave Bicycle Facilities (#24)	Washington St to Fir St	Construct bicycle facilities	$30,000
W Washington St Bicycle Facilities (#26)	Priest Rd to 5th Ave	Construct bicycle facilities	$70,000
S 3rd Ave Pedestrian Sidewalk/Pathways (#28)	Corridor	Construct pedestrian facilities	$300,000
US-101 Ramps & S Sequim Ave New Signals (#34)	US-101 Ramps & S Sequim Ave	Construct new signals at the US-101 ramps on S Sequim Ave	$610,000
E Washington St Bus Turn-out (#39)	Sequim Ave to Rhodefer Rd	Construct bus turn-outs on E Washington St	$149,000
S 7th Avenue new construction (#41)	McCurdy Rd to Reservoir Rd	Construct a new S 7th Ave roadway from McCurdy Rd to Reservoir Rd	$3,700,00
W Norman St New Construction (#42)	S 7th Ave to S 3rd Ave	Construct a W Norman St roadway from S 7th Ave to S 3rd Ave	$1,000,000
W Brownfield Rd Realignment (#44)	Sequim Ave to S 3rd Ave	Remove the roadway's curve, widen the roadway, adding sidewalks	$1,469,000
Simdars Road/US 101 Interchange (#45)	Interchange	Construct interchange improvements and additional connectivity to/from the SR	TBD
E Silberhorn Rd & S 7th Ave Intersection Improvements	Intersection	Intersection improvements, sidewalk, curb ramps, aligned lanes and traffic control	TBD

Washington St Traffic Signals	Sequim Ave to S 3rd Ave	Replace traffic signal with updated controllers	TBD
S 5th Ave Intersection & Traffic Signal Improvements	Corridor	Intersection improvements; turn lane realignments/additions; updated traffic signal equipment	TBD

Moreover, an improvement project is planned by WSDOT in the vicinity of the subject site. A description of the project is provided below.

U.S.101 East Sequim Corridor Project – Simdars Rd. Interchange/Palo Alto Rd (STIP ID: WA-12917): This project intends to construct on and off ramps to complete the Simdars Road interchange and a frontage road connecting Palo Alto and Happy Valley Road to the Simdars interchange. Preliminary engineering is to commence in 2023 and the total estimated cost is $25,000,000.

3.7 Sight Distance at Access Driveways

Access to the site is proposed via five new entrances. One new driveway is to extend east from S 7th Avenue, one driveway is to extend south from McCurdy Road and one driveway is to extend north from a westerly extension of W Norman Street. Moreover, one westerly extension of Big Leaf Loop into the subject site and one new access connecting to S 5th Avenue are proposed (see Figure 2). Any new driveway shall be designed so as to allow for sufficient entering sight distance as prescribed in AASHTO's Green Book (2018). The posted speed limit on S 7th Avenue and McCurdy Road at the proposed site accesses is 25-mph. Moreover, the assumed speed limit for W Norman Street is 25-mph. AASHTO standards[3] would therefore require unobstructed sight lines measuring 280 feet for outbound movements at all project accesses. Preliminary measurements indicate sight distance requirements are met at all driveway locations. No safety issues are identified with the proposed access configurations.

4. FUTURE TRAFFIC CONDITIONS

4.1 Trip Generation

Trip generation is defined as the number of vehicle movements that enter or exit the respective project site during a designated time period such as the PM peak hour or an entire day. The magnitude of the anticipated vehicle trip generation for the proposed project was derived from the Institute of Transportation Engineers (ITE) publication, *Trip Generation,* 11th Edition. The designated land use is defined as Single-Family Detached Housing (LUC 210). Dwelling units was used as the input variable and average rates were used to determine trip ends. Table 4 summarizes anticipated vehicular movements for the average weekday daily trips (AWDT), AM peak hour and PM peak hour.

[3] *American Association of State Highway and Transportation Officials* (AASHTO).

Table 4: Project Trip Generation

Land Use	Dwelling Units	AWDT	AM Peak-Hour Trips			PM Peak-Hour Trips		
			In	Out	Total	In	Out	Total
Single-Family	225	**2122**	41	117	**158**	133	79	**212**

Based on the data presented in Table 4, the project can be expected to generate 2122 average weekday daily trips with 158 (41 in / 117 out) AM peak hour trips and 212 (133 in / 79 out) PM peak hour trips.

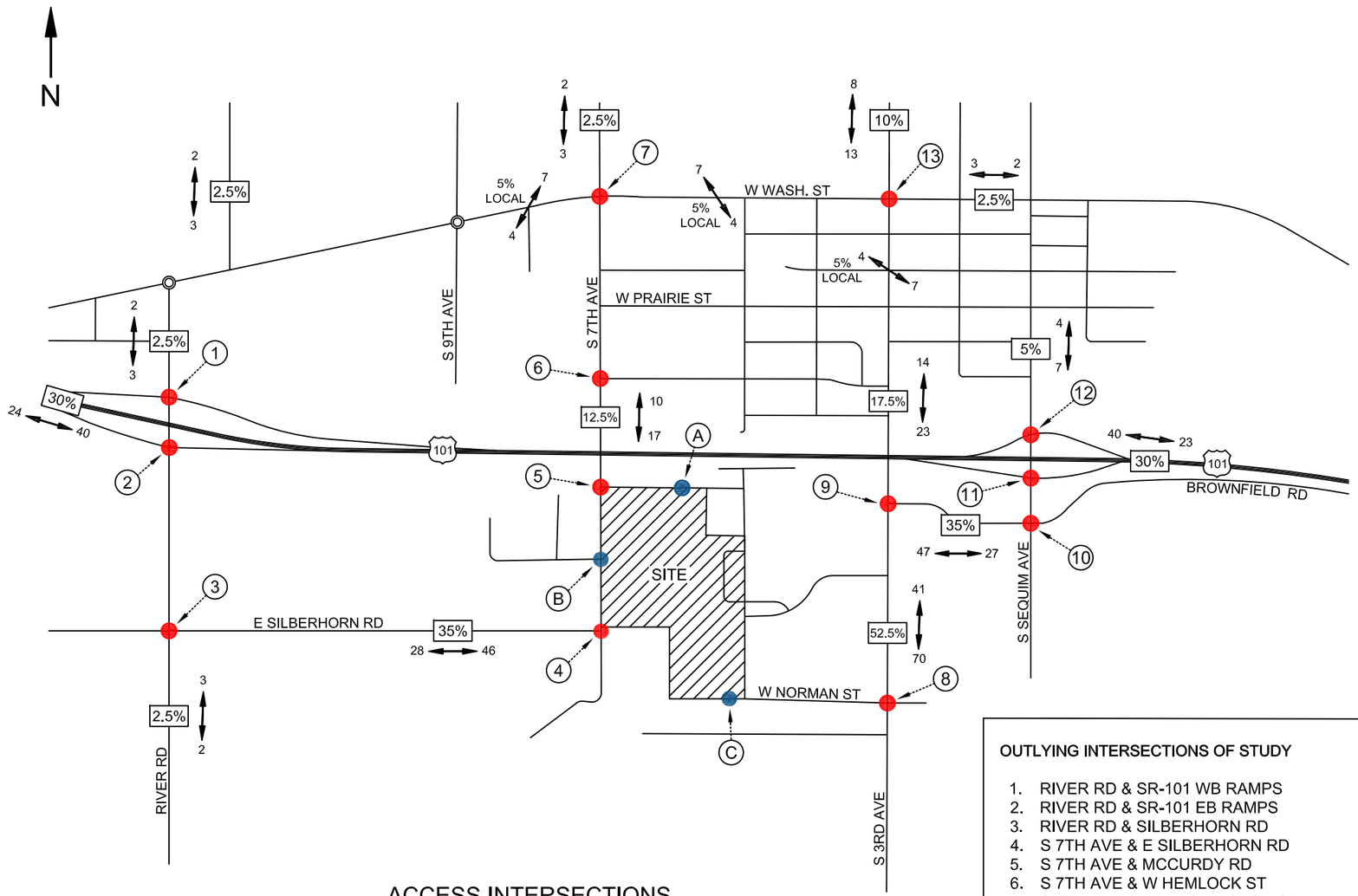
4.2 Trip Distribution and Assignment

Trip distribution describes the process by which project generated trips are dispersed on the street network surrounding the site. The trips generated by the project are expected to follow the general trip pattern as shown on Figure 4 on the following page. Trip distribution percentages were approved by the City during the scoping process. Site-generated traffic was disseminated between the primary accesses anticipated to receive the bulk of project-generated impacts. These accesses are located on W Norman Street, S 7th Avenue and McCurdy Road.

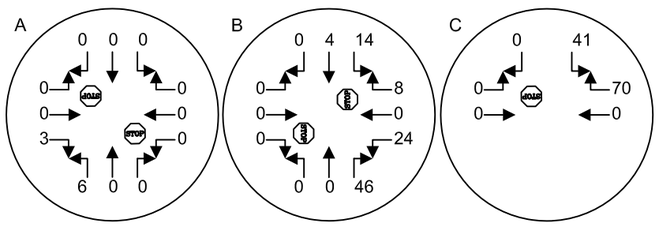
4.3 Future Peak Hour Volumes

A 5-year horizon of 2026 was used for future traffic delay analysis. Forecast 2026 background traffic volumes were derived by applying a 2.0 percent compound annual growth rate to the existing volumes of Figure 3. This growth rate was derived from the 2015-2035 City of Sequim Comprehensive Plan[4]. Moreover, pipeline volumes associated with the proposed Legacy Development, Home A/Home B and Effie Estates projects are included in forecast analysis. Pipeline volumes are illustrated in Figure A in the appendix. Forecast 2026 background PM peak hour volumes (growth rate only) and forecast 2026 PM peak hour volumes with the addition of project-generated traffic are presented in Figures 5 and 6, respectively. It should be noted that the proposed access on S 7th Avenue is located opposite Daisy Lane, which serves approximately 22 single-family dwelling units. Moreover, the proposed access on McCurdy Road is located opposite S 5th Place, which serves approximately 4 single-family dwelling units. ITE trip generation was referenced to establish turn-volumes at the western leg of the S 7th Avenue access intersection and northern leg of the McCurdy Road access.

[4] City of Sequim 2015-2035 Comprehensive Plan, Chapter 2 – Urban Growth



ACCESS INTERSECTIONS



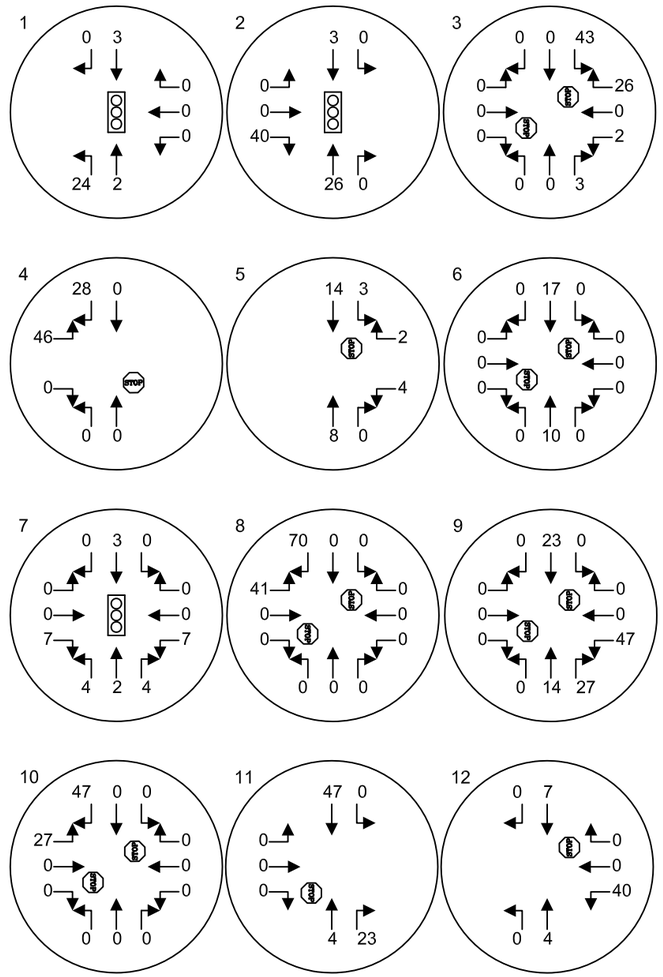
OUTLYING INTERSECTIONS OF STUDY

1. RIVER RD & SR-101 WB RAMPS
2. RIVER RD & SR-101 EB RAMPS
3. RIVER RD & SILBERHORN RD
4. S 7TH AVE & E SILBERHORN RD
5. S 7TH AVE & MCCURDY RD
6. S 7TH AVE & W HEMLOCK ST
7. S 7TH AVE & W WASHINGTON ST
8. S 3RD AVE & W NORMAN ST
9. S 3RD ST & BROWNFIELD RD/DRIVEWAY
10. S SEQUIM AVE & BROWNFIELD RD
11. S SEQUIM AVE & SR-101 EB RAMPS
12. S SEQUIM AVE & SR-101 WB RAMPS
13. S 3RD AVE & W WASHINGTON ST

ACCESS INTERSECTIONS

A. ACCESS/S 5TH PL & MCCURDY RD
B. S 7TH AVE & ACCESS/DAISY LN
C. ACCESS & W NORMAN ST

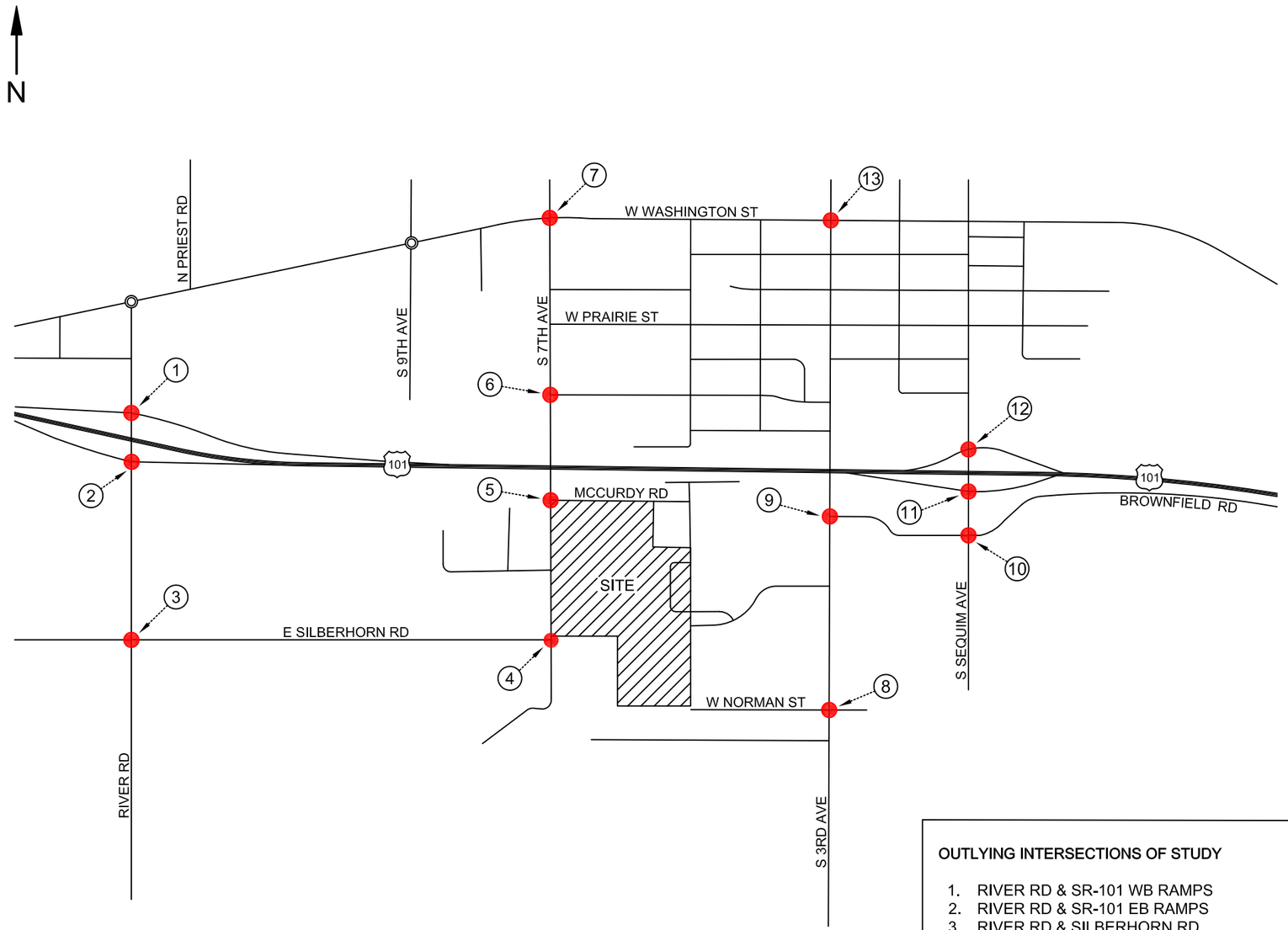
OUTLYING STUDY INTERSECTIONS



NEW PM PEAK HOUR TRIPS
INBOUND: 133 VPH
OUTBOUND: 79 VPH

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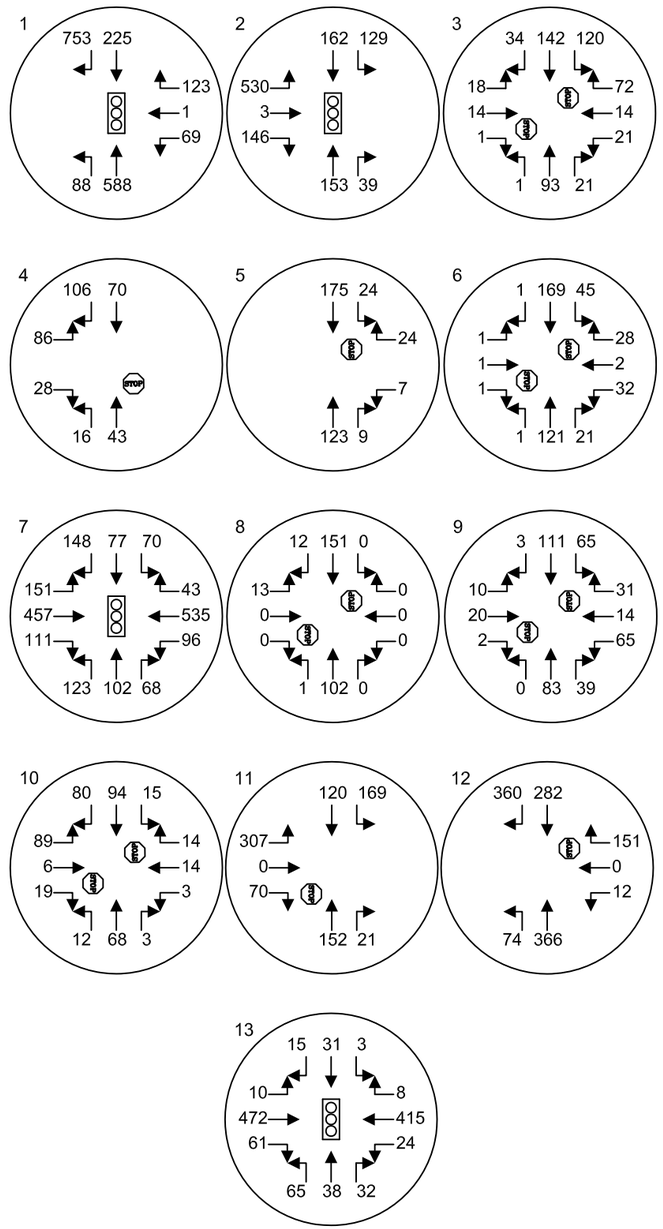
ROLLING HILLS PLAT
PM PEAK HOUR TRIP DISTRIBUTION & ASSIGNMENT
FIGURE 4



OUTLYING INTERSECTIONS OF STUDY

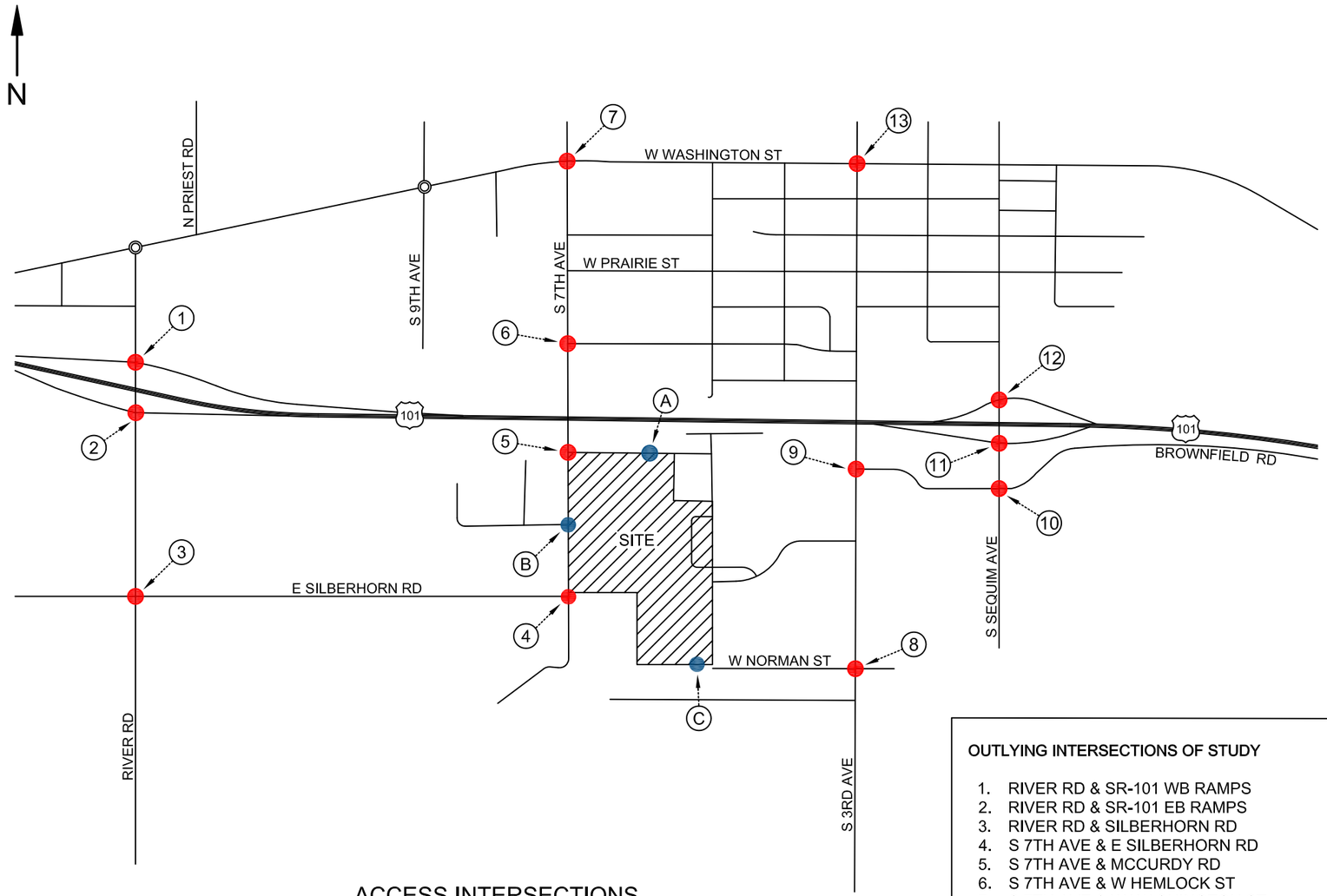
1. RIVER RD & SR-101 WB RAMPS
2. RIVER RD & SR-101 EB RAMPS
3. RIVER RD & SILBERHORN RD
4. S 7TH AVE & E SILBERHORN RD
5. S 7TH AVE & MCCURDY RD
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7. S 7TH AVE & W WASHINGTON ST
8. S 3RD AVE & W NORMAN ST
9. S 3RD ST & BROWNFIELD RD/DRIVEWAY
10. S SEQUIM AVE & BROWNFIELD RD
11. S SEQUIM AVE & SR-101 EB RAMPS
12. S SEQUIM AVE & SR-101 WB RAMPS
13. S 3RD AVE & W WASHINGTON ST

OUTLYING STUDY INTERSECTIONS

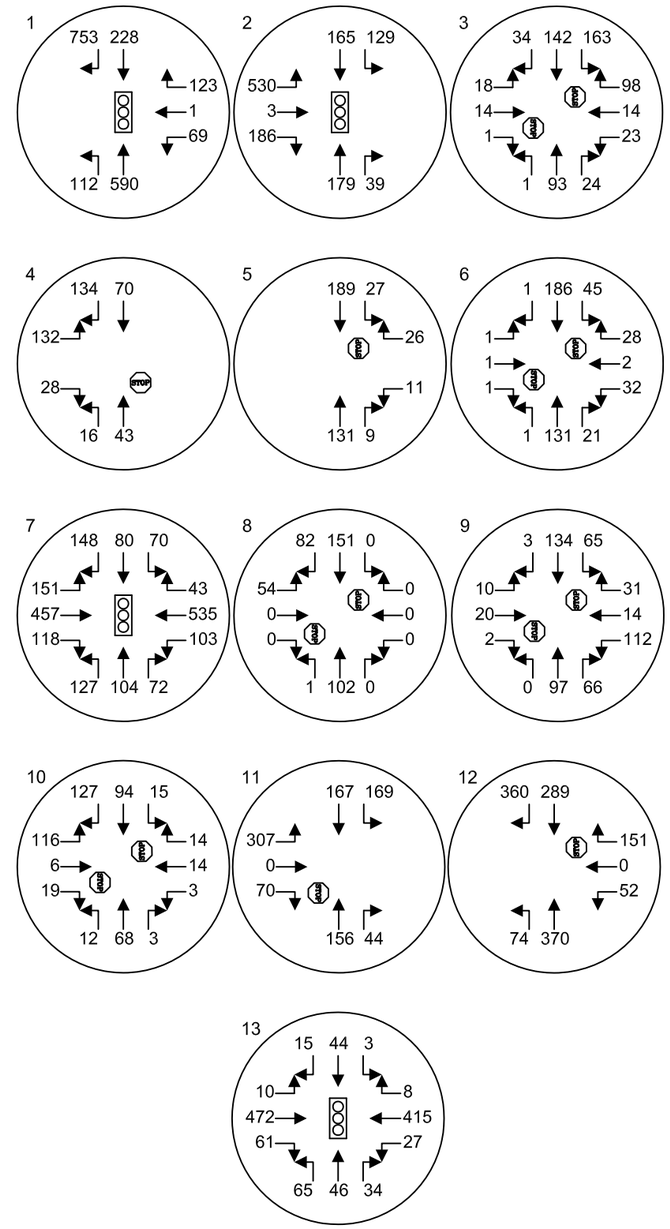


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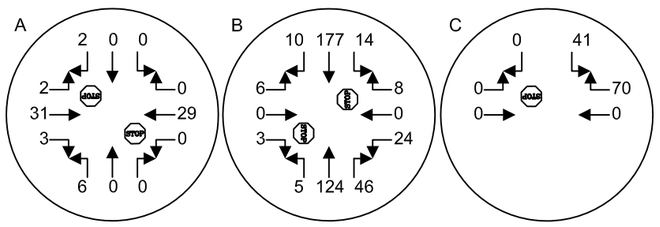
ROLLING HILLS PLAT
FORECAST 2026 PM PEAK HOUR BACKGROUND VOLUMES
FIGURE 5



OUTLYING STUDY INTERSECTIONS



ACCESS INTERSECTIONS



OUTLYING INTERSECTIONS OF STUDY

1. RIVER RD & SR-101 WB RAMPS
2. RIVER RD & SR-101 EB RAMPS
3. RIVER RD & SILBERHORN RD
4. S 7TH AVE & E SILBERHORN RD
5. S 7TH AVE & MCCURDY RD
6. S 7TH AVE & W HEMLOCK ST
7. S 7TH AVE & W WASHINGTON ST
8. S 3RD AVE & W NORMAN ST
9. S 3RD ST & BROWNFIELD RD/DRIVEWAY
10. S SEQUIM AVE & BROWNFIELD RD
11. S SEQUIM AVE & SR-101 EB RAMPS
12. S SEQUIM AVE & SR-101 WB RAMPS
13. S 3RD AVE & W WASHINGTON ST

ACCESS INTERSECTIONS

A. ACCESS/S 5TH PL & MCCURDY RD
B. S 7TH AVE & ACCESS/DAISY LN
C. ACCESS & W NORMAN ST

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FORECAST 2026 PM PEAK HOUR VOLUMES WITH PROJECT
FIGURE 6

4.4 Forecast Level of Service

Level of service analyses were made of the future peak hour volumes without project related trips (background) and with project trips added to the key roadways and intersection under the 2026 horizon year. Delays for the study intersections and access points under future conditions are shown below in Table 5.

Table 5: Forecast 2026 PM Peak Hour Level of Service

Delays given in seconds per vehicle

			W/O Project		With Project	
Int. #	**Intersection**	**Control**	**LOS**	**Delay**	**LOS**	**Delay**
1	River Rd & SR-101 WB Ramps	Signal	A	7.7	A	7.7
2	River Rd & SR-101 EB Ramps	Signal	B	13.3	B	13.8
3	River Rd & Silberhorn Rd	Stop	C	15.8	C	18.6
4	S 7th Ave & E Silberhorn Rd	Stop	A	9.9	B	10.4
5	S 7th Ave & McCurdy Rd	Stop	A	9.8	B	10.2
6	S 7th Ave & W Hemlock St	Stop	B	11.9	B	12.2
7	S 7th Ave & W Washington St	Signal	C	24.2	C	24.4
8	S 3rd Ave & W Norman St	Stop	B	10.4	B	11.1
9	S 3rd St & Brownfield Rd/Dwy	Stop	B	12.9	B	15.8
10	S Sequim Ave & Brownfield Rd	Stop	B	12.2	B	13.3
11	S Sequim Ave & SR-101 EB Ramps	Stop	E	44.1	F	59.7
12	S Sequim Ave & SR-101 WB Ramps	Stop	B	13.4	C	19.2
13	S 3rd Ave & W Washington St	Signal	B	15.1	B	15.4
A	Access & McCurdy Rd	Stop	-	-	A	9.0
B	S 7th Ave & Access/Daisy Ln	Stop	-	-	B	11.2
C	Access & W Norman St	Stop	-	-	A	8.9

With the exception of S Sequim Avenue & SR-101 EB Ramps, all outlying study intersections are shown to operate with LOS C or better conditions under forecast scenarios both without and with project-generated traffic. Moreover, all proposed primary access intersections are shown to operate acceptably with LOS B or better conditions.

It should be noted that the intersection configuration of S 7th Ave & E Silberhorn Road may be modified as a part of pipeline development. However, as the type and timeline of said intersection modifications are unknown at this time, no changes were made in forecast analysis to the existing intersection configuration.

The study intersection of S Sequim Avenue & SR-101 EB Ramps was shown to operate with substandard delays during forecast PM peak hour conditions both without and with project-generated traffic. Delays are primarily experienced by eastbound left-turning vehicles. It should be noted that the City's Transportation Master Plan identifies this intersection as encompassing substandard forecast service levels. Moreover, the City's TIP outlines improvements at this intersection with future plans to construct a signal.

Depending on timeline for planned improvements, a potential interim mitigation may be taken, if determined necessary, to improve service levels at the study intersection. The intersection is currently stop-controlled at the western leg, permitting north-south free flow travel. It should be noted that north-south through volumes are relatively light. Therefore, a potential interim mitigating control could include employing stop-controls at all intersection legs. Level of service analyses were conducted at the intersection under an all-way stop-control (AWSC) intersection scenario. Overall delays are presented for all-way stop-controlled intersections.

Table 6: Forecast 2026 PM Peak Hour Level of Service – Intersection #11

Delays given in seconds per vehicle

		W/O Project		With Project	
Intersection	**Control**	**LOS**	**Delay**	**LOS**	**Delay**
S Sequim Ave &	TWSC	E	44.1	F	59.7
SR-101 EB Ramps	AWSC	B	13.8	B	14.4

TWSC: Two-Way Stop-Control; AWSC: All-Way Stop-Control

As illustrated in Table 6, implementing all-way stop control at the study intersection is shown to significantly reduce experienced delays. Given the minimal cost and intersection modifications required to implement this mitigation, implementing all-way stop-control at the intersection suggests an efficient strategy in mitigating delays should an interim measure be needed before traffic signals are constructed.

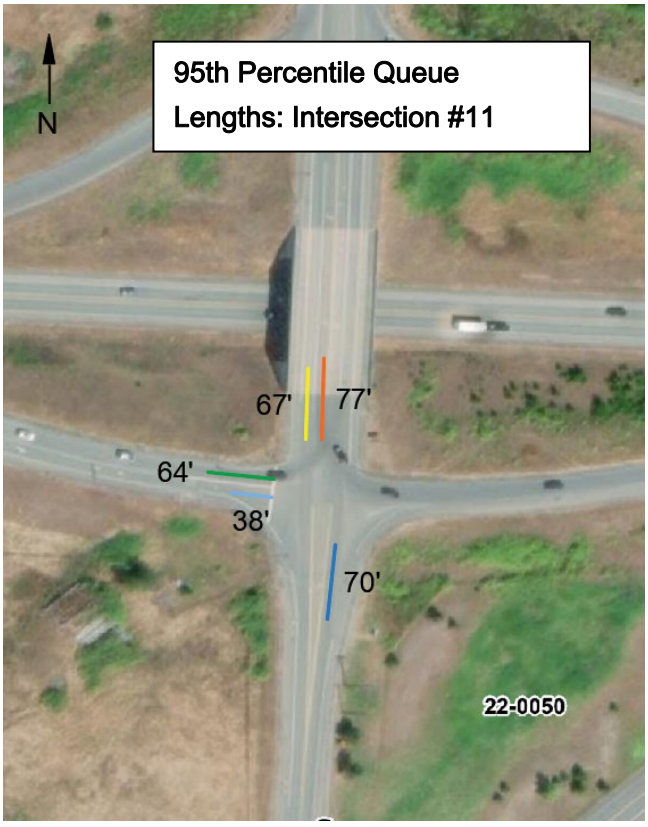
To further validate the plausibility of the proposed all-way stop-control interim mitigation, a queuing analysis was performed at the study intersection under the forecast all-way stop-control scenario with project traffic volumes as illustrated in Figure 6. An analysis was performed using *SimTraffic* software to identify critical lane queues at the intersection. It should be noted that the intersection is located in close proximity to the northerly S Sequim Ave & SR-101 WB Ramps intersection. To determine if southbound queues at S Sequim Ave & SR-101 EB Ramps would spill over into the adjacent northerly SR-101 WB Ramps intersection, a queuing analysis was performed. The analysis estimated queue lengths for the north legs at said intersection in order to determine potential intersection blockage. Lane queue lengths at the additional legs were also calculated.

Table 7 below outlines forecast 2026 PM peak hour with project queue lengths for each lane of the critical intersection under the interim all-way stop-control (AWSC) mitigation scenario. Provided are the average lane queue lengths and 95th percentile lane queue lengths.

Table 7: Intersection #11 AWSC Lane Queue Lengths

Intersection	Lane	Ave. Queue (feet)	95th Queue (feet)
S Sequim Ave & SR-101 EB Ramps	EB L/T	49	64
	EB R	16	38
	NB T/R	38	70
	SB L	46	77
	SB T	51	67

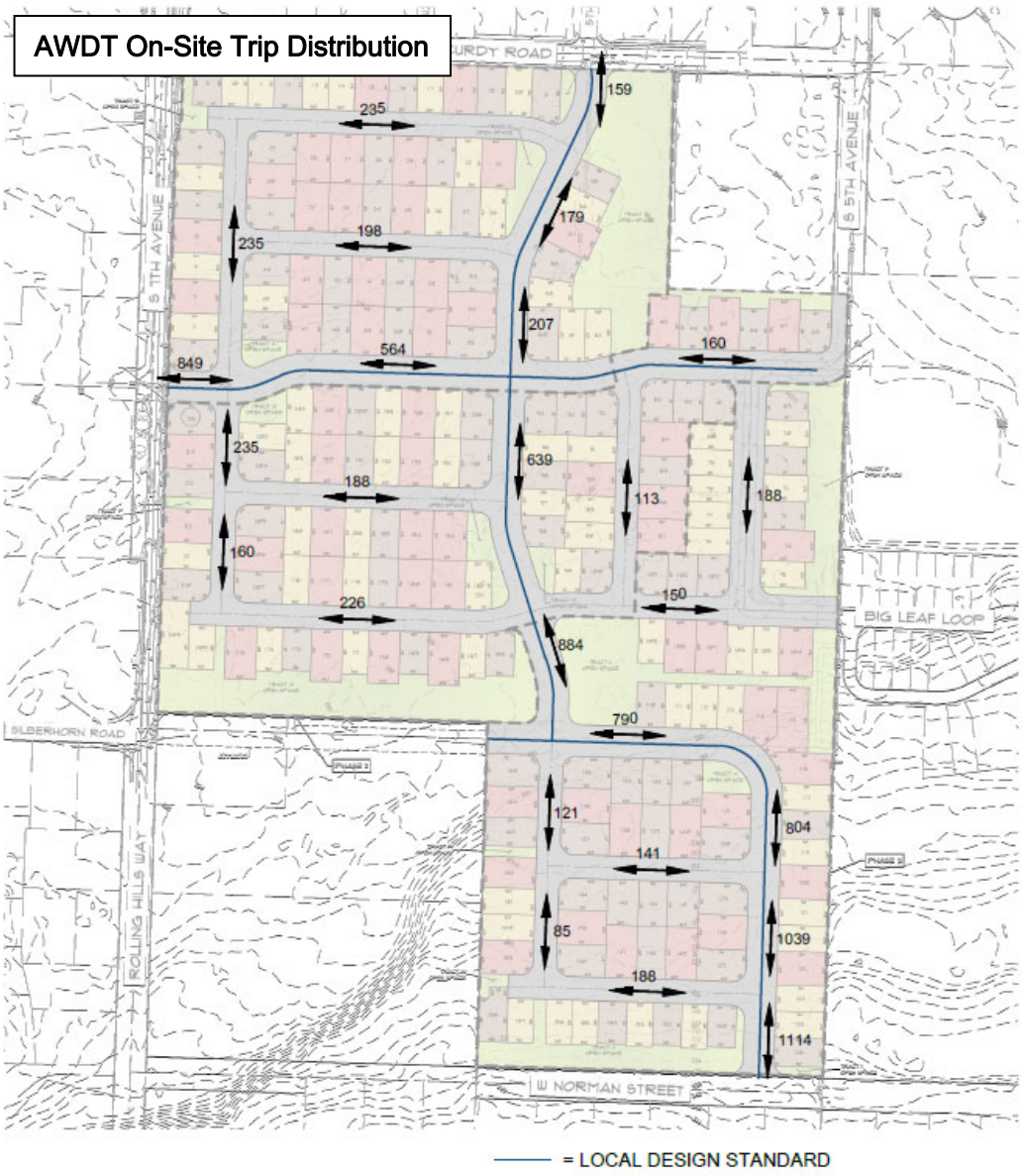
According to the analysis, the 95th percentile PM peak hour southbound through and southbound left-turn lane queues were observed to be under 80'. It should be noted that the available capacity for these lanes are ~325' and ~250', respectively. As such, these calculated 95th percentile queues are more than accommodated within the existing southbound lane configurations and no spillover into the northerly intersection is anticipated as a result of the potential interim intersection mitigation configuration.



Moreover, no deficiencies are identified in any lane within the eastbound and northbound legs. All 95th percentile queue lengths within these lanes are observed at under 75' and are therefore accommodated within the existing lane configurations. The image to the right depicts the 95th percentile forecast PM peak hour with project queue lengths for each intersection lane as outlined in Table 7. Queuing sheets have been included in the appendix.

4.5 City Roadway Design Standards

Roadway cross section design standards internal to the development are based in part on a function of AWDT. As such, estimates of AWDT along the roadways within the proposed development were prepared based on ITE data. ADWT estimates per roadway segment were derived based on the total number of lots anticipated to access each street. The roadways illustrated below in blue are designed per standards outlined in the City's *Typical Street Section Guide, Figure 4-00* per the Local design standard. These roadways are anticipated to receive less than 1200 AWDT. All remaining roadways were designed to Neighborhood standards and are anticipated to receive less than 300 AWDT, as illustrated in the graphic below.



4.6 Turn Lane Warrants

A left turn warrant was analyzed at the proposed project access on S 7th Avenue opposite Daisy Lane to determine if storage capacity is needed for left turning vehicles. Procedures prescribed in WSDOT's Design Manual were used to ascertain left (Exhibit 1310-7a) turn requirements under forecast 2026 PM peak hour conditions with full project build-out as illustrated in Figure 6. Based on the assessment criteria, left turn lanes *would not be warranted* at the proposed S 7th Avenue access. The WSDOT left turn warrant sheet has been attached to the appendix for reference.

5. SUMMARY

The Rolling Hills Plat project proposes for the construction of up to 225 single-family dwelling units in the city of Sequim. The subject site is bordered to the north by McCurdy Road, to the west by S 7th Avenue and partially to the east by S 5th Avenue on an undeveloped, cumulative site area of approximately 44.1-acres. The overall site layout including internal roadway and proposed access configuration is presented in the conceptual site plan (Figure 2). Based on ITE data, the project can be expected to generate approximately 2122 average daily trips (ADT), 158 (41 inbound/ 117 outbound) AM peak hour, and 212 (133 inbound/ 79 outbound) PM peak hour trips.

Existing and forecast 2026 PM peak hour service levels were calculated at the study intersections and are summarized in Tables 2 & 6. Intersection #12, S Sequim Ave & SR-101 EB Ramps, was shown to operate with substandard delays under forecast PM peak hour conditions both without and with project-generated traffic. As previously noted, this intersection is outlined in the City's Transportation Master Plan (adopted in 2013) as having substandard future level of service. Moreover, the City's TIP outlines an improvement project at this intersection with plans to install a signal to reduce delays. Should interim mitigation be deemed necessary by the City, the installation of all-way stop-control at the critical intersection was shown to reduce forecast delays with project to LOS B. To further validate the plausibility of this proposed interim mitigation, lane queues were analyzed at the intersection under forecast PM peak hour conditions with project. All queues were accommodated within the existing intersection lane configurations. As such, no queuing deficiencies are identified with the potential interim intersection mitigation at S Sequim Ave & SR-101 EB Ramps.

All additional outlying study intersections and proposed primary accesses were shown to operate with LOS C or better delays under forecast PM peak hour conditions without and with project. Moreover, a left turn lane would not be required at the site access on S 7th Avenue according to WSDOT nomograph criteria.

Based on the above analysis, mitigation is as follows:

1. Frontage improvements may be required to be constructed along S 7th Avenue, W Norman Street and McCurdy Road in accordance with City standards. Coordination should made with Development Engineering regarding requirements and standards.

2. The proposed development would be subject to Traffic Impact Fees (TIF) as imposed by the city of Sequim. Fees are based on new dwelling unit, assessed at $2,491.00 per net new dwelling unit. Therefore, an estimated fee calculation is as follows:

   225 dwelling units x $2,491.00 per daily trip = $560,475.00

   Actual traffic impact fees will be calculated and determined by the City at the time of building permit issuance. Credit may be available as a new east-west W Norman Street and north-south internal roadways are being constructed as a part of site development, providing new connections consistent with projects outlined in the City's TIP.

3. Coordination should be made with the City regarding future substandard service levels during the PM peak hour at the study intersection of S Sequim Ave & SR-101 EB Ramps. As the City has outlined a signalized improvement at this intersection, it is recommended that a portion of the project's Traffic Impact Fee payment be allocated as a pro-rata share contribution to the project. Should interim mitigation be deemed necessary, implementing all-way stop controls at the intersection is anticipated to reduce delays to acceptable service levels.

No other mitigation is identified.

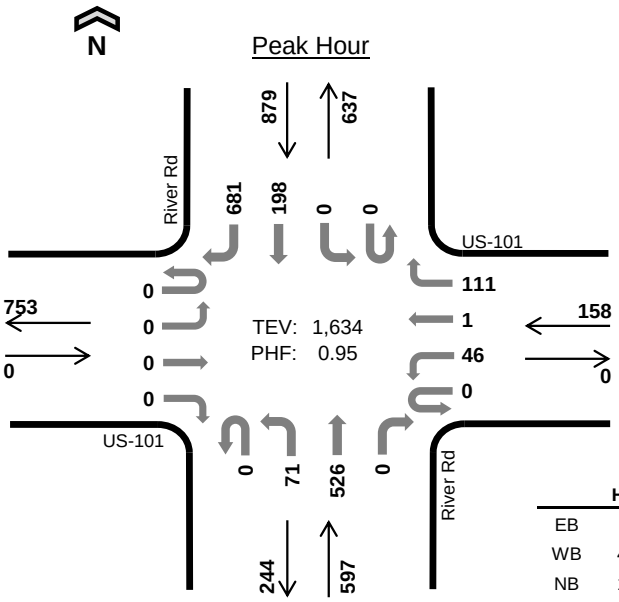
ROLLING HILLS PLAT
TRAFFIC IMPACT ANALYSIS

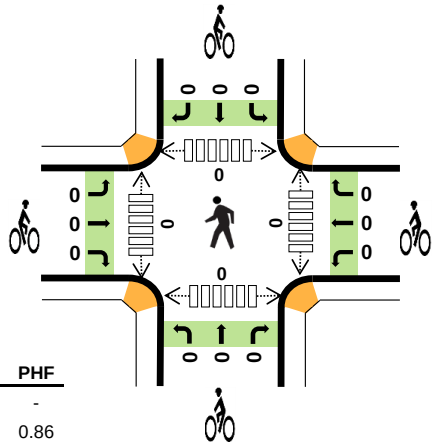
APPENDIX

INTERSECTION COUNT SHEETS

River Rd
US-101

Date: 10/14/2021
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM





	HV %:	PHF
EB	-	-
WB	4.4%	0.86
NB	1.7%	0.88
SB	1.5%	0.95
TOTAL	1.8%	0.95

Two-Hour Count Summaries

Interval Start		US-101 Eastbound				US-101 Westbound				River Rd Northbound				River 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	9	0	27	0	10	140	0	0	0	55	147	388	0
4:15 PM		**0**	**0**	**0**	**0**	**0**	**10**	**0**	**27**	**0**	**17**	**122**	**0**	**0**	**0**	**45**	**167**	**388**	0
4:30 PM		**0**	**0**	**0**	**0**	**0**	**15**	**0**	**31**	**0**	**18**	**126**	**0**	**0**	**0**	**52**	**163**	**405**	0
4:45 PM		**0**	**0**	**0**	**0**	**0**	**10**	**0**	**30**	**0**	**17**	**152**	**0**	**0**	**0**	**49**	**172**	**430**	1,611
5:00 PM		**0**	**0**	**0**	**0**	**0**	**11**	**1**	**23**	**0**	**19**	**126**	**0**	**0**	**0**	**52**	**179**	**411**	**1,634**
5:15 PM		0	0	0	0	0	7	0	29	0	12	104	0	0	0	43	183	378	1,624
5:30 PM		0	0	0	0	0	15	0	21	0	23	113	0	0	0	44	135	351	1,570
5:45 PM		0	0	0	0	0	6	0	23	0	8	102	0	0	0	46	126	311	1,451
Count Total		0	0	0	0	0	83	1	211	0	124	985	0	0	0	386	1,272	3,062	0
Peak Hour	**All**	**0**	**0**	**0**	**0**	**0**	**46**	**1**	**111**	**0**	**71**	**526**	**0**	**0**	**0**	**198**	**681**	**1,634**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**6**	**0**	**5**	**5**	**0**	**0**	**0**	**4**	**9**	**30**	**0**
	HV%	**-**	**-**	**-**	**-**	**-**	**2%**	**0%**	**5%**	**-**	**7%**	**1%**	**-**	**-**	**-**	**2%**	**1%**	**2%**	**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*	0	0	0	0	*0*
4:15 PM	**0**	**4**	**1**	**5**	***10***	**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**	**4**	**3**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**0**	**0**	**5**	**2**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:15 PM	0	1	0	2	*3*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	0	0	2	3	*5*	0	0	0	0	*0*	1	0	0	0	*1*
5:45 PM	0	1	1	2	*4*	0	0	0	0	*0*	1	0	0	0	*1*
Count Total	0	9	15	23	*47*	0	0	0	0	*0*	2	0	0	0	*2*
Peak Hour	**0**	**7**	**10**	**13**	***30***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	US-101 Eastbound				US-101 Westbound				River Rd Northbound				River 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	0	0	0	0	1	1	0	0	0	1	2	5	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**2**	**10**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**5**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**3**	**0**	**0**	**0**	**1**	**2**	**8**	28
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**2**	**0**	**0**	**0**	**0**	**2**	**7**	**30**
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	3	23
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	5	23
5:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	4	19
Count Total	0	0	0	0	0	1	0	8	0	6	9	0	0	0	7	16	47	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**6**	**0**	**5**	**5**	**0**	**0**	**0**	**4**	**9**	**30**	**0**

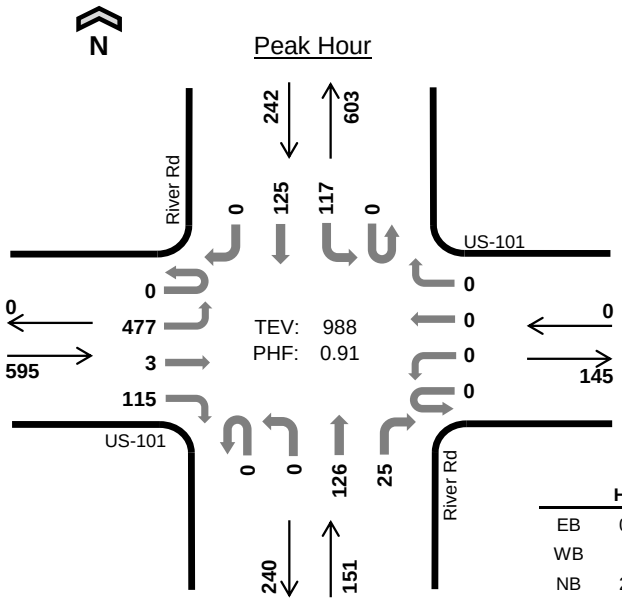
Two-Hour Count Summaries - Bikes

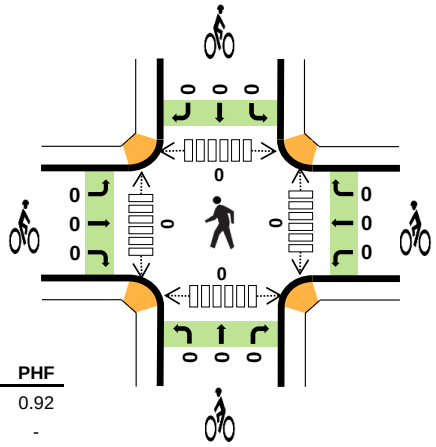
Interval Start	US-101 Eastbound			US-101 Westbound			River Rd Northbound			River Rd Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

River Rd
US-101

Date: 10/14/2021
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM





	HV %:	PHF
EB	0.7%	0.92
WB	-	-
NB	2.6%	0.80
SB	2.5%	0.96
TOTAL	1.4%	0.91

Two-Hour Count Summaries

Interval Start		US-101 Eastbound				US-101 Westbound				River Rd Northbound				River 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**	**122**	**2**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**9**	**0**	**22**	**37**	**0**	**244**	0
4:15 PM		**0**	**107**	**1**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**6**	**0**	**31**	**28**	**0**	**232**	0
4:30 PM		**0**	**118**	**0**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**3**	**0**	**29**	**34**	**0**	**242**	0
4:45 PM		**0**	**130**	**0**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**40**	**7**	**0**	**35**	**26**	**0**	**270**	**988**
5:00 PM		0	109	0	31	0	0	0	0	0	0	37	5	0	30	32	0	244	988
5:15 PM		0	85	0	27	0	0	0	0	0	0	32	8	0	26	30	0	208	964
5:30 PM		0	94	0	11	0	0	0	0	0	0	40	7	0	19	37	0	208	930
5:45 PM		0	89	0	23	0	0	0	0	0	0	20	5	0	23	30	0	190	850
Count Total		0	854	3	207	0	0	0	0	0	0	255	50	0	215	254	0	1,838	0
Peak Hour	**All**	**0**	**477**	**3**	**115**	**0**	**0**	**0**	**0**	**0**	**0**	**126**	**25**	**0**	**117**	**125**	**0**	**988**	**0**
	HV	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**3**	**3**	**0**	**14**	**0**
	HV%	**-**	**1%**	**0%**	**0%**	**-**	**-**	**-**	**-**	**-**	**-**	**3%**	**0%**	**-**	**3%**	**2%**	**-**	**1%**	**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**	**1**	**1**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:15 PM	**0**	**0**	**1**	**3**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:30 PM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**3**	**0**	**2**	**1**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	2	0	3	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	1	0	1	1	*3*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	2	0	0	0	*2*	0	0	0	0	*0*	1	0	0	0	*1*
5:45 PM	2	0	0	1	*3*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	11	0	8	8	*27*	0	0	0	0	*0*	1	0	0	0	*1*
Peak Hour	**4**	**0**	**4**	**6**	***14***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	US-101 Eastbound				US-101 Westbound				River Rd Northbound				River 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**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**3**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**1**	**0**	**4**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	0
4:45 PM	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**6**	**14**
5:00 PM	0	1	0	1	0	0	0	0	0	0	3	0	0	0	0	0	5	16
5:15 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	15
5:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	16
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	13
Count Total	0	10	0	1	0	0	0	0	0	0	8	0	0	4	4	0	27	0
Peak Hour	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**3**	**3**	**0**	**14**	**0**

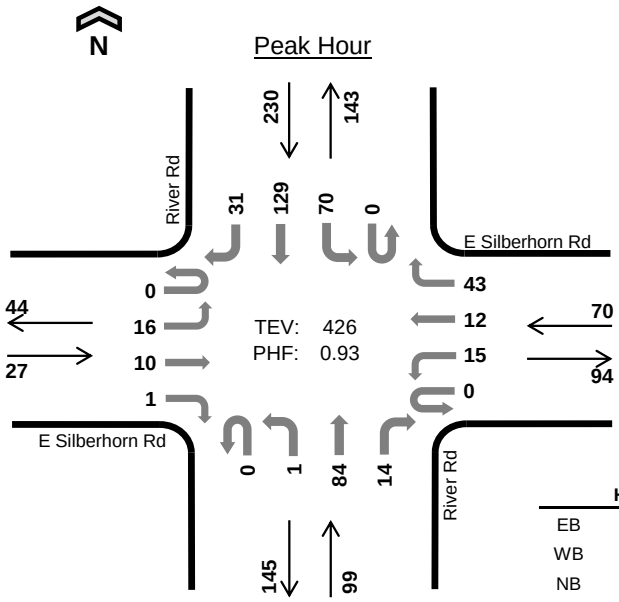
Two-Hour Count Summaries - Bikes

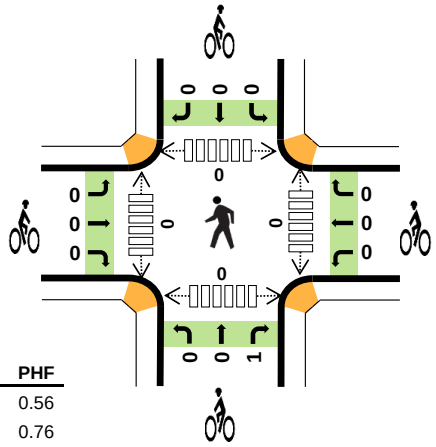
Interval Start	US-101 Eastbound			US-101 Westbound			River Rd Northbound			River Rd Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

River Rd
E Silberhorn Rd

Date: 10/14/2021
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM





	HV %:	PHF
EB	3.7%	0.56
WB	0.0%	0.76
NB	3.0%	0.83
SB	2.2%	0.88
TOTAL	2.1%	0.93

Two-Hour Count Summaries

Interval Start	E Silberhorn Rd Eastbound				E Silberhorn Rd Westbound				River Rd Northbound				River 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**	**2**	**4**	**0**	**0**	**9**	**2**	**6**	**0**	**0**	**28**	**2**	**0**	**15**	**36**	**10**	**114**	0
4:15 PM	**0**	**4**	**2**	**0**	**0**	**3**	**5**	**15**	**0**	**1**	**17**	**1**	**0**	**14**	**34**	**5**	**101**	0
4:30 PM	**0**	**2**	**0**	**1**	**0**	**1**	**1**	**11**	**0**	**0**	**15**	**7**	**0**	**22**	**33**	**10**	**103**	0
4:45 PM	**0**	**8**	**4**	**0**	**0**	**2**	**4**	**11**	**0**	**0**	**24**	**4**	**0**	**19**	**26**	**6**	**108**	**426**
5:00 PM	0	5	2	0	0	7	2	10	0	1	20	3	0	20	31	5	106	418
5:15 PM	0	6	1	0	0	3	4	11	0	0	18	7	0	9	38	5	102	419
5:30 PM	0	9	7	0	0	8	1	14	0	0	21	5	0	15	20	8	108	424
5:45 PM	0	5	2	0	0	7	8	6	0	0	15	0	0	10	30	12	95	411
Count Total	0	41	22	1	0	40	27	84	0	2	158	29	0	124	248	61	837	0
Peak Hour All	**0**	**16**	**10**	**1**	**0**	**15**	**12**	**43**	**0**	**1**	**84**	**14**	**0**	**70**	**129**	**31**	**426**	**0**
Peak Hour HV	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**4**	**9**	**0**
Peak Hour HV%	**-**	**6%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**4%**	**0%**	**-**	**0%**	**1%**	**13%**	**2%**	**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**	**2**	***3***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
4:15 PM	**0**	**0**	**2**	**1**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:30 PM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**1**	**0**	**0**	**1**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	0	0	3	0	*3*	1	0	0	0	*1*	0	0	0	0	*0*
5:15 PM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	0	0	0	0	*0*	0	0	1	0	*1*	0	0	0	0	*0*
5:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	1	0	6	6	*13*	1	0	2	0	*3*	0	0	0	0	*0*
Peak Hour	**1**	**0**	**3**	**5**	***9***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***

Two-Hour Count Summaries - Heavy Vehicles

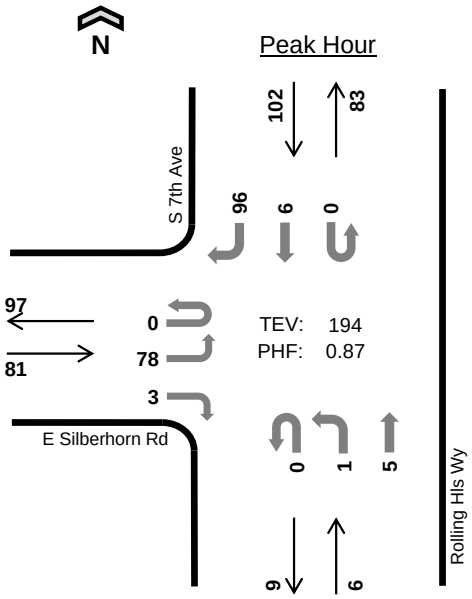
Interval Start	E Silberhorn Rd Eastbound				E Silberhorn Rd Westbound				River Rd Northbound				River Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**3**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**3**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	0
4:45 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**9**
5:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	9
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	7
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Count Total	0	1	0	0	0	0	0	0	0	0	6	0	0	1	1	4	13	0
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**4**	**9**	**0**

Two-Hour Count Summaries - Bikes

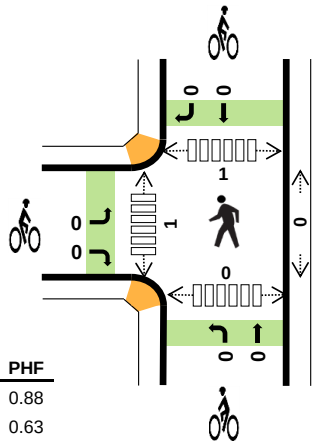
Interval Start	E Silberhorn Rd Eastbound			E Silberhorn Rd Westbound			River Rd Northbound			River Rd Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	1	0	0	0	1	0	1	0	0	0	3	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Rolling Hls Wy
E Silberhorn Rd



Date: 10/14/2021
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	1.2%	0.88
WB	-	0.63
NB	0.0%	0.50
SB	2.9%	0.80
TOTAL	2.1%	0.87

Two-Hour Count Summaries

Interval Start		E Silberhorn Rd				0				Rolling Hls Wy				S 7th Ave				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	18	0	0	0	0	1	0	0	0	1	0	0	0	4	28	52	0
4:15 PM		**0**	**21**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**26**	**52**	0
4:30 PM		**0**	**16**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**12**	**35**	0
4:45 PM		**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**51**	190
5:00 PM		**0**	**19**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**3**	**29**	**56**	**194**
5:15 PM		0	12	0	0	0	0	1	0	0	0	1	0	0	0	1	21	36	178
5:30 PM		0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	25	37	180
5:45 PM		0	10	0	0	0	0	1	0	0	0	1	0	0	0	1	26	39	168
Count Total		0	130	0	3	0	0	0	0	0	1	8	0	0	0	12	196	350	0
Peak Hour	**All**	**0**	**78**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**0**	**0**	**0**	**6**	**96**	**189**	**0**
	HV	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**4**	**0**
	HV%	**-**	**1%**	**-**	**0%**	**-**	**-**	**-**	**-**	**-**	**0%**	**0%**	**-**	**-**	**-**	**0%**	**3%**	**2%**	**0**

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

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

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Silberhorn Rd				0				Rolling Hls Wy				S 7th Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**3**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	4
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	0
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**4**	**0**

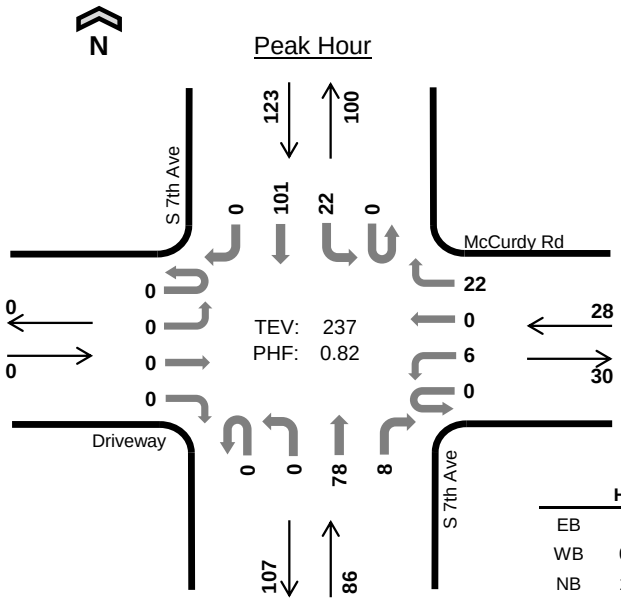
Two-Hour Count Summaries - Bikes

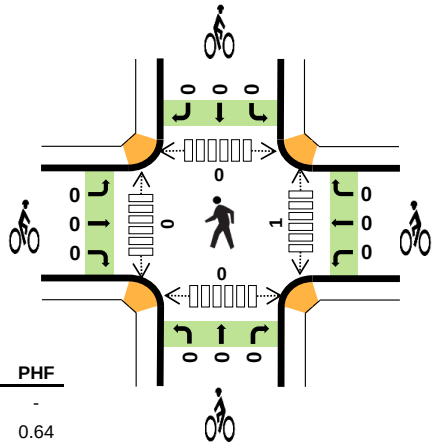
Interval Start	E Silberhorn Rd			0			Rolling Hls Wy			S 7th Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	2	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	3
Count Total	2	0	0	0	0	0	0	1	0	0	0	0	3	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

S 7th Ave
McCurdy Rd

Date: 10/14/2021
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM





	HV %:	PHF
EB	-	-
WB	0.0%	0.64
NB	1.2%	0.80
SB	3.3%	0.77
TOTAL	2.1%	0.82

Two-Hour Count Summaries

Interval Start		Driveway Eastbound				McCurdy Rd Westbound				S 7th Ave Northbound				S 7th Ave Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	0	0	0	2	0	3	0	0	21	2	0	8	35	0	71	0
4:15 PM		**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**0**	**0**	**19**	**1**	**0**	**2**	**26**	**0**	**52**	0
4:30 PM		**0**	**0**	**0**	**0**	**0**	**1**	**0**	**5**	**0**	**0**	**14**	**4**	**0**	**5**	**16**	**0**	**45**	0
4:45 PM		**0**	**0**	**0**	**0**	**0**	**2**	**0**	**5**	**0**	**0**	**26**	**1**	**0**	**7**	**27**	**0**	**68**	236
5:00 PM		**0**	**0**	**0**	**0**	**0**	**2**	**0**	**9**	**0**	**0**	**19**	**2**	**0**	**8**	**32**	**0**	**72**	**237**
5:15 PM		0	0	0	0	0	0	0	3	0	0	10	2	0	1	22	0	38	223
5:30 PM		0	0	0	0	0	4	0	7	0	0	10	1	0	7	22	0	51	229
5:45 PM		0	0	0	0	0	1	0	2	0	0	12	0	0	7	27	0	49	210
Count Total		0	0	0	0	0	13	0	37	0	0	131	13	0	45	207	0	446	0
Peak Hour	**All**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**22**	**0**	**0**	**78**	**8**	**0**	**22**	**101**	**0**	**237**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**3**	**0**	**5**	**0**
	HV%	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**0%**	**-**	**-**	**1%**	**0%**	**-**	**5%**	**3%**	**-**	**2%**	**0**

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

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

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Driveway				McCurdy Rd				S 7th Ave				S 7th Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**3**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	5
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	0	5	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**3**	**0**	**5**	**0**

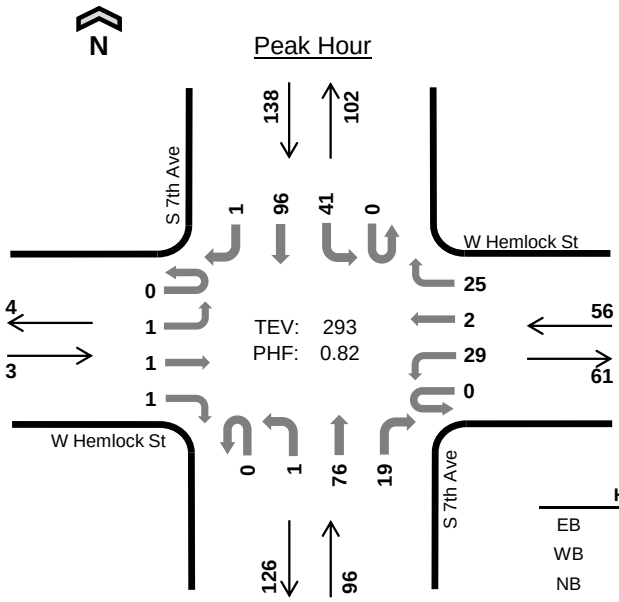
Two-Hour Count Summaries - Bikes

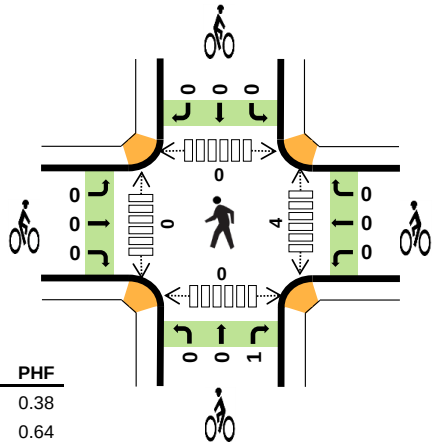
Interval Start	Driveway			McCurdy Rd			S 7th Ave			S 7th Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	2
Count Total	0	0	0	0	0	0	0	3	0	0	0	0	3	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

S 7th Ave
W Hemlock St

Date: 10/14/2021
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM





	HV %:	PHF
EB	0.0%	0.38
WB	1.8%	0.64
NB	1.0%	0.77
SB	2.2%	0.75
TOTAL	1.7%	0.82

Two-Hour Count Summaries

Interval Start	W Hemlock St Eastbound				W Hemlock St Westbound				S 7th Ave Northbound				S 7th Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**8**	**1**	**1**	**0**	**0**	**17**	**7**	**0**	**11**	**35**	**0**	**80**	0
4:15 PM	**0**	**0**	**0**	**1**	**0**	**10**	**1**	**11**	**0**	**0**	**16**	**5**	**0**	**1**	**17**	**1**	**63**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**8**	**0**	**1**	**15**	**4**	**0**	**12**	**15**	**0**	**61**	0
4:45 PM	**0**	**1**	**1**	**0**	**0**	**5**	**0**	**5**	**0**	**0**	**28**	**3**	**0**	**17**	**29**	**0**	**89**	**293**
5:00 PM	0	0	0	0	0	8	0	3	0	0	22	6	0	8	32	0	79	292
5:15 PM	0	0	0	0	0	6	0	3	0	0	12	1	0	9	17	1	49	278
5:30 PM	0	0	0	0	0	6	0	5	0	0	15	2	0	2	23	0	53	270
5:45 PM	0	1	0	0	0	5	0	3	0	0	13	1	0	11	29	1	64	245
Count Total	0	2	1	1	0	54	2	39	0	1	138	29	0	71	197	3	538	0
Peak Hour All	**0**	**1**	**1**	**1**	**0**	**29**	**2**	**25**	**0**	**1**	**76**	**19**	**0**	**41**	**96**	**1**	**293**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**5**	**0**
Peak Hour HV%	**-**	**0%**	**0%**	**0%**	**-**	**3%**	**0%**	**0%**	**-**	**0%**	**1%**	**0%**	**-**	**0%**	**3%**	**0%**	**2%**	**0**

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

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

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	W Hemlock St Eastbound				W Hemlock St Westbound				S 7th Ave Northbound				S 7th Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**3**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**5**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	1	0	0	0	0	1	0	0	0	3	0	5	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**5**	**0**

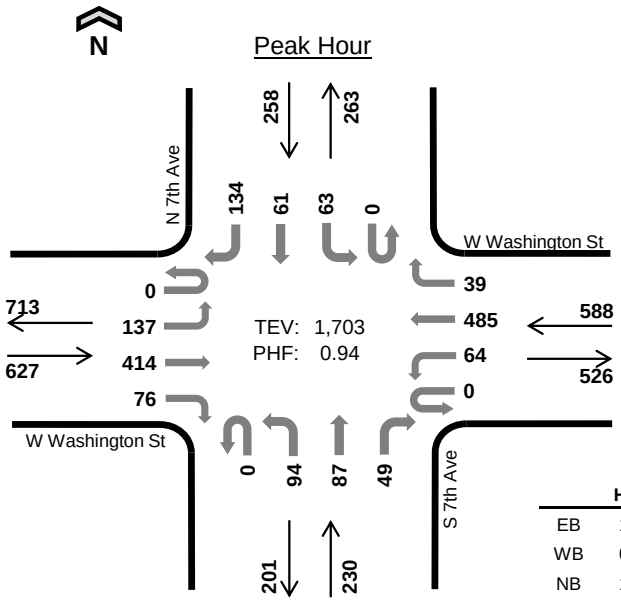
Two-Hour Count Summaries - Bikes

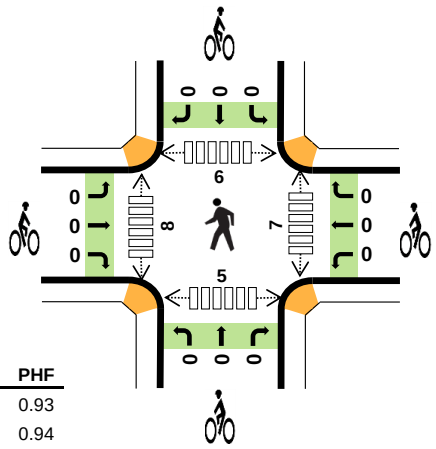
Interval Start	W Hemlock St Eastbound			W Hemlock St Westbound			S 7th Ave Northbound			S 7th Ave Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	2
Count Total	0	0	0	0	0	0	0	2	1	0	0	0	3	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

S 7th Ave
W Washington St

Date: 10/14/2021
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM





	HV %:	PHF
EB	1.1%	0.93
WB	0.5%	0.94
NB	1.3%	0.87
SB	0.8%	0.96
TOTAL	0.9%	0.94

Two-Hour Count Summaries

Interval Start		W Washington St Eastbound				W Washington St Westbound				S 7th Ave Northbound				N 7th Ave Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		**0**	**38**	**111**	**19**	**0**	**20**	**119**	**7**	**0**	**17**	**23**	**15**	**0**	**14**	**16**	**37**	**436**	0
4:15 PM		**0**	**26**	**99**	**13**	**0**	**12**	**119**	**8**	**0**	**22**	**23**	**5**	**0**	**19**	**9**	**34**	**389**	0
4:30 PM		**0**	**37**	**107**	**14**	**0**	**19**	**117**	**11**	**0**	**28**	**18**	**13**	**0**	**16**	**14**	**32**	**426**	0
4:45 PM		**0**	**36**	**97**	**30**	**0**	**13**	**130**	**13**	**0**	**27**	**23**	**16**	**0**	**14**	**22**	**31**	**452**	**1,703**
5:00 PM		0	34	94	21	0	24	144	6	0	28	21	9	0	11	8	28	428	1,695
5:15 PM		0	23	80	19	0	18	99	11	0	30	12	8	0	14	15	22	351	1,657
5:30 PM		0	34	80	14	0	11	84	12	0	20	14	2	0	12	10	20	313	1,544
5:45 PM		0	28	68	18	0	17	81	5	0	16	13	7	0	15	10	21	299	1,391
Count Total		0	256	736	148	0	134	893	73	0	188	147	75	0	115	104	225	3,094	0
Peak Hour	**All**	**0**	**137**	**414**	**76**	**0**	**64**	**485**	**39**	**0**	**94**	**87**	**49**	**0**	**63**	**61**	**134**	**1,703**	**0**
	HV	**0**	**1**	**5**	**1**	**0**	**1**	**2**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**2**	**15**	**0**
	HV%	**-**	**1%**	**1%**	**1%**	**-**	**2%**	**0%**	**0%**	**-**	**2%**	**0%**	**2%**	**-**	**0%**	**0%**	**1%**	**1%**	**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**	**1**	**1**	***3***	**0**	**0**	**0**	**0**	***0***	**7**	**1**	**2**	**3**	*13*
4:15 PM	**2**	**2**	**2**	**1**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**3**	**1**	**2**	*6*
4:30 PM	**2**	**1**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**1**	**0**	*2*
4:45 PM	**2**	**0**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**3**	**2**	**0**	***5***
5:00 PM	1	4	0	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	1	1	0	0	*2*	0	0	0	0	*0*	2	2	2	0	*6*
5:30 PM	1	0	0	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	1	2	0	0	*3*	0	0	0	0	*0*	2	0	1	2	*5*
Count Total	11	10	3	3	*27*	0	0	0	0	*0*	11	10	9	7	*37*
Peak Hour	**7**	**3**	**3**	**2**	***15***	**0**	**0**	**0**	**0**	***0***	**7**	**8**	**6**	**5**	***26***

Two-Hour Count Summaries - Heavy Vehicles

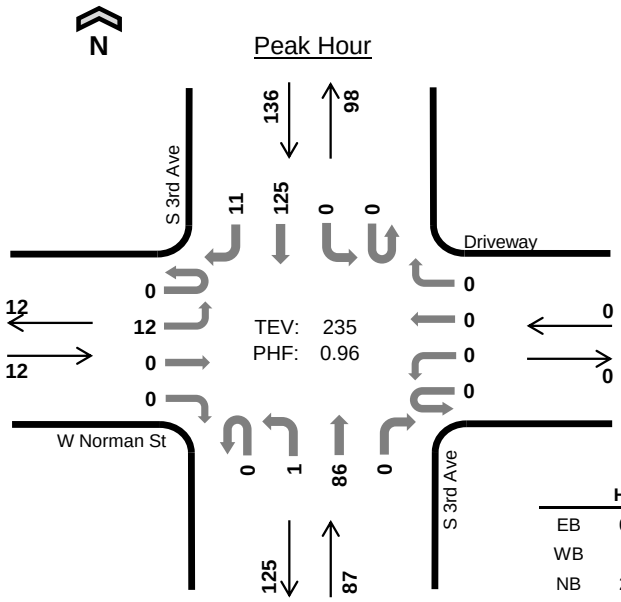
Interval Start	W Washington St Eastbound				W Washington St Westbound				S 7th Ave Northbound				N 7th Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	0
4:15 PM	**0**	**0**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**7**	0
4:30 PM	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	0
4:45 PM	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**15**
5:00 PM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5	17
5:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	12
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	11
5:45 PM	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	12
Count Total	0	2	8	1	0	1	8	1	0	2	0	1	0	0	1	2	27	0
Peak Hour	**0**	**1**	**5**	**1**	**0**	**1**	**2**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**2**	**15**	**0**

Two-Hour Count Summaries - Bikes

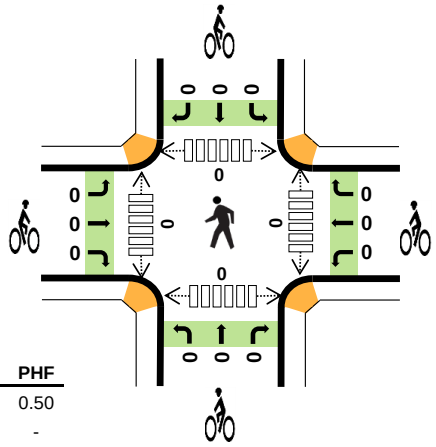
Interval Start	W Washington St Eastbound			W Washington St Westbound			S 7th Ave Northbound			N 7th Ave Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

S 3rd Ave
W Norman St



Date: 10/14/2021
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	0.0%	0.50
WB	-	-
NB	2.3%	0.91
SB	0.7%	0.89
TOTAL	1.3%	0.96

Two-Hour Count Summaries

Interval Start		W Norman St Eastbound				Driveway Westbound				S 3rd Ave Northbound				S 3rd Ave Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	4	0	1	0	0	0	0	0	0	20	0	0	0	31	4	60	0
4:15 PM		0	1	0	0	0	0	0	0	0	0	16	0	0	0	28	0	45	0
4:30 PM		**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**0**	**0**	**0**	**29**	**5**	**59**	0
4:45 PM		**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**0**	**0**	**0**	**26**	**2**	**54**	218
5:00 PM		**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**20**	**0**	**0**	**0**	**34**	**2**	**61**	219
5:15 PM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**0**	**0**	**0**	**36**	**2**	**61**	**235**
5:30 PM		0	0	0	0	0	0	0	0	0	0	14	0	0	0	22	1	37	213
5:45 PM		0	0	0	0	0	0	0	0	0	0	12	0	0	0	23	1	36	195
Count Total		0	17	0	1	0	0	0	0	0	1	148	0	0	0	229	17	413	0
Peak Hour	**All**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**86**	**0**	**0**	**0**	**125**	**11**	**235**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**3**	**0**
	HV%	**-**	**0%**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**0%**	**2%**	**-**	**-**	**-**	**1%**	**0%**	**1%**	**0**

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

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

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	W Norman St				Driveway				S 3rd Ave				S 3rd Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	5
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	4
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0	6	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**3**	**0**

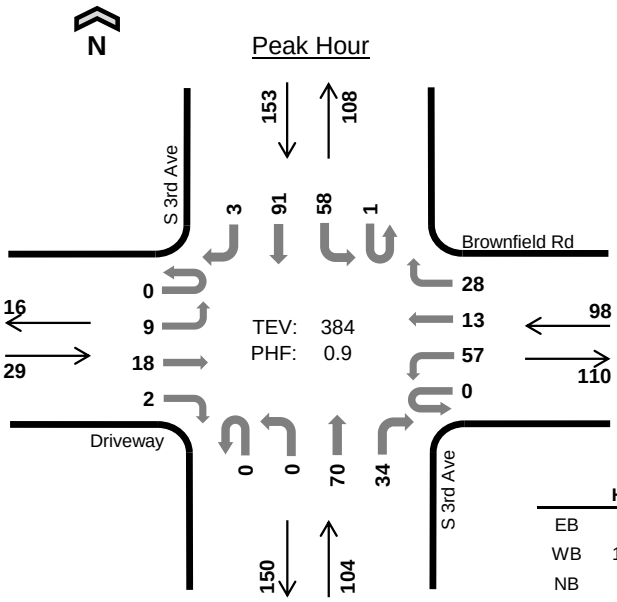
Two-Hour Count Summaries - Bikes

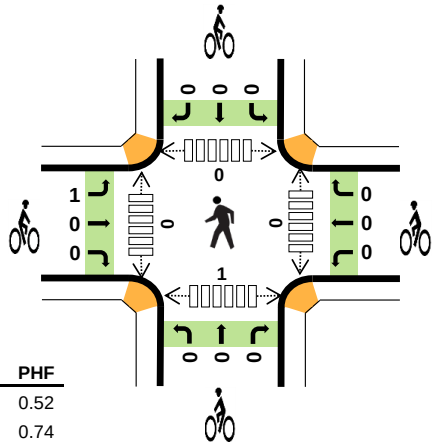
Interval Start	W Norman St			Driveway			S 3rd Ave			S 3rd Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

S 3rd Ave
Brownfield Rd

Date: 10/14/2021
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM





	HV %:	PHF
EB	0.0%	0.52
WB	14.3%	0.74
NB	3.8%	0.84
SB	5.2%	0.83
TOTAL	6.8%	0.90

Two-Hour Count Summaries

Interval Start		Driveway Eastbound				Brownfield Rd Westbound				S 3rd Ave Northbound				S 3rd Ave Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		**0**	**1**	**1**	**0**	**0**	**13**	**10**	**9**	**0**	**0**	**19**	**8**	**0**	**22**	**22**	**2**	**107**	0
4:15 PM		**0**	**5**	**8**	**1**	**0**	**19**	**3**	**11**	**0**	**0**	**13**	**8**	**1**	**10**	**19**	**1**	**99**	0
4:30 PM		**0**	**3**	**8**	**1**	**0**	**13**	**0**	**5**	**0**	**0**	**17**	**8**	**0**	**9**	**25**	**0**	**89**	0
4:45 PM		**0**	**0**	**1**	**0**	**0**	**12**	**0**	**3**	**0**	**0**	**21**	**10**	**0**	**17**	**25**	**0**	**89**	**384**
5:00 PM		0	0	0	0	0	12	0	5	0	0	18	6	0	15	27	0	83	360
5:15 PM		0	0	0	0	0	13	0	4	0	0	19	5	0	7	28	0	76	337
5:30 PM		0	1	0	0	0	11	0	8	0	0	12	5	0	7	15	0	59	307
5:45 PM		0	0	0	0	0	5	0	1	0	0	4	9	0	4	21	0	44	262
Count Total		0	10	18	2	0	98	13	46	0	0	123	59	1	91	182	3	646	0
Peak Hour	**All**	**0**	**9**	**18**	**2**	**0**	**57**	**13**	**28**	**0**	**0**	**70**	**34**	**1**	**58**	**91**	**3**	**384**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**1**	**12**	**1**	**0**	**0**	**3**	**1**	**0**	**3**	**2**	**3**	**26**	**0**
	HV%	**-**	**0%**	**0%**	**0%**	**-**	**2%**	**92%**	**4%**	**-**	**-**	**4%**	**3%**	**0%**	**5%**	**2%**	**100%**	**7%**	**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**	**11**	**2**	**3**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:15 PM	**0**	**3**	**1**	**1**	***5***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**1**	*1*
4:30 PM	**0**	**0**	**1**	**2**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**0**	**0**	**0**	**2**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	0	0	1	0	*1*	0	0	0	0	*0*	1	0	0	1	*2*
5:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	1	0	0	0	*1*
5:30 PM	0	0	0	0	*0*	0	0	0	1	*1*	0	1	0	0	*1*
5:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	14	5	8	*27*	1	0	0	1	*2*	2	1	0	2	*5*
Peak Hour	**0**	**14**	**4**	**8**	***26***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**1**	***1***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Driveway				Brownfield Rd				S 3rd Ave				S 3rd Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**1**	**10**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**2**	**16**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**5**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**3**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**2**	**26**
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	11
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	1	12	1	0	0	4	1	0	3	2	3	27	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**12**	**1**	**0**	**0**	**3**	**1**	**0**	**3**	**2**	**3**	**26**	**0**

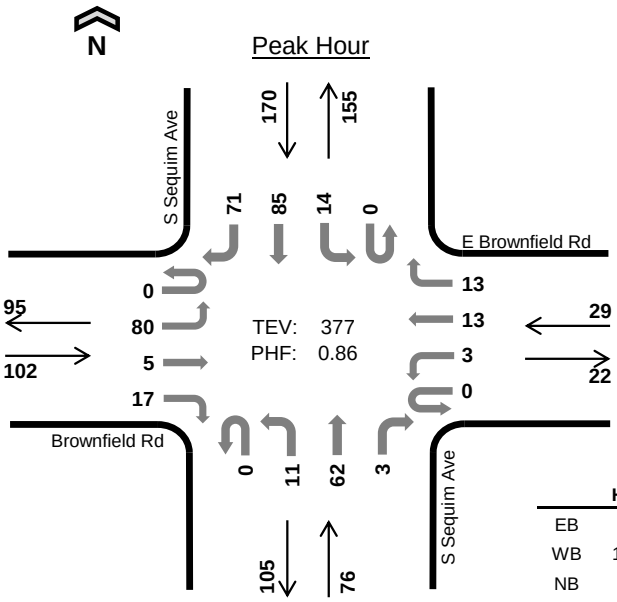
Two-Hour Count Summaries - Bikes

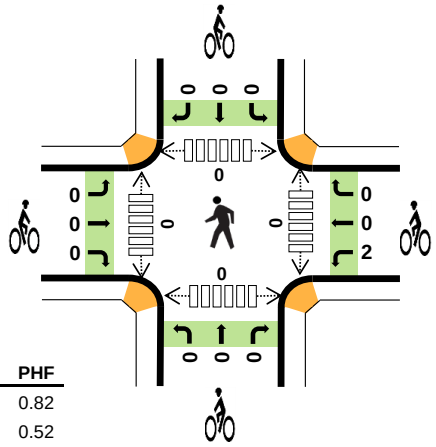
Interval Start	Driveway			Brownfield Rd			S 3rd Ave			S 3rd Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	1	0	0	0	0	0	0	0	0	0	1	0	2	0
Peak Hour	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

S Sequim Ave
Brownfield Rd

Date: 10/14/2021
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM





	HV %:	PHF
EB	3.9%	0.82
WB	10.3%	0.52
NB	0.0%	0.76
SB	5.3%	0.82
TOTAL	4.2%	0.86

Two-Hour Count Summaries

Interval Start		Brownfield Rd Eastbound				E Brownfield Rd Westbound				S Sequim Ave Northbound				S Sequim Ave Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		**0**	**14**	**2**	**6**	**0**	**1**	**7**	**6**	**0**	**3**	**16**	**0**	**0**	**1**	**23**	**18**	**97**	0
4:15 PM		**0**	**21**	**0**	**4**	**0**	**1**	**3**	**3**	**0**	**5**	**19**	**1**	**0**	**5**	**22**	**25**	**109**	0
4:30 PM		**0**	**20**	**2**	**2**	**0**	**1**	**2**	**1**	**0**	**2**	**17**	**0**	**0**	**5**	**20**	**14**	**86**	0
4:45 PM		**0**	**25**	**1**	**5**	**0**	**0**	**1**	**3**	**0**	**1**	**10**	**2**	**0**	**3**	**20**	**14**	**85**	**377**
5:00 PM		0	11	1	7	0	0	1	2	0	2	13	0	0	2	23	16	78	358
5:15 PM		0	10	0	4	0	0	0	2	0	0	15	0	0	5	25	14	75	324
5:30 PM		0	7	0	5	0	2	2	1	0	2	13	1	0	4	13	15	65	303
5:45 PM		0	11	1	1	0	0	1	1	0	0	10	0	0	6	11	6	48	266
Count Total		0	119	7	34	0	5	17	19	0	15	113	4	0	31	157	122	643	0
Peak Hour	**All**	**0**	**80**	**5**	**17**	**0**	**3**	**13**	**13**	**0**	**11**	**62**	**3**	**0**	**14**	**85**	**71**	**377**	**0**
	HV	**0**	**4**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**8**	**16**	**0**
	HV%	**-**	**5%**	**0%**	**0%**	**-**	**0%**	**23%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**1%**	**11%**	**4%**	**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**	**0**	**5**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:15 PM	**0**	**0**	**0**	**4**	***4***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
4:30 PM	**2**	**0**	**0**	**0**	***2***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	0	0	0	0	*0*	0	1	0	0	*1*	1	0	0	1	*2*
5:15 PM	0	0	1	0	*1*	0	0	1	0	*1*	0	0	0	0	*0*
5:30 PM	0	0	0	0	*0*	0	0	0	1	*1*	0	0	0	0	*0*
5:45 PM	0	0	0	0	*0*	0	0	1	0	*1*	0	1	0	0	*1*
Count Total	4	3	1	9	*17*	0	3	2	1	*6*	1	1	0	1	*3*
Peak Hour	**4**	**3**	**0**	**9**	***16***	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Brownfield Rd				E Brownfield Rd				S Sequim Ave				S Sequim Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**9**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**4**	0
4:30 PM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	0
4:45 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**16**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	4	0	0	0	0	3	0	0	0	1	0	0	0	1	8	17	0
Peak Hour	**0**	**4**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**8**	**16**	**0**

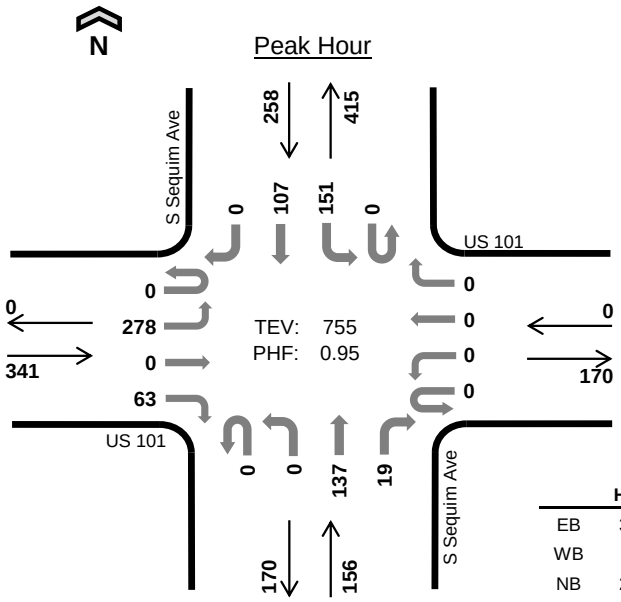
Two-Hour Count Summaries - Bikes

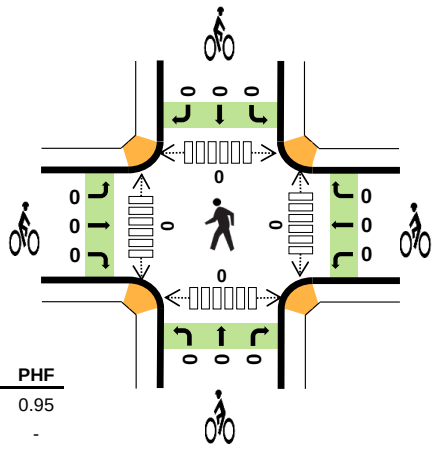
Interval Start	Brownfield Rd			E Brownfield Rd			S Sequim Ave			S Sequim Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	0
4:30 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	3
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	3
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	4
Count Total	0	0	0	3	0	0	0	2	0	0	1	0	6	0
Peak Hour	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

S Sequim Ave
US 101

Date: 10/14/2021
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM





	HV %:	PHF
EB	3.2%	0.95
WB	-	-
NB	2.6%	0.89
SB	1.6%	0.91
TOTAL	2.5%	0.95

Two-Hour Count Summaries

Interval Start		US 101 Eastbound				US 101 Westbound				S Sequim Ave Northbound				S Sequim Ave Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		**0**	**70**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**31**	**5**	**0**	**31**	**25**	**0**	**178**	0
4:15 PM		**0**	**65**	**0**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**41**	**3**	**0**	**36**	**33**	**0**	**198**	0
4:30 PM		**0**	**68**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**4**	**0**	**44**	**27**	**0**	**189**	0
4:45 PM		**0**	**75**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**31**	**7**	**0**	**40**	**22**	**0**	**190**	**755**
5:00 PM		0	62	0	17	0	0	0	0	0	0	22	3	0	38	24	0	166	743
5:15 PM		0	70	0	18	0	0	0	0	0	0	23	5	0	42	27	0	185	730
5:30 PM		0	47	0	15	0	0	0	0	0	0	19	2	0	52	17	0	152	693
5:45 PM		0	52	0	14	0	0	0	0	0	0	17	4	0	43	9	0	139	642
Count Total		0	509	0	127	0	0	0	0	0	0	218	33	0	326	184	0	1,397	0
Peak Hour	**All**	**0**	**278**	**0**	**63**	**0**	**0**	**0**	**0**	**0**	**0**	**137**	**19**	**0**	**151**	**107**	**0**	**755**	**0**
	HV	**0**	**5**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**1**	**3**	**0**	**19**	**0**
	HV%	**-**	**2%**	**-**	**10%**	**-**	**-**	**-**	**-**	**-**	**-**	**1%**	**11%**	**-**	**1%**	**3%**	**-**	**3%**	**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	**4**	**0**	**1**	**2**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:15 PM	**5**	**0**	**0**	**1**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:30 PM	**1**	**0**	**2**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**1**	**0**	**1**	**1**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	0	0	0	2	*2*	0	0	0	0	*0*	1	0	0	0	*1*
5:15 PM	0	0	1	0	*1*	0	0	1	0	*1*	0	0	0	0	*0*
5:30 PM	2	0	0	2	*4*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	1	0	0	0	*1*	0	0	1	0	*1*	0	1	0	0	*1*
Count Total	14	0	5	8	*27*	0	0	2	0	*2*	1	1	0	0	*2*
Peak Hour	**11**	**0**	**4**	**4**	***19***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Two-Hour Count Summaries - Heavy Vehicles

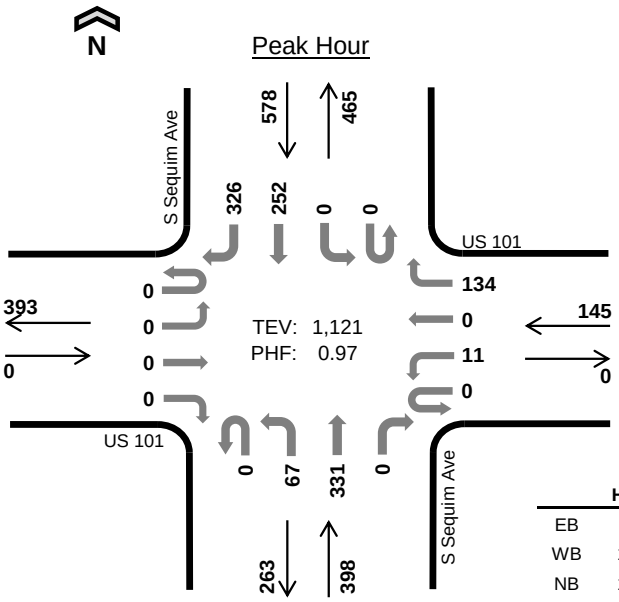
Interval Start	US 101 Eastbound				US 101 Westbound				S Sequim Ave Northbound				S Sequim Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**7**	0
4:15 PM	**0**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**6**	0
4:30 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	0
4:45 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**3**	**19**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	14
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	9
5:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	4	10
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
Count Total	0	8	0	6	0	0	0	0	0	0	3	2	0	5	3	0	27	0
Peak Hour	**0**	**5**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**1**	**3**	**0**	**19**	**0**

Two-Hour Count Summaries - Bikes

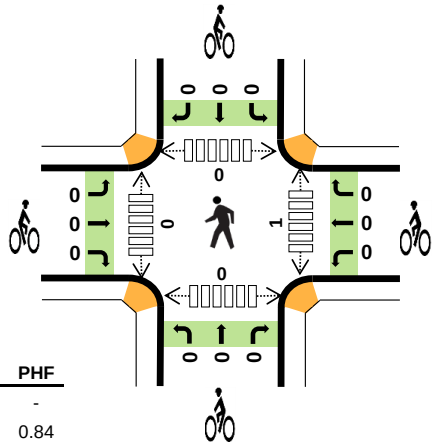
Interval Start	US 101 Eastbound			US 101 Westbound			S Sequim Ave Northbound			S Sequim Ave Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	2
Count Total	0	0	0	0	0	0	0	2	0	0	0	0	2	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

S Sequim Ave
US 101



Date: 10/14/2021
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	-	-
WB	1.4%	0.84
NB	1.8%	0.94
SB	2.4%	0.84
TOTAL	2.1%	0.97

Two-Hour Count Summaries

Interval Start		US 101 Eastbound				US 101 Westbound				S Sequim Ave Northbound				S Sequim Ave Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	0	0	0	9	1	40	0	15	86	0	0	0	48	83	282	0
4:15 PM		**0**	**0**	**0**	**0**	**0**	**6**	**0**	**37**	**0**	**21**	**84**	**0**	**0**	**0**	**61**	**77**	**286**	0
4:30 PM		**0**	**0**	**0**	**0**	**0**	**1**	**0**	**37**	**0**	**14**	**86**	**0**	**0**	**0**	**73**	**77**	**288**	0
4:45 PM		**0**	**0**	**0**	**0**	**0**	**2**	**0**	**34**	**0**	**19**	**87**	**0**	**0**	**0**	**58**	**60**	**260**	1,116
5:00 PM		**0**	**0**	**0**	**0**	**0**	**2**	**0**	**26**	**0**	**13**	**74**	**0**	**0**	**0**	**60**	**112**	**287**	**1,121**
5:15 PM		0	0	0	0	0	5	0	31	0	7	86	0	0	0	66	69	264	1,099
5:30 PM		0	0	0	0	0	5	0	34	0	9	57	0	0	0	65	54	224	1,035
5:45 PM		0	0	0	0	0	1	0	24	0	11	58	0	0	0	48	54	196	971
Count Total		0	0	0	0	0	31	1	263	0	109	618	0	0	0	479	586	2,087	0
Peak Hour	**All**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**134**	**0**	**67**	**331**	**0**	**0**	**0**	**252**	**326**	**1,121**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**5**	**0**	**0**	**0**	**3**	**11**	**23**	**0**
	HV%	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**1%**	**-**	**3%**	**2%**	**-**	**-**	**-**	**1%**	**3%**	**2%**	**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	5	*8*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	**0**	**1**	**2**	**3**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:30 PM	**0**	**0**	**4**	**3**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**0**	**1**	**1**	**3**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**0**	**0**	**0**	**5**	***5***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
5:15 PM	0	0	0	1	*1*	0	0	1	0	*1*	0	0	0	0	*0*
5:30 PM	0	0	1	2	*3*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	1	1	0	*2*	0	0	1	0	*1*	0	0	0	0	*0*
Count Total	0	4	11	22	*37*	0	0	2	0	*2*	1	0	0	0	*1*
Peak Hour	**0**	**2**	**7**	**14**	***23***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	US 101 Eastbound				US 101 Westbound				S Sequim Ave Northbound				S Sequim Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	1	0	0	0	0	2	0	0	0	2	3	8	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**2**	**6**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**3**	**7**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**2**	**5**	26
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**5**	**23**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	18
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	14
5:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	11
Count Total	0	0	0	0	0	1	0	3	0	2	9	0	0	0	7	15	37	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**5**	**0**	**0**	**0**	**3**	**11**	**23**	**0**

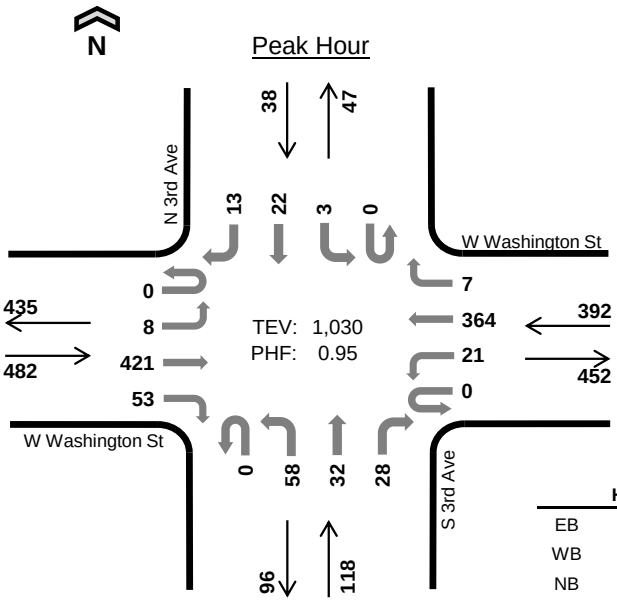
Two-Hour Count Summaries - Bikes

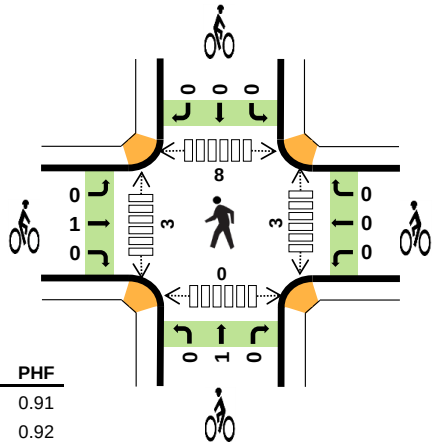
Interval Start	US 101 Eastbound			US 101 Westbound			S Sequim Ave Northbound			S Sequim Ave Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	2
Count Total	0	0	0	0	0	0	0	2	0	0	0	0	2	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

S 3rd Ave
W Washington St

Date: 10/14/2021
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM





	HV %:	PHF
EB	1.2%	0.91
WB	1.0%	0.92
NB	0.8%	0.80
SB	2.6%	0.59
TOTAL	1.2%	0.95

Two-Hour Count Summaries

Interval Start		W Washington St Eastbound				W Washington St Westbound				S 3rd Ave Northbound				N 3rd Ave Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		**0**	**3**	**94**	**14**	**0**	**7**	**98**	**1**	**0**	**21**	**9**	**7**	**0**	**2**	**9**	**5**	**270**	0
4:15 PM		**0**	**2**	**100**	**9**	**0**	**7**	**90**	**2**	**0**	**14**	**4**	**4**	**0**	**1**	**5**	**3**	**241**	0
4:30 PM		**0**	**2**	**112**	**14**	**0**	**3**	**94**	**4**	**0**	**15**	**8**	**6**	**0**	**0**	**5**	**1**	**264**	0
4:45 PM		**0**	**1**	**115**	**16**	**0**	**4**	**82**	**0**	**0**	**8**	**11**	**11**	**0**	**0**	**3**	**4**	**255**	**1,030**
5:00 PM		0	3	89	12	0	6	109	3	0	18	8	7	0	4	6	2	267	1,027
5:15 PM		0	3	84	14	0	3	76	1	0	6	3	4	0	2	9	8	213	999
5:30 PM		0	3	80	11	0	7	73	0	0	13	4	5	0	1	4	4	205	940
5:45 PM		0	0	88	6	0	9	65	0	0	5	4	0	0	0	3	3	183	868
Count Total		0	17	762	96	0	46	687	11	0	100	51	44	0	10	44	30	1,898	0
Peak Hour	**All**	**0**	**8**	**421**	**53**	**0**	**21**	**364**	**7**	**0**	**58**	**32**	**28**	**0**	**3**	**22**	**13**	**1,030**	**0**
	HV	**0**	**1**	**5**	**0**	**0**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**12**	**0**
	HV%	**-**	**13%**	**1%**	**0%**	**-**	**0%**	**1%**	**0%**	**-**	**2%**	**0%**	**0%**	**-**	**0%**	**0%**	**8%**	**1%**	**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**	**0**	**1**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:15 PM	**4**	**1**	**0**	**0**	***5***	**0**	**0**	**1**	**0**	***1***	**0**	**1**	**2**	**0**	*3*
4:30 PM	**1**	**1**	**1**	**0**	***3***	**1**	**0**	**0**	**0**	***1***	**2**	**2**	**6**	**0**	*10*
4:45 PM	**1**	**1**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
5:00 PM	6	1	1	0	*8*	0	0	0	0	*0*	1	0	3	2	*6*
5:15 PM	2	1	0	1	*4*	0	0	0	0	*0*	0	0	1	0	*1*
5:30 PM	1	1	0	0	*2*	1	1	0	0	*2*	0	0	0	0	*0*
5:45 PM	1	2	0	0	*3*	0	0	0	0	*0*	2	0	0	0	*2*
Count Total	16	9	2	2	*29*	2	1	1	0	*4*	6	3	12	2	*23*
Peak Hour	**6**	**4**	**1**	**1**	***12***	**1**	**0**	**1**	**0**	***2***	**3**	**3**	**8**	**0**	***14***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	W Washington St Eastbound				W Washington St Westbound				S 3rd Ave Northbound				N 3rd Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	0
4:15 PM	**0**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	0
4:30 PM	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	0
4:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**12**
5:00 PM	0	0	6	0	0	0	1	0	0	0	1	0	0	0	0	0	8	18
5:15 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	1	4	17
5:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	16
5:45 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	17
Count Total	0	1	15	0	0	0	9	0	0	1	1	0	0	0	0	2	29	0
Peak Hour	**0**	**1**	**5**	**0**	**0**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**12**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	W Washington St Eastbound			W Washington St Westbound			S 3rd Ave Northbound			N 3rd Ave Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	0
4:30 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	2	0	0	1	0	0	1	0	0	0	0	4	0
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

APPENDIX

ITE TRIP GENERATION SHEETS
LUC 210: SINGLE-FAMILY DETACHED HOUSING

Single-Family Detached Housing
(210)

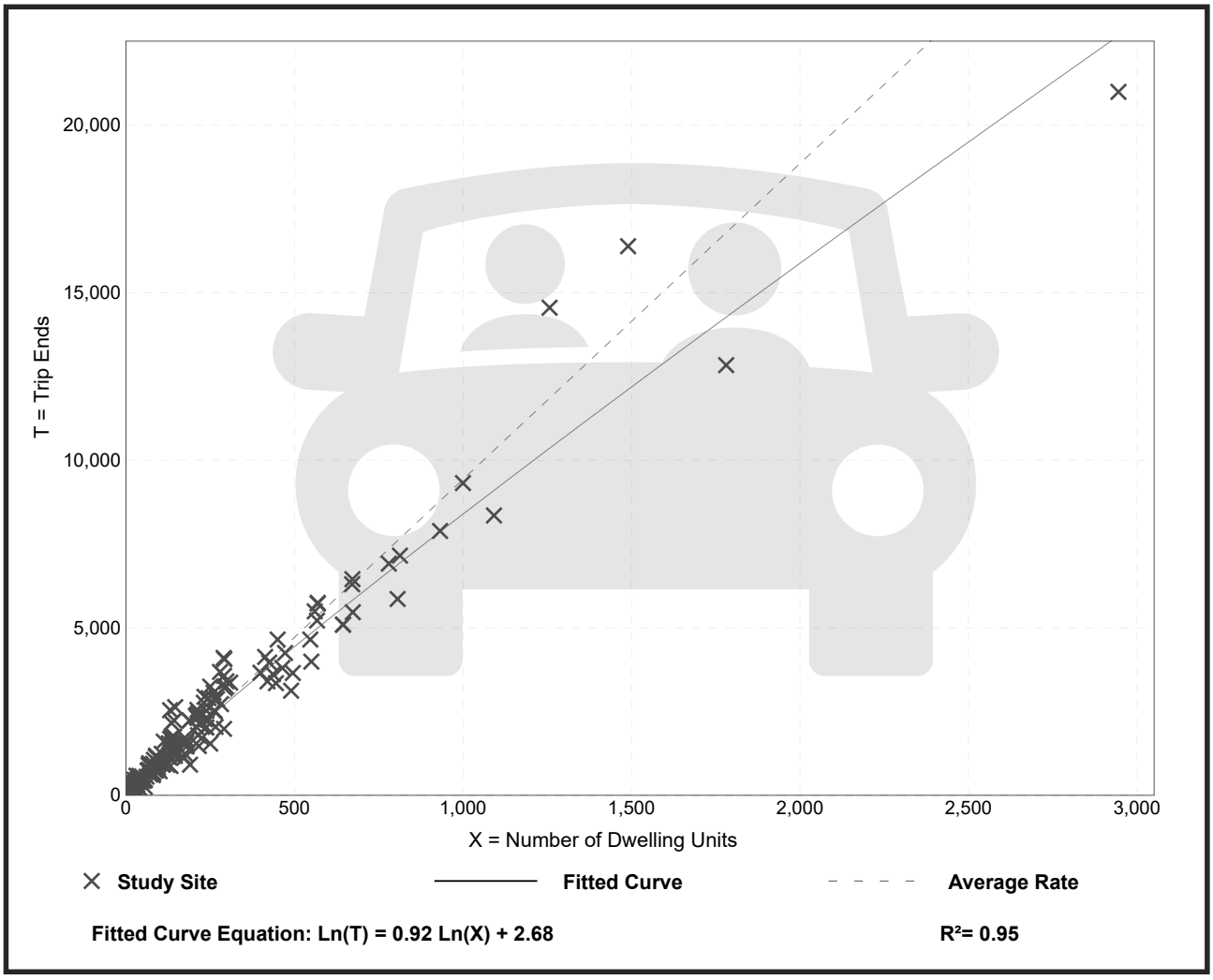
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

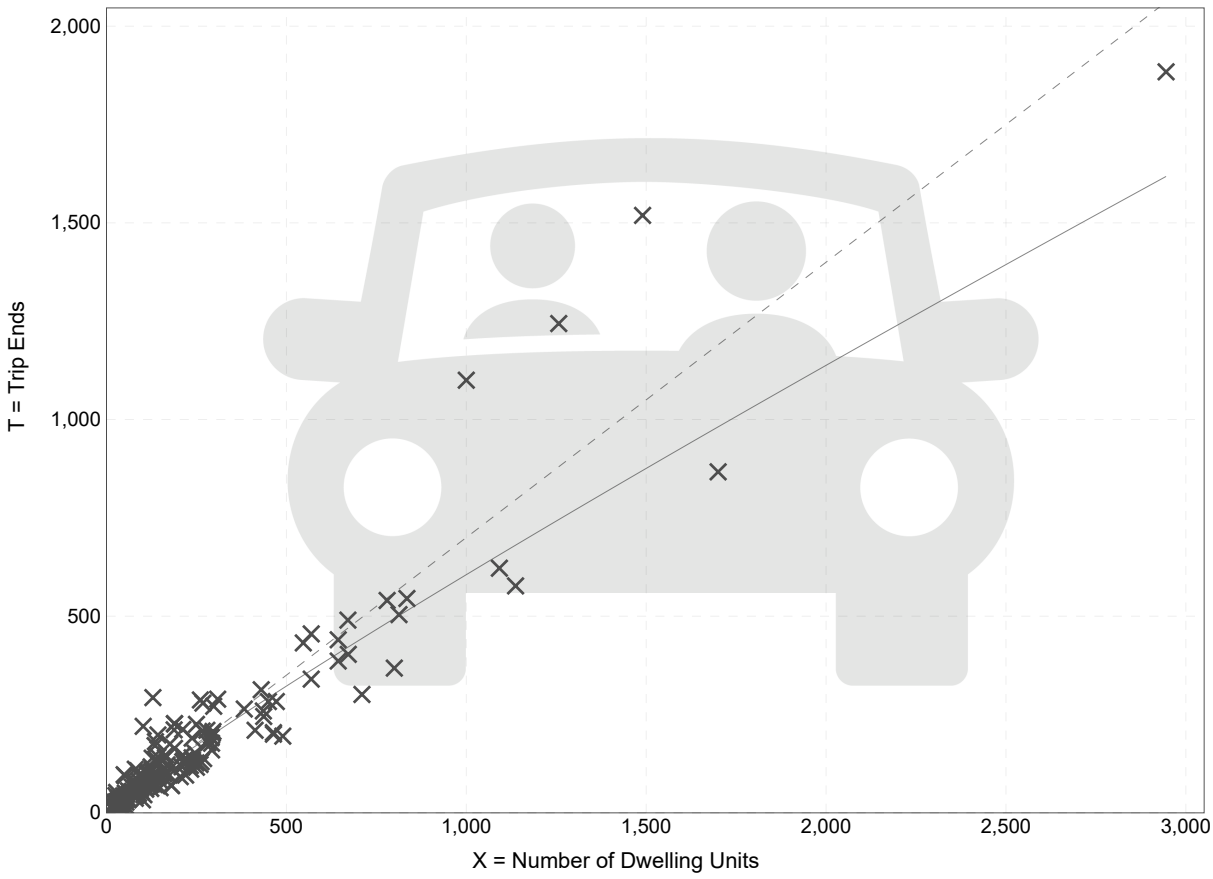
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 192
Avg. Num. of Dwelling Units: 226
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.91 Ln(X) + 0.12 **R^2= 0.90**

Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

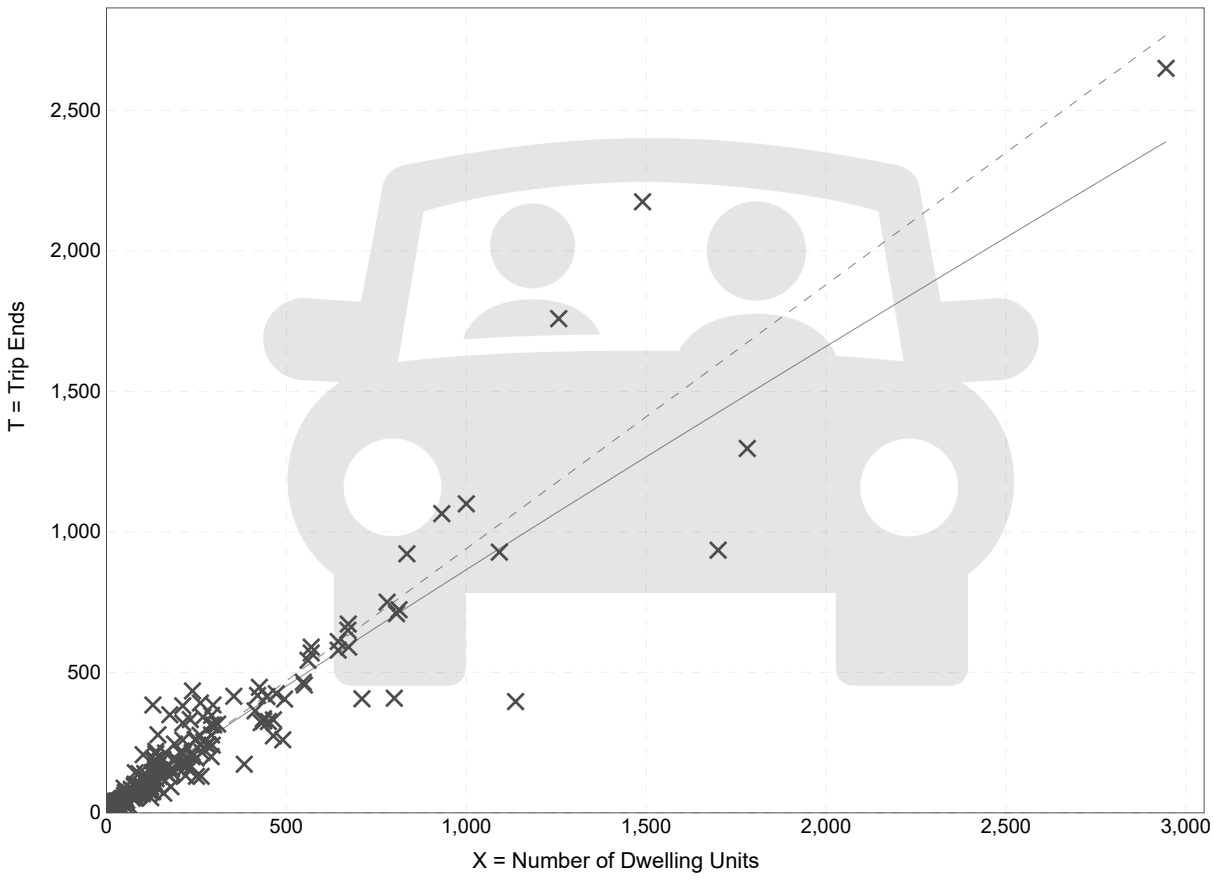
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 208
Avg. Num. of Dwelling Units: 248
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.94 Ln(X) + 0.27 **R^2= 0.92**

Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

APPENDIX

PIPELINE SUMMATION SPREADSHEET

1. River Rd & SR-101 WB Ramps

PM Peak Hour
Pipeline Volume Summations

1. Effie Estates	1	0	0	0	0	0	0	3	0	0	0	0
2. Legacy Ridge		3				9		2	5			
3. Home A & B		3				9		2	5			
Totals	1	6	0	0	0	18	0	7	10	0	0	0

2. River Rd & SR-101 EB Ramps

PM Peak Hour
Pipeline Volume Summations

1. Effie Estates	0	0	0	0	0	0	0	0	0	0	0	3
2. Legacy Ridge		12					6	7		10		
3. Home A & B		12					5	7		9		
Totals	0	24	0	0	0	0	11	14	0	19	0	3

3. River Rd & E Silberhorn Rd

PM Peak Hour
Pipeline Volume Summations

1. Effie Estates	0	0	0	0	0	0	0	0	0	0	0	0
2. Legacy Ridge			22	13		2	3					
3. Home A & B			21	12	1	2	3				3	
Totals	0	0	43	25	1	4	6	0	0	0	3	0

4. S 7th Ave & E Silberhorn Rd

PM Peak Hour
Pipeline Volume Summations

1. Effie Estates	0	0	0	0	0	0	0	0	0	0	0	0
2. Legacy Ridge		26						14	15	25		
3. Home A & B		37						23				
Totals	0	63	0	0	0	0	0	37	15	25	0	0

5. S 7th Ave & McCrudy Rd

PM Peak Hour
Pipeline Volume Summations

1. Effie Estates	0	0	0	0	0	0	0	0	0	0	0	0
2. Legacy Ridge		26						14				
3. Home A & B		37						23				
Totals	0	63	0	0	0	0	0	37	0	0	0	0

6. S 7th Ave & W Hemlock St

PM Peak Hour
Pipeline Volume Summations

1. Effie Estates	0	0	0	0	0	0	0	0	0	0	0	0
2. Legacy Ridge		26						14				
3. Home A & B		37						23				
Totals	0	63	0	0	0	0	0	37	0	0	0	0

7. S 7th Ave & W Washington St

PM Peak Hour
Pipeline Volume Summations

1. Effie Estates	0	0	0	0	0	2	1	0	2	3	0	0
2. Legacy Ridge		5				11	6	3	5	10		
3. Home A & B		5				12	7	3	9	14		
Totals	0	10	0	0	0	25	14	6	16	27	0	0

8. S 3rd Ave & W Norman St

PM Peak Hour
Pipeline Volume Summations

1. Effie Estates	0	0	0	0	0	0	0	0	0	0	0	0
2. Legacy Ridge		13						7				
3. Home A & B												
Totals	0	13	0	0	0	0	0	7	0	0	0	0

9. S 3rd Ave & Brownfield Rd

PM Peak Hour
Pipeline Volume Summations

1. Effie Estates	0	0	0	0	0	0	0	0	0	0	0	0
2. Legacy Ridge		11				2	1	6				
3. Home A & B												
Totals	0	11	0	0	0	2	1	6	0	0	0	0

10. S Sequim Ave & Brownfield Rd

PM Peak Hour
Pipeline Volume Summations

1. Effie Estates	0	0	0	0	0	0	0	0	0	0	0	0
2. Legacy Ridge	2											1
3. Home A & B												
Totals	2	0	0	0	0	0	0	0	0	0	0	1

11. S Sequim Ave & SR-101 WB Ramps

PM Peak Hour
Pipeline Volume Summations

1. Effie Estates	0	0	2	0	0	0	0	0	0	0	0	0
2. Legacy Ridge		2						1				
3. Home A & B												
Totals	0	2	2	0	0	0	0	1	0	0	0	0

12. S Sequim Ave & SR-101 EB Ramps

PM Peak Hour
Pipeline Volume Summations

1. Effie Estates	0	2	0	3	0	0	0	0	0	0	0	0
2. Legacy Ridge		2						1				
3. Home A & B												
Totals	0	4	0	3	0	0	0	1	0	0	0	0

13. S 3rd Ave & W Washington St

PM Peak Hour
Pipeline Volume Summations

1. Effie Estates	1	0	0	0	1	0	0	0	0	0	0	1
2. Legacy Ridge		7				1	1	3	1	2		
3. Home A & B					12						7	
Totals	1	7	0	0	13	1	1	3	1	2	7	1

A. Access & McCurdy Ave

PM Peak Hour
Pipeline Volume Summations

1. Effie Estates	0	0	0	0	0	0	0	0	0	0	0	0
2. Legacy Ridge												
3. Home A & B												
Totals	0	0	0	0	0	0	0	0	0	0	0	0

B. S 7th Ave & Access/Daisy Ln

PM Peak Hour
Pipeline Volume Summations

1. Effie Estates	0	0	0	0	0	0	0	0	0	0	0	0
2. Legacy Ridge		26						14				
3. Home A & B		37						23				
Totals	0	63	0	0	0	0	0	37	0	0	0	0

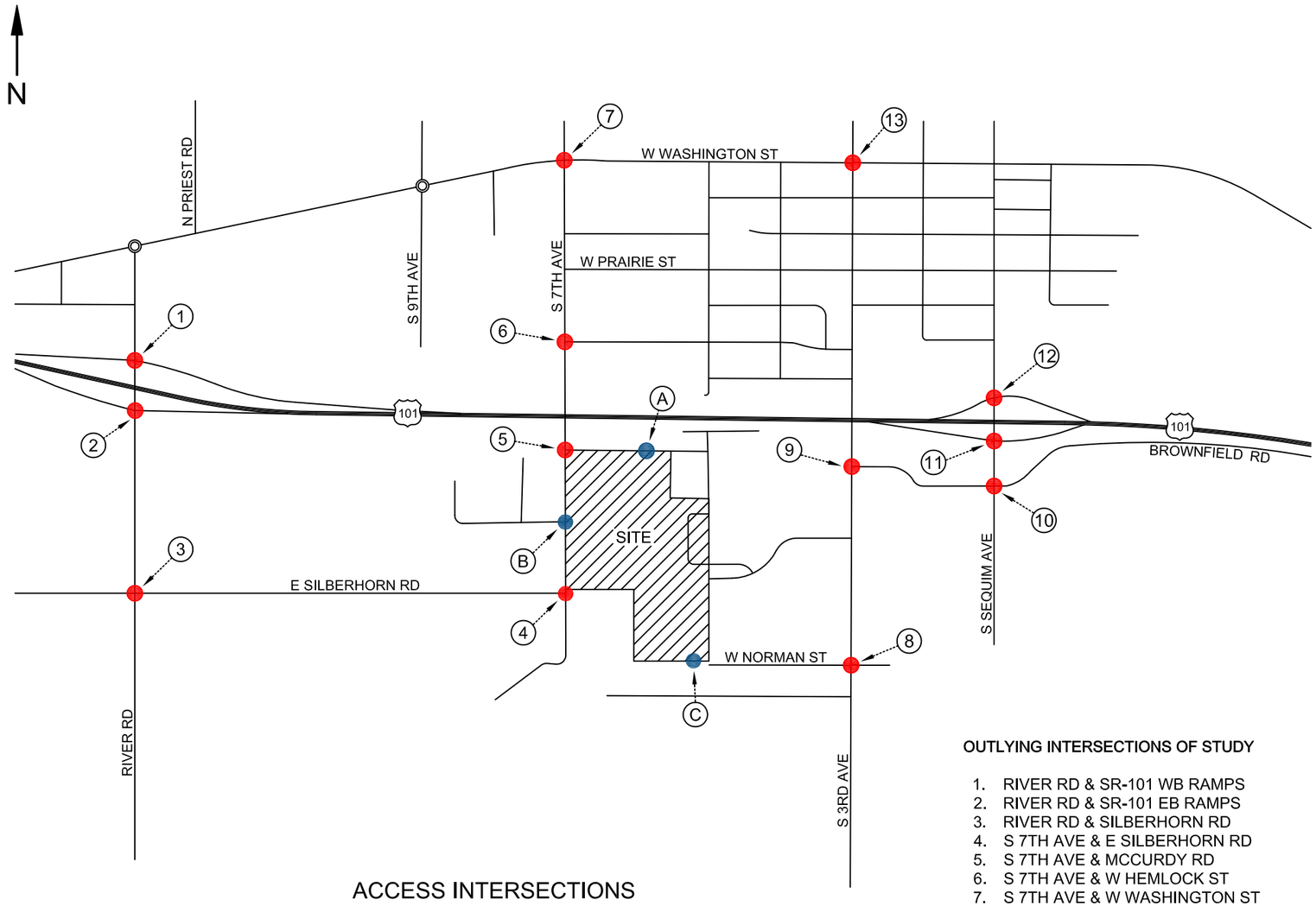
C. Access & W Norman St

PM Peak Hour
Pipeline Volume Summations

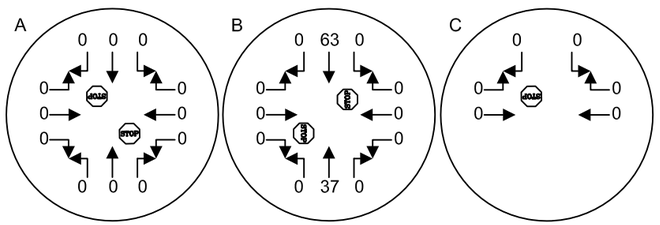
1. Effie Estates	0	0	0	0	0	0	0	0	0	0	0	0
2. Legacy Ridge												
3. Home A & B												
Totals	0	0	0	0	0	0	0	0	0	0	0	0

APPENDIX

FIGURE A:
PM PEAK HOUR PIPELINE VOLUMES



ACCESS INTERSECTIONS



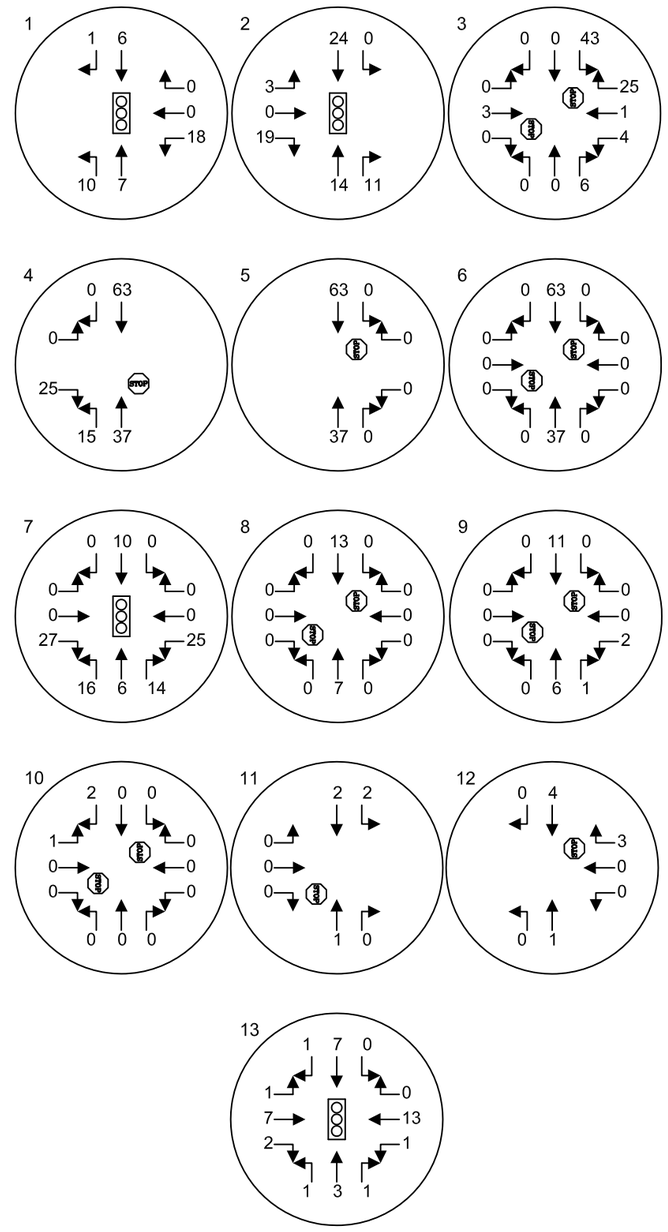
OUTLYING INTERSECTIONS OF STUDY

1. RIVER RD & SR-101 WB RAMPS
2. RIVER RD & SR-101 EB RAMPS
3. RIVER RD & SILBERHORN RD
4. S 7TH AVE & E SILBERHORN RD
5. S 7TH AVE & MCCURDY RD
6. S 7TH AVE & W HEMLOCK ST
7. S 7TH AVE & W WASHINGTON ST
8. S 3RD AVE & W NORMAN ST
9. S 3RD ST & BROWNFIELD RD/DRIVEWAY
10. S SEQUIM AVE & BROWNFIELD RD
11. S SEQUIM AVE & SR-101 EB RAMPS
12. S SEQUIM AVE & SR-101 WB RAMPS
13. S 3RD AVE & W WASHINGTON ST

ACCESS INTERSECTIONS

A. ACCESS/S 5TH PL & MCCURDY RD
B. S 7TH AVE & ACCESS/DAISY LN
C. ACCESS & W NORMAN ST

OUTLYING STUDY INTERSECTIONS



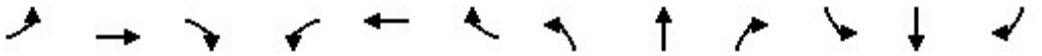
HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

ROLLING HILLS PLAT
PM PEAK HOUR PIPELINE VOLUMES
FIGURE A

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APPENDIX

LEVEL OF SERVICE



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	46	1	111	71	526	0	0	198	681
Future Volume (veh/h)	0	0	0	46	1	111	71	526	0	0	198	681
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1841	1841	1841	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				48	1	117	75	554	0	0	208	0
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				4	4	4	2	2	0	0	2	2
Cap, veh/h				222	5	201	708	1032	0	0	403	
Arrive On Green				0.13	0.13	0.13	0.18	0.55	0.00	0.00	0.22	0.00
Sat Flow, veh/h				1719	36	1560	1781	1870	0	0	1870	1585
Grp Volume(v), veh/h				49	0	117	75	554	0	0	208	0
Grp Sat Flow(s),veh/h/ln				1755	0	1560	1781	1870	0	0	1870	1585
Q Serve(g_s), s				0.7	0.0	2.0	0.7	5.3	0.0	0.0	2.8	0.0
Cycle Q Clear(g_c), s				0.7	0.0	2.0	0.7	5.3	0.0	0.0	2.8	0.0
Prop In Lane				0.98		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				226	0	201	708	1032	0	0	403	
V/C Ratio(X)				0.22	0.00	0.58	0.11	0.54	0.00	0.00	0.52	
Avail Cap(c_a), veh/h				1213	0	1078	740	4077	0	0	3414	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				11.0	0.0	11.6	4.7	4.0	0.0	0.0	9.8	0.0
Incr Delay (d2), s/veh				0.5	0.0	2.6	0.1	0.4	0.0	0.0	1.0	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.2	0.0	0.6	0.1	0.6	0.0	0.0	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				11.5	0.0	14.2	4.7	4.5	0.0	0.0	10.8	0.0
LnGrp LOS				B	A	B	A	A	A	A	B	
Approach Vol, veh/h					166			629			208	A
Approach Delay, s/veh					13.4			4.5			10.8	
Approach LOS					B			A			B	

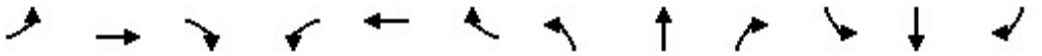
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		20.1			9.5	10.6		8.1				
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5				
Max Green Setting (Gmax), s		61.5			5.5	51.5		19.5				
Max Q Clear Time (g_c+I1), s		7.3			2.7	4.8		4.0				
Green Ext Time (p_c), s		4.2			0.0	1.3		0.5				

Intersection Summary												
HCM 6th Ctrl Delay			7.3									
HCM 6th LOS			A									

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	477	3	115	0	0	0	0	126	25	117	125	0
Future Volume (veh/h)	477	3	115	0	0	0	0	126	25	117	125	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885				0	1856	1856	1856	1856	0
Adj Flow Rate, veh/h	524	3	126				0	138	27	129	137	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	1				0	3	3	3	3	0
Cap, veh/h	694	4	621				0	227	44	447	687	0
Arrive On Green	0.39	0.39	0.39				0.00	0.15	0.15	0.10	0.37	0.00
Sat Flow, veh/h	1786	10	1598				0	1508	295	1767	1856	0
Grp Volume(v), veh/h	527	0	126				0	0	165	129	137	0
Grp Sat Flow(s),veh/h/ln	1796	0	1598				0	0	1802	1767	1856	0
Q Serve(g_s), s	9.5	0.0	2.0				0.0	0.0	3.2	2.0	1.9	0.0
Cycle Q Clear(g_c), s	9.5	0.0	2.0				0.0	0.0	3.2	2.0	1.9	0.0
Prop In Lane	0.99		1.00				0.00		0.16	1.00		0.00
Lane Grp Cap(c), veh/h	698	0	621				0	0	272	447	687	0
V/C Ratio(X)	0.76	0.00	0.20				0.00	0.00	0.61	0.29	0.20	0.00
Avail Cap(c_a), veh/h	1084	0	964				0	0	918	509	1418	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	9.9	0.0	7.6				0.0	0.0	14.8	10.2	8.0	0.0
Incr Delay (d2), s/veh	1.7	0.0	0.2				0.0	0.0	2.2	0.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	0.5				0.0	0.0	1.2	0.6	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.6	0.0	7.7				0.0	0.0	17.0	10.5	8.1	0.0
LnGrp LOS	B	A	A				A	A	B	B	A	A
Approach Vol, veh/h		653						165			266	
Approach Delay, s/veh		10.8						17.0			9.3	
Approach LOS		B						B			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.2	10.1		19.0		18.3
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	5.0	19.0		22.5		28.5
Max Q Clear Time (g_c+I1), s	4.0	5.2		11.5		3.9
Green Ext Time (p_c), s	0.0	0.7		3.0		0.7

Intersection Summary	
HCM 6th Ctrl Delay	11.4
HCM 6th LOS	B

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Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	16	10	1	15	12	43	1	84	14	70	129	31
Future Vol, veh/h	16	10	1	15	12	43	1	84	14	70	129	31
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	4	4	4	1	1	1	3	3	3	2	2	2
Mvmt Flow	17	11	1	16	13	46	1	90	15	75	139	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	435	413	156	412	422	98	172	0	0	105	0	0
Stage 1	306	306	-	100	100	-	-	-	-	-	-	-
Stage 2	129	107	-	312	322	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.11	6.51	6.21	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.509	4.009	3.309	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	528	526	884	552	525	961	1399	-	-	1486	-	-
Stage 1	699	658	-	909	814	-	-	-	-	-	-	-
Stage 2	870	803	-	701	653	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	472	496	884	519	495	961	1399	-	-	1486	-	-
Mov Cap-2 Maneuver	472	496	-	519	495	-	-	-	-	-	-	-
Stage 1	698	621	-	908	813	-	-	-	-	-	-	-
Stage 2	814	802	-	649	616	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.8	10.6	0.1	2.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1399	-	-	489	715	1486	-	-
HCM Lane V/C Ratio	0.001	-	-	0.059	0.105	0.051	-	-
HCM Control Delay (s)	7.6	0	-	12.8	10.6	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.4	0.2	-	-

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Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	78	3	6	96	1	5
Future Vol, veh/h	78	3	6	96	1	5
Conflicting Peds, #/hr	0	1	1	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	1	1	3	3	1	1
Mvmt Flow	90	3	7	110	1	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	94	0	218	94
Stage 1	-	-	-	-	93	-
Stage 2	-	-	-	-	125	-
Critical Hdwy	-	-	4.13	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.227	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1494	-	772	966
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	903	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1493	-	767	964
Mov Cap-2 Maneuver	-	-	-	-	767	-
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	898	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	924	-	-	1493	-
HCM Lane V/C Ratio	0.007	-	-	0.005	-
HCM Control Delay (s)	8.9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

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Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	22	78	8	22	101
Future Vol, veh/h	6	22	78	8	22	101
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	1	1	1	1	3	3
Mvmt Flow	7	27	95	10	27	123

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	279	102	0	0	106	0
Stage 1	101	-	-	-	-	-
Stage 2	178	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.13	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.227	-
Pot Cap-1 Maneuver	713	956	-	-	1479	-
Stage 1	926	-	-	-	-	-
Stage 2	855	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	697	954	-	-	1478	-
Mov Cap-2 Maneuver	697	-	-	-	-	-
Stage 1	925	-	-	-	-	-
Stage 2	837	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	1.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	884	1478	-
HCM Lane V/C Ratio	-	-	0.039	0.018	-
HCM Control Delay (s)	-	-	9.2	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

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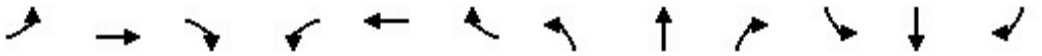
Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	1	1	29	2	25	1	76	19	41	96	1
Future Vol, veh/h	1	1	1	29	2	25	1	76	19	41	96	1
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	1	1	1	2	2	2	1	1	1	2	2	2
Mvmt Flow	1	1	1	35	2	30	1	93	23	50	117	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	341	336	118	326	325	105	118	0	0	116	0	0
Stage 1	218	218	-	107	107	-	-	-	-	-	-	-
Stage 2	123	118	-	219	218	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.12	6.52	6.22	4.11	-	-	4.12	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.518	4.018	3.318	2.209	-	-	2.218	-	-
Pot Cap-1 Maneuver	615	586	937	627	593	949	1476	-	-	1473	-	-
Stage 1	787	724	-	898	807	-	-	-	-	-	-	-
Stage 2	884	800	-	783	723	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	577	564	937	608	571	949	1476	-	-	1473	-	-
Mov Cap-2 Maneuver	577	564	-	608	571	-	-	-	-	-	-	-
Stage 1	786	698	-	897	806	-	-	-	-	-	-	-
Stage 2	852	799	-	753	697	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.5	10.5	0.1	2.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1476	-	-	656	722	1473	-	-
HCM Lane V/C Ratio	0.001	-	-	0.006	0.095	0.034	-	-
HCM Control Delay (s)	7.4	0	-	10.5	10.5	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	414	76	64	485	39	94	87	49	63	61	134
Future Volume (veh/h)	137	414	76	64	485	39	94	87	49	63	61	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	146	440	81	68	516	41	100	93	52	67	65	143
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
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	183	1025	841	91	848	67	230	254	142	289	117	257
Arrive On Green	0.10	0.54	0.54	0.05	0.49	0.49	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1795	1885	1546	1795	1722	137	1171	1128	631	1238	518	1139
Grp Volume(v), veh/h	146	440	81	68	0	557	100	0	145	67	0	208
Grp Sat Flow(s),veh/h/ln	1795	1885	1546	1795	0	1859	1171	0	1758	1238	0	1656
Q Serve(g_s), s	6.0	10.4	1.9	2.8	0.0	16.3	6.2	0.0	5.2	3.6	0.0	8.3
Cycle Q Clear(g_c), s	6.0	10.4	1.9	2.8	0.0	16.3	14.5	0.0	5.2	8.8	0.0	8.3
Prop In Lane	1.00		1.00	1.00		0.07	1.00		0.36	1.00		0.69
Lane Grp Cap(c), veh/h	183	1025	841	91	0	915	230	0	397	289	0	374
V/C Ratio(X)	0.80	0.43	0.10	0.75	0.00	0.61	0.43	0.00	0.37	0.23	0.00	0.56
Avail Cap(c_a), veh/h	251	1025	841	172	0	915	248	0	424	309	0	400
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.9	10.2	8.2	35.1	0.0	13.8	32.2	0.0	24.5	28.2	0.0	25.7
Incr Delay (d2), s/veh	11.6	1.3	0.2	11.7	0.0	3.0	1.3	0.0	0.6	0.4	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	4.3	0.6	1.5	0.0	7.0	1.8	0.0	2.2	1.1	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.6	11.5	8.5	46.8	0.0	16.8	33.4	0.0	25.1	28.6	0.0	27.2
LnGrp LOS	D	B	A	D	A	B	C	A	C	C	A	C
Approach Vol, veh/h		667			625			245			275	
Approach Delay, s/veh		18.4			20.1			28.5			27.6	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	45.3		21.4	12.2	41.4		21.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	7.2	36.2		18.1	10.5	32.9		18.1				
Max Q Clear Time (g_c+I1), s	4.8	12.4		10.8	8.0	18.3		16.5				
Green Ext Time (p_c), s	0.0	3.3		0.9	0.1	3.4		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			21.7									
HCM 6th LOS			C									

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Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	12	0	0	0	0	0	1	86	0	0	125	11
Future Vol, veh/h	12	0	0	0	0	0	1	86	0	0	125	11
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	92	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	1	1	2	2	2	1	1	1
Mvmt Flow	13	0	0	0	0	0	1	90	0	0	130	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	228	228	136	228	233	90	141	0	0	90	0	0
Stage 1	136	136	-	92	92	-	-	-	-	-	-	-
Stage 2	92	92	-	136	141	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.12	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.218	-	-	2.209	-	-
Pot Cap-1 Maneuver	729	673	915	729	669	971	1442	-	-	1512	-	-
Stage 1	870	786	-	918	821	-	-	-	-	-	-	-
Stage 2	918	821	-	870	782	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	728	672	915	728	668	971	1442	-	-	1512	-	-
Mov Cap-2 Maneuver	728	672	-	728	668	-	-	-	-	-	-	-
Stage 1	869	786	-	917	820	-	-	-	-	-	-	-
Stage 2	917	820	-	870	782	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	0	0.1	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1442	-	-	728	-	1512	-	-
HCM Lane V/C Ratio	0.001	-	-	0.017	-	-	-	-
HCM Control Delay (s)	7.5	0	-	10	0	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

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Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	9	18	2	57	13	28	0	70	34	58	91	3
Future Vol, veh/h	9	18	2	57	13	28	0	70	34	58	91	3
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	90	92	90	92	90	90	90	90	92
Heavy Vehicles, %	2	2	2	14	2	14	2	4	4	5	5	2
Mvmt Flow	10	20	2	63	14	31	0	78	38	64	101	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	353	349	105	341	331	99	105	0	0	117	0	0
Stage 1	232	232	-	98	98	-	-	-	-	-	-	-
Stage 2	121	117	-	243	233	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.24	6.52	6.34	4.12	-	-	4.15	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.24	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.24	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.626	4.018	3.426	2.218	-	-	2.245	-	-
Pot Cap-1 Maneuver	602	575	949	591	588	925	1486	-	-	1453	-	-
Stage 1	771	713	-	880	814	-	-	-	-	-	-	-
Stage 2	883	799	-	735	712	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	549	547	947	552	559	923	1485	-	-	1452	-	-
Mov Cap-2 Maneuver	549	547	-	552	559	-	-	-	-	-	-	-
Stage 1	770	679	-	879	813	-	-	-	-	-	-	-
Stage 2	838	798	-	678	678	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.8	12	0	2.9
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1485	-	-	564	625	1452	-	-
HCM Lane V/C Ratio	-	-	-	0.056	0.174	0.044	-	-
HCM Control Delay (s)	0	-	-	11.8	12	7.6	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.6	0.1	-	-

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Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	80	5	17	3	13	13	11	62	3	14	85	71
Future Vol, veh/h	80	5	17	3	13	13	11	62	3	14	85	71
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	-	-	-	85	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	4	4	4	10	10	10	1	1	1	5	5	5
Mvmt Flow	93	6	20	3	15	15	13	72	3	16	99	83

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	288	274	141	286	314	74	182	0	0	75	0	0
Stage 1	173	173	-	100	100	-	-	-	-	-	-	-
Stage 2	115	101	-	186	214	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.2	6.6	6.3	4.11	-	-	4.15	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.59	4.09	3.39	2.209	-	-	2.245	-	-
Pot Cap-1 Maneuver	660	630	902	651	588	966	1399	-	-	1505	-	-
Stage 1	824	752	-	887	797	-	-	-	-	-	-	-
Stage 2	885	808	-	798	711	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	626	616	902	622	575	966	1399	-	-	1505	-	-
Mov Cap-2 Maneuver	626	616	-	622	575	-	-	-	-	-	-	-
Stage 1	816	743	-	878	789	-	-	-	-	-	-	-
Stage 2	846	800	-	765	702	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.7	10.3	1.1	0.6
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1399	-	-	659	622	721	1505	-	-
HCM Lane V/C Ratio	0.009	-	-	0.18	0.006	0.042	0.011	-	-
HCM Control Delay (s)	7.6	0	-	11.7	10.8	10.2	7.4	0	-
HCM Lane LOS	A	A	-	B	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0	0.1	0	-	-

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Intersection	
Int Delay, s/veh	13.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	278	0	63	0	0	0	0	137	19	151	107	0
Future Vol, veh/h	278	0	63	0	0	0	0	137	19	151	107	0
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	-	-	300	-	-	-	-	-	-	300	-	-
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, %	3	3	3	0	0	0	3	3	3	2	2	2
Mvmt Flow	293	0	66	0	0	0	0	144	20	159	113	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	585	595	113	-	0	0	164	0	0
Stage 1	431	431	-	-	-	-	-	-	-
Stage 2	154	164	-	-	-	-	-	-	-
Critical Hdwy	6.43	6.53	6.23	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.43	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.43	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	472	416	937	0	-	-	1414	-	0
Stage 1	653	581	-	0	-	-	-	-	0
Stage 2	872	761	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	419	0	937	-	-	-	1414	-	-
Mov Cap-2 Maneuver	419	0	-	-	-	-	-	-	-
Stage 1	653	0	-	-	-	-	-	-	-
Stage 2	774	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.1	0	4.6
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	419	937	1414	-
HCM Lane V/C Ratio	-	-	0.698	0.071	0.112	-
HCM Control Delay (s)	-	-	31.2	9.1	7.9	-
HCM Lane LOS	-	-	D	A	A	-
HCM 95th %tile Q(veh)	-	-	5.2	0.2	0.4	-

Intersection	
Int Delay, s/veh	2.1

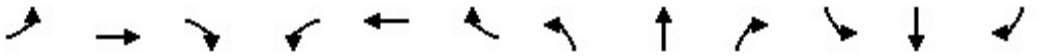
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	11	0	134	67	331	0	0	252	326
Future Vol, veh/h	0	0	0	11	0	134	67	331	0	0	252	326
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	300	-	-	-	-	150
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	1	1	1	2	2	2	2	2	2
Mvmt Flow	0	0	0	11	0	138	69	341	0	0	260	336

Major/Minor	Minor1			Major1			Major2			
Conflicting Flow All	908	1076	342	597	0	-	-	-	0
Stage 1	479	479	-	-	-	-	-	-	-
Stage 2	429	597	-	-	-	-	-	-	-
Critical Hdwy	6.41	6.51	6.21	4.12	-	-	-	-	-
Critical Hdwy Stg 1	5.41	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.41	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	307	220	703	980	-	0	0	-	-
Stage 1	625	557	-	-	-	0	0	-	-
Stage 2	659	493	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	285	0	702	980	-	-	-	-	-
Mov Cap-2 Maneuver	285	0	-	-	-	-	-	-	-
Stage 1	581	0	-	-	-	-	-	-	-
Stage 2	658	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.5	1.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	980	-	632	-	-
HCM Lane V/C Ratio	0.07	-	0.237	-	-
HCM Control Delay (s)	9	-	12.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.9	-	-

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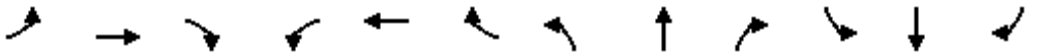


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	421	53	21	364	7	58	32	28	3	22	13
Future Volume (veh/h)	8	421	53	21	364	7	58	32	28	3	22	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1856	1856	1856
Adj Flow Rate, veh/h	8	443	56	22	383	7	61	34	29	3	23	14
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
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	3	3	3
Cap, veh/h	18	878	111	44	1014	19	246	135	95	62	280	156
Arrive On Green	0.01	0.54	0.54	0.02	0.55	0.55	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1795	1639	207	1795	1845	34	671	520	364	41	1076	602
Grp Volume(v), veh/h	8	0	499	22	0	390	124	0	0	40	0	0
Grp Sat Flow(s),veh/h/ln	1795	0	1846	1795	0	1879	1555	0	0	1719	0	0
Q Serve(g_s), s	0.3	0.0	12.9	0.9	0.0	8.8	2.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	12.9	0.9	0.0	8.8	4.5	0.0	0.0	1.3	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.02	0.49		0.23	0.07		0.35
Lane Grp Cap(c), veh/h	18	0	989	44	0	1033	476	0	0	499	0	0
V/C Ratio(X)	0.44	0.00	0.50	0.50	0.00	0.38	0.26	0.00	0.00	0.08	0.00	0.00
Avail Cap(c_a), veh/h	132	0	989	132	0	1033	476	0	0	499	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	36.9	0.0	11.1	36.1	0.0	9.6	22.1	0.0	0.0	21.0	0.0	0.0
Incr Delay (d2), s/veh	15.4	0.0	1.8	8.5	0.0	1.1	1.3	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	5.3	0.5	0.0	3.6	1.9	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.3	0.0	12.9	44.6	0.0	10.6	23.5	0.0	0.0	21.3	0.0	0.0
LnGrp LOS	D	A	B	D	A	B	C	A	A	C	A	A
Approach Vol, veh/h		507			412			124			40	
Approach Delay, s/veh		13.6			12.5			23.5			21.3	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.3	44.7		24.0	5.3	45.7		24.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	36.5		19.5	5.5	36.5		19.5				
Max Q Clear Time (g_c+I1), s	2.9	14.9		3.3	2.3	10.8		6.5				
Green Ext Time (p_c), s	0.0	3.5		0.1	0.0	2.6		0.5				

Intersection Summary												
HCM 6th Ctrl Delay			14.6									
HCM 6th LOS			B									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	69	1	123	88	588	0	0	225	753
Future Volume (veh/h)	0	0	0	69	1	123	88	588	0	0	225	753
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1841	1841	1841	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				73	1	129	93	619	0	0	237	0
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				4	4	4	2	2	0	0	2	2
Cap, veh/h				239	3	215	686	1038	0	0	433	
Arrive On Green				0.14	0.14	0.14	0.17	0.56	0.00	0.00	0.23	0.00
Sat Flow, veh/h				1730	24	1560	1781	1870	0	0	1870	1585
Grp Volume(v), veh/h				74	0	129	93	619	0	0	237	0
Grp Sat Flow(s),veh/h/ln				1754	0	1560	1781	1870	0	0	1870	1585
Q Serve(g_s), s				1.1	0.0	2.3	0.9	6.5	0.0	0.0	3.3	0.0
Cycle Q Clear(g_c), s				1.1	0.0	2.3	0.9	6.5	0.0	0.0	3.3	0.0
Prop In Lane				0.99		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				242	0	215	686	1038	0	0	433	
V/C Ratio(X)				0.31	0.00	0.60	0.14	0.60	0.00	0.00	0.55	
Avail Cap(c_a), veh/h				1107	0	984	716	3986	0	0	3349	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				11.4	0.0	11.9	4.9	4.3	0.0	0.0	9.9	0.0
Incr Delay (d2), s/veh				0.7	0.0	2.7	0.1	0.6	0.0	0.0	1.1	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.4	0.0	0.7	0.2	0.8	0.0	0.0	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				12.1	0.0	14.6	5.0	4.9	0.0	0.0	11.0	0.0
LnGrp LOS				B	A	B	A	A	A	A	B	
Approach Vol, veh/h					203			712			237	A
Approach Delay, s/veh					13.7			4.9			11.0	
Approach LOS					B			A			B	

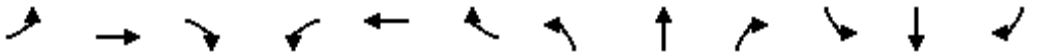
Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	20.8		9.5	11.3		8.5						
Change Period (Y+Rc), s	4.5		4.5	4.5		4.5						
Max Green Setting (Gmax), s	62.5		5.5	52.5		18.5						
Max Q Clear Time (g_c+I1), s	8.5		2.9	5.3		4.3						
Green Ext Time (p_c), s	5.0		0.0	1.5		0.7						

Intersection Summary		
HCM 6th Ctrl Delay	7.7	
HCM 6th LOS	A	

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	530	3	146	0	0	0	0	153	39	129	162	0
Future Volume (veh/h)	530	3	146	0	0	0	0	153	39	129	162	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885				0	1856	1856	1856	1856	0
Adj Flow Rate, veh/h	582	3	160				0	168	43	142	178	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	1				0	3	3	3	3	0
Cap, veh/h	729	4	652				0	250	64	417	702	0
Arrive On Green	0.41	0.41	0.41				0.00	0.18	0.18	0.10	0.38	0.00
Sat Flow, veh/h	1787	9	1598				0	1425	365	1767	1856	0
Grp Volume(v), veh/h	585	0	160				0	0	211	142	178	0
Grp Sat Flow(s),veh/h/ln	1796	0	1598				0	0	1790	1767	1856	0
Q Serve(g_s), s	12.1	0.0	2.8				0.0	0.0	4.6	2.5	2.8	0.0
Cycle Q Clear(g_c), s	12.1	0.0	2.8				0.0	0.0	4.6	2.5	2.8	0.0
Prop In Lane	0.99		1.00				0.00		0.20	1.00		0.00
Lane Grp Cap(c), veh/h	733	0	652				0	0	315	417	702	0
V/C Ratio(X)	0.80	0.00	0.25				0.00	0.00	0.67	0.34	0.25	0.00
Avail Cap(c_a), veh/h	1000	0	890				0	0	764	456	1209	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	11.0	0.0	8.2				0.0	0.0	16.3	11.2	9.0	0.0
Incr Delay (d2), s/veh	3.3	0.0	0.2				0.0	0.0	2.5	0.5	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	0.8				0.0	0.0	1.8	0.8	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.2	0.0	8.4				0.0	0.0	18.7	11.7	9.2	0.0
LnGrp LOS	B	A	A				A	A	B	B	A	A
Approach Vol, veh/h		745						211			320	
Approach Delay, s/veh		13.0						18.7			10.3	
Approach LOS		B						B			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.6	11.9		21.7		20.5
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	5.0	18.0		23.5		27.5
Max Q Clear Time (g_c+I1), s	4.5	6.6		14.1		4.8
Green Ext Time (p_c), s	0.0	0.8		3.2		0.9

Intersection Summary	
HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B

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Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	18	14	1	21	14	72	1	93	21	120	142	34
Future Vol, veh/h	18	14	1	21	14	72	1	93	21	120	142	34
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	4	4	4	1	1	1	3	3	3	2	2	2
Mvmt Flow	19	15	1	23	15	77	1	100	23	129	153	37

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	590	555	172	552	562	112	190	0	0	123	0	0
Stage 1	430	430	-	114	114	-	-	-	-	-	-	-
Stage 2	160	125	-	438	448	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.11	6.51	6.21	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.509	4.009	3.309	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	416	437	866	446	437	944	1378	-	-	1464	-	-
Stage 1	599	580	-	893	803	-	-	-	-	-	-	-
Stage 2	837	789	-	599	575	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	342	393	866	400	393	944	1378	-	-	1464	-	-
Mov Cap-2 Maneuver	342	393	-	400	393	-	-	-	-	-	-	-
Stage 1	598	523	-	892	802	-	-	-	-	-	-	-
Stage 2	753	788	-	524	518	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.8	11.7	0.1	3.1
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1378	-	-	369	651	1464	-	-
HCM Lane V/C Ratio	0.001	-	-	0.096	0.177	0.088	-	-
HCM Control Delay (s)	7.6	0	-	15.8	11.7	7.7	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.6	0.3	-	-

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Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	86	28	70	106	16	43
Future Vol, veh/h	86	28	70	106	16	43
Conflicting Peds, #/hr	0	1	1	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	1	1	3	3	1	1
Mvmt Flow	99	32	80	122	18	49

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	132	0	399	117
Stage 1	-	-	-	-	116	-
Stage 2	-	-	-	-	283	-
Critical Hdwy	-	-	4.13	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.227	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1447	-	609	938
Stage 1	-	-	-	-	911	-
Stage 2	-	-	-	-	767	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1446	-	572	936
Mov Cap-2 Maneuver	-	-	-	-	572	-
Stage 1	-	-	-	-	910	-
Stage 2	-	-	-	-	721	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	798	-	-	1446	-
HCM Lane V/C Ratio	0.085	-	-	0.056	-
HCM Control Delay (s)	9.9	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-

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Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	24	123	9	24	175
Future Vol, veh/h	7	24	123	9	24	175
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	1	1	1	1	3	3
Mvmt Flow	9	29	150	11	29	213

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	429	158	0	0	162	0
Stage 1	157	-	-	-	-	-
Stage 2	272	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.13	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.227	-
Pot Cap-1 Maneuver	585	890	-	-	1411	-
Stage 1	874	-	-	-	-	-
Stage 2	776	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	570	888	-	-	1410	-
Mov Cap-2 Maneuver	570	-	-	-	-	-
Stage 1	873	-	-	-	-	-
Stage 2	757	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	0.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	789	1410	-
HCM Lane V/C Ratio	-	-	0.048	0.021	-
HCM Control Delay (s)	-	-	9.8	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

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Intersection	
Int Delay, s/veh	2.7

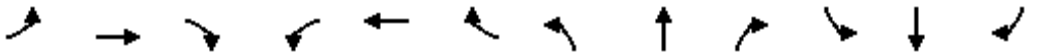
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	1	1	32	2	28	1	121	21	45	169	1
Future Vol, veh/h	1	1	1	32	2	28	1	121	21	45	169	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	1	1	1	2	2	2	1	1	1	2	2	2
Mvmt Flow	1	1	1	39	2	34	1	148	26	55	206	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	498	493	207	481	480	161	207	0	0	174	0	0
Stage 1	317	317	-	163	163	-	-	-	-	-	-	-
Stage 2	181	176	-	318	317	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.12	6.52	6.22	4.11	-	-	4.12	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.518	4.018	3.318	2.209	-	-	2.218	-	-
Pot Cap-1 Maneuver	484	478	836	495	485	884	1370	-	-	1403	-	-
Stage 1	696	656	-	839	763	-	-	-	-	-	-	-
Stage 2	823	755	-	693	654	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	448	456	836	476	463	884	1370	-	-	1403	-	-
Mov Cap-2 Maneuver	448	456	-	476	463	-	-	-	-	-	-	-
Stage 1	695	627	-	838	762	-	-	-	-	-	-	-
Stage 2	788	754	-	660	625	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.8	11.9	0.1	1.6
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1370	-	-	534	601	1403	-	-
HCM Lane V/C Ratio	0.001	-	-	0.007	0.126	0.039	-	-
HCM Control Delay (s)	7.6	0	-	11.8	11.9	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.4	0.1	-	-

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	457	111	96	535	43	123	102	68	70	77	148
Future Volume (veh/h)	151	457	111	96	535	43	123	102	68	70	77	148
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	161	486	118	102	569	46	131	109	72	74	82	157
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
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	200	943	772	132	795	64	234	259	171	288	141	270
Arrive On Green	0.11	0.50	0.50	0.07	0.46	0.46	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1795	1885	1544	1795	1720	139	1141	1052	695	1200	572	1095
Grp Volume(v), veh/h	161	486	118	102	0	615	131	0	181	74	0	239
Grp Sat Flow(s),veh/h/ln	1795	1885	1544	1795	0	1859	1141	0	1747	1200	0	1667
Q Serve(g_s), s	6.6	13.0	3.1	4.2	0.0	19.9	8.6	0.0	6.5	4.1	0.0	9.5
Cycle Q Clear(g_c), s	6.6	13.0	3.1	4.2	0.0	19.9	18.0	0.0	6.5	10.7	0.0	9.5
Prop In Lane	1.00		1.00	1.00		0.07	1.00		0.40	1.00		0.66
Lane Grp Cap(c), veh/h	200	943	772	132	0	859	234	0	431	288	0	411
V/C Ratio(X)	0.81	0.52	0.15	0.77	0.00	0.72	0.56	0.00	0.42	0.26	0.00	0.58
Avail Cap(c_a), veh/h	251	943	772	223	0	859	234	0	431	288	0	411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.5	12.6	10.2	34.1	0.0	16.2	32.8	0.0	23.7	28.2	0.0	24.8
Incr Delay (d2), s/veh	14.1	2.0	0.4	9.3	0.0	5.1	3.0	0.0	0.7	0.5	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	5.6	1.1	2.1	0.0	9.1	2.5	0.0	2.7	1.2	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.6	14.6	10.6	43.4	0.0	21.3	35.8	0.0	24.4	28.7	0.0	26.9
LnGrp LOS	D	B	B	D	A	C	D	A	C	C	A	C
Approach Vol, veh/h		765			717			312			313	
Approach Delay, s/veh		20.7			24.4			29.2			27.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	42.0		23.0	12.8	39.2		23.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	9.3	33.7		18.5	10.5	32.5		18.5				
Max Q Clear Time (g_c+I1), s	6.2	15.0		12.7	8.6	21.9		20.0				
Green Ext Time (p_c), s	0.1	3.6		0.9	0.1	3.2		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			24.2									
HCM 6th LOS			C									

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Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	13	0	0	0	0	0	1	102	0	0	151	12
Future Vol, veh/h	13	0	0	0	0	0	1	102	0	0	151	12
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	92	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	1	1	2	2	2	1	1	1
Mvmt Flow	14	0	0	0	0	0	1	106	0	0	157	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	272	272	164	272	278	106	170	0	0	106	0	0
Stage 1	164	164	-	108	108	-	-	-	-	-	-	-
Stage 2	108	108	-	164	170	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.12	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.218	-	-	2.209	-	-
Pot Cap-1 Maneuver	683	636	883	683	632	951	1407	-	-	1491	-	-
Stage 1	840	764	-	900	808	-	-	-	-	-	-	-
Stage 2	900	808	-	840	760	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	682	635	883	682	631	951	1407	-	-	1491	-	-
Mov Cap-2 Maneuver	682	635	-	682	631	-	-	-	-	-	-	-
Stage 1	839	764	-	899	807	-	-	-	-	-	-	-
Stage 2	899	807	-	840	760	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.4	0	0.1	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1407	-	-	682	-	1491	-	-
HCM Lane V/C Ratio	0.001	-	-	0.02	-	-	-	-
HCM Control Delay (s)	7.6	0	-	10.4	0	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

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Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	20	2	65	14	31	0	83	39	65	111	3
Future Vol, veh/h	10	20	2	65	14	31	0	83	39	65	111	3
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	90	92	90	92	90	90	90	90	92
Heavy Vehicles, %	2	2	2	14	2	14	2	4	4	5	5	2
Mvmt Flow	11	22	2	72	15	34	0	92	43	72	123	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	409	406	127	397	386	116	127	0	0	136	0	0
Stage 1	270	270	-	115	115	-	-	-	-	-	-	-
Stage 2	139	136	-	282	271	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.24	6.52	6.34	4.12	-	-	4.15	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.24	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.24	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.626	4.018	3.426	2.218	-	-	2.245	-	-
Pot Cap-1 Maneuver	553	534	923	542	548	905	1459	-	-	1430	-	-
Stage 1	736	686	-	861	800	-	-	-	-	-	-	-
Stage 2	864	784	-	700	685	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	498	504	921	500	517	903	1458	-	-	1429	-	-
Mov Cap-2 Maneuver	498	504	-	500	517	-	-	-	-	-	-	-
Stage 1	735	648	-	860	799	-	-	-	-	-	-	-
Stage 2	814	783	-	638	647	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.5	12.9	0	2.8
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1458	-	-	517	575	1429	-	-
HCM Lane V/C Ratio	-	-	-	0.067	0.212	0.051	-	-
HCM Control Delay (s)	0	-	-	12.5	12.9	7.7	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.8	0.2	-	-

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Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑			↕			↕	
Traffic Vol, veh/h	89	6	19	3	14	14	12	68	3	15	94	80
Future Vol, veh/h	89	6	19	3	14	14	12	68	3	15	94	80
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	-	-	-	85	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	4	4	4	10	10	10	1	1	1	5	5	5
Mvmt Flow	103	7	22	3	16	16	14	79	3	17	109	93

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	315	300	156	313	345	81	202	0	0	82	0	0
Stage 1	190	190	-	109	109	-	-	-	-	-	-	-
Stage 2	125	110	-	204	236	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.2	6.6	6.3	4.11	-	-	4.15	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.59	4.09	3.39	2.209	-	-	2.245	-	-
Pot Cap-1 Maneuver	634	609	884	624	565	957	1376	-	-	1497	-	-
Stage 1	807	739	-	877	790	-	-	-	-	-	-	-
Stage 2	874	800	-	780	695	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	598	594	884	592	551	957	1376	-	-	1497	-	-
Mov Cap-2 Maneuver	598	594	-	592	551	-	-	-	-	-	-	-
Stage 1	798	729	-	867	781	-	-	-	-	-	-	-
Stage 2	832	791	-	743	686	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.2	10.5	1.1	0.6
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1376	-	-	632	592	699	1497	-	-
HCM Lane V/C Ratio	0.01	-	-	0.21	0.006	0.047	0.012	-	-
HCM Control Delay (s)	7.6	0	-	12.2	11.1	10.4	7.4	0	-
HCM Lane LOS	A	A	-	B	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0	0.1	0	-	-

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Intersection	
Int Delay, s/veh	21.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	307	0	70	0	0	0	0	152	21	169	120	0
Future Vol, veh/h	307	0	70	0	0	0	0	152	21	169	120	0
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	-	-	300	-	-	-	-	-	-	300	-	-
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, %	3	3	3	0	0	0	3	3	3	2	2	2
Mvmt Flow	323	0	74	0	0	0	0	160	22	178	126	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	653	664	126	-	0	0	182	0	0
Stage 1	482	482	-	-	-	-	-	-	-
Stage 2	171	182	-	-	-	-	-	-	-
Critical Hdwy	6.43	6.53	6.23	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.43	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.43	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	430	380	922	0	-	-	1393	-	0
Stage 1	619	552	-	0	-	-	-	-	0
Stage 2	857	747	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	375	0	922	-	-	-	1393	-	-
Mov Cap-2 Maneuver	375	0	-	-	-	-	-	-	-
Stage 1	619	0	-	-	-	-	-	-	-
Stage 2	747	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	44.1	0	4.7
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	375	922	1393	-
HCM Lane V/C Ratio	-	-	0.862	0.08	0.128	-
HCM Control Delay (s)	-	-	52	9.2	8	-
HCM Lane LOS	-	-	F	A	A	-
HCM 95th %tile Q(veh)	-	-	8.2	0.3	0.4	-

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Intersection	
Intersection Delay, s/veh	13.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	307	0	70	0	0	0	0	152	21	169	120	0
Future Vol, veh/h	307	0	70	0	0	0	0	152	21	169	120	0
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, %	3	3	3	0	0	0	3	3	3	2	2	2
Mvmt Flow	323	0	74	0	0	0	0	160	22	178	126	0
Number of Lanes	0	1	1	0	0	0	0	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	2
HCM Control Delay	16.2	12.1	11.7
HCM LOS	C	B	B

Lane	NBLn1	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	100%	0%
Vol Thru, %	88%	0%	0%	0%	100%
Vol Right, %	12%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	173	307	70	169	120
LT Vol	0	307	0	169	0
Through Vol	152	0	0	0	120
RT Vol	21	0	70	0	0
Lane Flow Rate	182	323	74	178	126
Geometry Grp	6	7	7	7	7
Degree of Util (X)	0.314	0.583	0.108	0.326	0.214
Departure Headway (Hd)	6.206	6.495	5.283	6.591	6.085
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	579	556	679	546	590
Service Time	4.242	4.224	3.011	4.327	3.82
HCM Lane V/C Ratio	0.314	0.581	0.109	0.326	0.214
HCM Control Delay	12.1	17.9	8.7	12.5	10.5
HCM Lane LOS	B	C	A	B	B
HCM 95th-tile Q	1.3	3.7	0.4	1.4	0.8

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Intersection	
Int Delay, s/veh	2.3

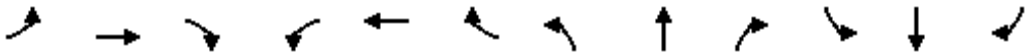
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	12	0	151	74	366	0	0	282	360
Future Vol, veh/h	0	0	0	12	0	151	74	366	0	0	282	360
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	300	-	-	-	-	150
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	1	1	1	2	2	2	2	2	2
Mvmt Flow	0	0	0	12	0	156	76	377	0	0	291	371

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1007	1192	378	663	0	-	-	-	0
Stage 1	529	529	-	-	-	-	-	-	-
Stage 2	478	663	-	-	-	-	-	-	-
Critical Hdwy	6.41	6.51	6.21	4.12	-	-	-	-	-
Critical Hdwy Stg 1	5.41	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.41	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	268	188	671	926	-	0	0	-	-
Stage 1	593	529	-	-	-	0	0	-	-
Stage 2	626	460	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	246	0	670	926	-	-	-	-	-
Mov Cap-2 Maneuver	246	0	-	-	-	-	-	-	-
Stage 1	544	0	-	-	-	-	-	-	-
Stage 2	625	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.4	1.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	926	-	595	-	-
HCM Lane V/C Ratio	0.082	-	0.282	-	-
HCM Control Delay (s)	9.2	-	13.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.3	-	1.2	-	-

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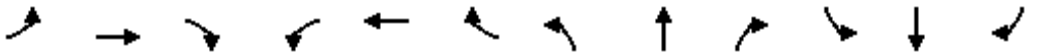


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	472	61	24	415	8	65	38	32	3	31	15
Future Volume (veh/h)	10	472	61	24	415	8	65	38	32	3	31	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1856	1856	1856
Adj Flow Rate, veh/h	11	497	64	25	437	8	68	40	34	3	33	16
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
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	3	3	3
Cap, veh/h	25	893	115	49	1033	19	230	133	92	57	291	132
Arrive On Green	0.01	0.55	0.55	0.03	0.56	0.56	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1795	1635	211	1795	1845	34	643	539	372	25	1178	535
Grp Volume(v), veh/h	11	0	561	25	0	445	142	0	0	52	0	0
Grp Sat Flow(s),veh/h/ln	1795	0	1845	1795	0	1879	1554	0	0	1738	0	0
Q Serve(g_s), s	0.5	0.0	14.9	1.0	0.0	10.2	3.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	14.9	1.0	0.0	10.2	5.4	0.0	0.0	1.7	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.02	0.48		0.24	0.06		0.31
Lane Grp Cap(c), veh/h	25	0	1008	49	0	1052	454	0	0	480	0	0
V/C Ratio(X)	0.45	0.00	0.56	0.51	0.00	0.42	0.31	0.00	0.00	0.11	0.00	0.00
Avail Cap(c_a), veh/h	122	0	1008	132	0	1052	454	0	0	480	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	36.7	0.0	11.1	36.0	0.0	9.5	23.2	0.0	0.0	21.9	0.0	0.0
Incr Delay (d2), s/veh	12.3	0.0	2.2	8.2	0.0	1.2	1.8	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	6.1	0.6	0.0	4.2	2.2	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.0	0.0	13.3	44.2	0.0	10.8	25.0	0.0	0.0	22.4	0.0	0.0
LnGrp LOS	D	A	B	D	A	B	C	A	A	C	A	A
Approach Vol, veh/h		572			470			142			52	
Approach Delay, s/veh		14.0			12.6			25.0			22.4	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.5	45.5		23.0	5.5	46.5		23.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	37.5		18.5	5.1	37.9		18.5				
Max Q Clear Time (g_c+I1), s	3.0	16.9		3.7	2.5	12.2		7.4				
Green Ext Time (p_c), s	0.0	4.0		0.2	0.0	3.1		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		15.1	
HCM 6th LOS		B	

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	69	1	123	112	590	0	0	228	753
Future Volume (veh/h)	0	0	0	69	1	123	112	590	0	0	228	753
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1841	1841	1841	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				73	1	129	118	621	0	0	240	0
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				4	4	4	2	2	0	0	2	2
Cap, veh/h				238	3	215	685	1040	0	0	436	
Arrive On Green				0.14	0.14	0.14	0.17	0.56	0.00	0.00	0.23	0.00
Sat Flow, veh/h				1730	24	1560	1781	1870	0	0	1870	1585
Grp Volume(v), veh/h				74	0	129	118	621	0	0	240	0
Grp Sat Flow(s),veh/h/ln				1754	0	1560	1781	1870	0	0	1870	1585
Q Serve(g_s), s				1.1	0.0	2.3	1.1	6.5	0.0	0.0	3.3	0.0
Cycle Q Clear(g_c), s				1.1	0.0	2.3	1.1	6.5	0.0	0.0	3.3	0.0
Prop In Lane				0.99		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				241	0	215	685	1040	0	0	436	
V/C Ratio(X)				0.31	0.00	0.60	0.17	0.60	0.00	0.00	0.55	
Avail Cap(c_a), veh/h				1104	0	982	715	3976	0	0	3340	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				11.4	0.0	11.9	4.9	4.3	0.0	0.0	9.9	0.0
Incr Delay (d2), s/veh				0.7	0.0	2.7	0.1	0.6	0.0	0.0	1.1	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.4	0.0	0.7	0.2	0.8	0.0	0.0	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				12.1	0.0	14.6	5.1	4.9	0.0	0.0	11.0	0.0
LnGrp LOS				B	A	B	A	A	A	A	B	
Approach Vol, veh/h					203			739			240	A
Approach Delay, s/veh					13.7			4.9			11.0	
Approach LOS					B			A			B	

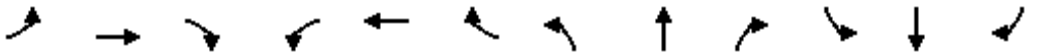
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		20.9			9.5	11.4		8.5				
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5				
Max Green Setting (Gmax), s		62.5			5.5	52.5		18.5				
Max Q Clear Time (g_c+I1), s		8.5			3.1	5.3		4.3				
Green Ext Time (p_c), s		5.0			0.1	1.5		0.7				

Intersection Summary												
HCM 6th Ctrl Delay			7.7									
HCM 6th LOS			A									

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	530	3	186	0	0	0	0	179	39	129	165	0
Future Volume (veh/h)	530	3	186	0	0	0	0	179	39	129	165	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885				0	1856	1856	1856	1856	0
Adj Flow Rate, veh/h	582	3	204				0	197	43	142	181	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	1				0	3	3	3	3	0
Cap, veh/h	725	4	648				0	282	62	406	720	0
Arrive On Green	0.41	0.41	0.41				0.00	0.19	0.19	0.09	0.39	0.00
Sat Flow, veh/h	1787	9	1598				0	1476	322	1767	1856	0
Grp Volume(v), veh/h	585	0	204				0	0	240	142	181	0
Grp Sat Flow(s),veh/h/ln	1796	0	1598				0	0	1798	1767	1856	0
Q Serve(g_s), s	12.5	0.0	3.8				0.0	0.0	5.4	2.6	2.9	0.0
Cycle Q Clear(g_c), s	12.5	0.0	3.8				0.0	0.0	5.4	2.6	2.9	0.0
Prop In Lane	0.99		1.00				0.00		0.18	1.00		0.00
Lane Grp Cap(c), veh/h	729	0	648				0	0	343	406	720	0
V/C Ratio(X)	0.80	0.00	0.31				0.00	0.00	0.70	0.35	0.25	0.00
Avail Cap(c_a), veh/h	966	0	860				0	0	741	442	1169	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	11.4	0.0	8.8				0.0	0.0	16.5	11.4	9.1	0.0
Incr Delay (d2), s/veh	3.7	0.0	0.3				0.0	0.0	2.6	0.5	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	1.1				0.0	0.0	2.2	0.9	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.1	0.0	9.1				0.0	0.0	19.1	11.9	9.2	0.0
LnGrp LOS	B	A	A				A	A	B	B	A	A
Approach Vol, veh/h		789						240			323	
Approach Delay, s/veh		13.6						19.1			10.4	
Approach LOS		B						B			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.6	12.8		22.2		21.5
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	5.0	18.0		23.5		27.5
Max Q Clear Time (g_c+I1), s	4.6	7.4		14.5		4.9
Green Ext Time (p_c), s	0.0	1.0		3.2		1.0

Intersection Summary	
HCM 6th Ctrl Delay	13.8
HCM 6th LOS	B

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Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	18	14	1	23	14	98	1	93	24	163	142	34
Future Vol, veh/h	18	14	1	23	14	98	1	93	24	163	142	34
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	4	4	4	1	1	1	3	3	3	2	2	2
Mvmt Flow	19	15	1	25	15	105	1	100	26	175	153	37

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	697	650	172	645	655	113	190	0	0	126	0	0
Stage 1	522	522	-	115	115	-	-	-	-	-	-	-
Stage 2	175	128	-	530	540	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.11	6.51	6.21	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.509	4.009	3.309	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	353	386	866	387	387	943	1378	-	-	1460	-	-
Stage 1	534	528	-	892	802	-	-	-	-	-	-	-
Stage 2	822	786	-	534	523	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	271	334	866	335	334	943	1378	-	-	1460	-	-
Mov Cap-2 Maneuver	271	334	-	335	334	-	-	-	-	-	-	-
Stage 1	533	457	-	891	801	-	-	-	-	-	-	-
Stage 2	716	785	-	446	452	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.6	12.4	0.1	3.8
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1378	-	-	301	629	1460	-	-
HCM Lane V/C Ratio	0.001	-	-	0.118	0.231	0.12	-	-
HCM Control Delay (s)	7.6	0	-	18.6	12.4	7.8	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.9	0.4	-	-

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Intersection	
Int Delay, s/veh	2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	132	28	70	134	16	43
Future Vol, veh/h	132	28	70	134	16	43
Conflicting Peds, #/hr	0	1	1	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	1	1	3	3	1	1
Mvmt Flow	152	32	80	154	18	49

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	185	0	484	170
Stage 1	-	-	-	-	169	-
Stage 2	-	-	-	-	315	-
Critical Hdwy	-	-	4.13	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.227	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1384	-	544	876
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	742	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1383	-	509	874
Mov Cap-2 Maneuver	-	-	-	-	509	-
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	695	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	732	-	-	1383	-
HCM Lane V/C Ratio	0.093	-	-	0.058	-
HCM Control Delay (s)	10.4	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-

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Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	26	131	9	27	189
Future Vol, veh/h	11	26	131	9	27	189
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	1	1	1	1	3	3
Mvmt Flow	13	32	160	11	33	230

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	464	168	0	0	172	0
Stage 1	167	-	-	-	-	-
Stage 2	297	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.13	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.227	-
Pot Cap-1 Maneuver	558	879	-	-	1399	-
Stage 1	865	-	-	-	-	-
Stage 2	756	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	542	877	-	-	1398	-
Mov Cap-2 Maneuver	542	-	-	-	-	-
Stage 1	864	-	-	-	-	-
Stage 2	735	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	741	1398	-
HCM Lane V/C Ratio	-	-	0.061	0.024	-
HCM Control Delay (s)	-	-	10.2	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

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Intersection	
Int Delay, s/veh	2.6

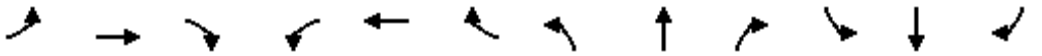
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	32	2	28	1	131	21	45	186	1
Future Vol, veh/h	1	1	1	32	2	28	1	131	21	45	186	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	1	1	1	2	2	2	1	1	1	2	2	2
Mvmt Flow	1	1	1	39	2	34	1	160	26	55	227	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	531	526	228	514	513	173	228	0	0	186	0	0
Stage 1	338	338	-	175	175	-	-	-	-	-	-	-
Stage 2	193	188	-	339	338	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.12	6.52	6.22	4.11	-	-	4.12	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.518	4.018	3.318	2.209	-	-	2.218	-	-
Pot Cap-1 Maneuver	460	458	814	471	465	871	1346	-	-	1388	-	-
Stage 1	679	642	-	827	754	-	-	-	-	-	-	-
Stage 2	811	746	-	676	641	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	425	437	814	453	444	871	1346	-	-	1388	-	-
Mov Cap-2 Maneuver	425	437	-	453	444	-	-	-	-	-	-	-
Stage 1	678	613	-	826	753	-	-	-	-	-	-	-
Stage 2	776	745	-	643	612	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.1	12.2	0.1	1.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1346	-	-	511	578	1388	-	-
HCM Lane V/C Ratio	0.001	-	-	0.007	0.131	0.04	-	-
HCM Control Delay (s)	7.7	0	-	12.1	12.2	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.4	0.1	-	-

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	457	118	103	535	43	127	104	72	70	80	148
Future Volume (veh/h)	151	457	118	103	535	43	127	104	72	70	80	148
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	161	486	126	110	569	46	135	111	77	74	85	157
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
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	200	932	763	141	795	64	231	254	176	282	145	267
Arrive On Green	0.11	0.49	0.49	0.08	0.46	0.46	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1795	1885	1543	1795	1720	139	1138	1029	714	1193	586	1083
Grp Volume(v), veh/h	161	486	126	110	0	615	135	0	188	74	0	242
Grp Sat Flow(s),veh/h/ln	1795	1885	1543	1795	0	1859	1138	0	1743	1193	0	1669
Q Serve(g_s), s	6.6	13.2	3.4	4.5	0.0	19.9	8.9	0.0	6.8	4.2	0.0	9.6
Cycle Q Clear(g_c), s	6.6	13.2	3.4	4.5	0.0	19.9	18.5	0.0	6.8	11.0	0.0	9.6
Prop In Lane	1.00		1.00	1.00		0.07	1.00		0.41	1.00		0.65
Lane Grp Cap(c), veh/h	200	932	763	141	0	859	231	0	430	282	0	412
V/C Ratio(X)	0.81	0.52	0.17	0.78	0.00	0.72	0.58	0.00	0.44	0.26	0.00	0.59
Avail Cap(c_a), veh/h	251	932	763	230	0	859	231	0	430	282	0	412
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.5	12.9	10.4	33.9	0.0	16.2	33.0	0.0	23.9	28.5	0.0	24.9
Incr Delay (d2), s/veh	14.1	2.1	0.5	8.8	0.0	5.1	3.7	0.0	0.7	0.5	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	5.7	1.2	2.3	0.0	9.1	2.6	0.0	2.8	1.2	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.6	15.0	10.9	42.7	0.0	21.3	36.7	0.0	24.6	29.0	0.0	27.1
LnGrp LOS	D	B	B	D	A	C	D	A	C	C	A	C
Approach Vol, veh/h		773			725			323			316	
Approach Delay, s/veh		20.9			24.5			29.7			27.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.4	41.6		23.0	12.8	39.2		23.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	9.6	33.4		18.5	10.5	32.5		18.5				
Max Q Clear Time (g_c+I1), s	6.5	15.2		13.0	8.6	21.9		20.5				
Green Ext Time (p_c), s	0.1	3.6		0.8	0.1	3.2		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		24.4	
HCM 6th LOS		C	

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Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	54	0	0	0	0	0	1	102	0	0	151	82
Future Vol, veh/h	54	0	0	0	0	0	1	102	0	0	151	82
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	92	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	1	1	2	2	2	1	1	1
Mvmt Flow	56	0	0	0	0	0	1	106	0	0	157	85

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	308	308	200	308	350	106	242	0	0	106	0	0
Stage 1	200	200	-	108	108	-	-	-	-	-	-	-
Stage 2	108	108	-	200	242	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.12	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.218	-	-	2.209	-	-
Pot Cap-1 Maneuver	646	608	843	646	576	951	1324	-	-	1491	-	-
Stage 1	804	738	-	900	808	-	-	-	-	-	-	-
Stage 2	900	808	-	804	707	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	645	607	843	645	575	951	1324	-	-	1491	-	-
Mov Cap-2 Maneuver	645	607	-	645	575	-	-	-	-	-	-	-
Stage 1	803	738	-	899	807	-	-	-	-	-	-	-
Stage 2	899	807	-	804	707	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.1	0	0.1	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1324	-	-	645	-	1491	-	-
HCM Lane V/C Ratio	0.001	-	-	0.087	-	-	-	-
HCM Control Delay (s)	7.7	0	-	11.1	0	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	-	0	-	-

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Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	20	2	112	14	31	0	97	66	65	134	3
Future Vol, veh/h	10	20	2	112	14	31	0	97	66	65	134	3
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	90	92	90	92	90	90	90	90	92
Heavy Vehicles, %	2	2	2	14	2	14	2	4	4	5	5	2
Mvmt Flow	11	22	2	124	15	34	0	108	73	72	149	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	466	478	153	454	443	147	153	0	0	182	0	0
Stage 1	296	296	-	146	146	-	-	-	-	-	-	-
Stage 2	170	182	-	308	297	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.24	6.52	6.34	4.12	-	-	4.15	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.24	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.24	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.626	4.018	3.426	2.218	-	-	2.245	-	-
Pot Cap-1 Maneuver	507	486	893	496	509	869	1428	-	-	1375	-	-
Stage 1	712	668	-	829	776	-	-	-	-	-	-	-
Stage 2	832	749	-	677	668	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	454	457	891	455	479	867	1427	-	-	1374	-	-
Mov Cap-2 Maneuver	454	457	-	455	479	-	-	-	-	-	-	-
Stage 1	711	629	-	828	775	-	-	-	-	-	-	-
Stage 2	783	748	-	614	629	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.3	15.8	0	2.5
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1427	-	-	470	505	1374	-	-
HCM Lane V/C Ratio	-	-	-	0.074	0.345	0.053	-	-
HCM Control Delay (s)	0	-	-	13.3	15.8	7.8	0	-
HCM Lane LOS	A	-	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	1.5	0.2	-	-

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Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	116	6	19	3	14	14	12	68	3	15	94	127
Future Vol, veh/h	116	6	19	3	14	14	12	68	3	15	94	127
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	-	-	-	85	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	4	4	4	10	10	10	1	1	1	5	5	5
Mvmt Flow	135	7	22	3	16	16	14	79	3	17	109	148

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	342	327	183	341	400	81	257	0	0	82	0	0
Stage 1	217	217	-	109	109	-	-	-	-	-	-	-
Stage 2	125	110	-	232	291	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.2	6.6	6.3	4.11	-	-	4.15	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.2	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.2	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.59	4.09	3.39	2.209	-	-	2.245	-	-
Pot Cap-1 Maneuver	608	588	854	598	526	957	1314	-	-	1497	-	-
Stage 1	781	720	-	877	790	-	-	-	-	-	-	-
Stage 2	874	800	-	753	657	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	572	573	854	566	513	957	1314	-	-	1497	-	-
Mov Cap-2 Maneuver	572	573	-	566	513	-	-	-	-	-	-	-
Stage 1	772	710	-	867	781	-	-	-	-	-	-	-
Stage 2	832	791	-	716	648	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.3	10.8	1.1	0.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1314	-	-	599	566	668	1497	-	-
HCM Lane V/C Ratio	0.011	-	-	0.274	0.006	0.049	0.012	-	-
HCM Control Delay (s)	7.8	0	-	13.3	11.4	10.7	7.4	0	-
HCM Lane LOS	A	A	-	B	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.1	0	0.2	0	-	-

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Intersection	
Int Delay, s/veh	26.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	307	0	70	0	0	0	0	156	44	169	167	0
Future Vol, veh/h	307	0	70	0	0	0	0	156	44	169	167	0
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	-	-	300	-	-	-	-	-	-	300	-	-
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, %	3	3	3	0	0	0	3	3	3	2	2	2
Mvmt Flow	323	0	74	0	0	0	0	164	46	178	176	0

Major/Minor	Minor2					Major1			Major2		
Conflicting Flow All	719	742	176			-	0	0	210	0	0
Stage 1	532	532	-			-	-	-	-	-	-
Stage 2	187	210	-			-	-	-	-	-	-
Critical Hdwy	6.43	6.53	6.23			-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.43	5.53	-			-	-	-	-	-	-
Critical Hdwy Stg 2	5.43	5.53	-			-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327			-	-	-	2.218	-	-
Pot Cap-1 Maneuver	394	342	865			0	-	-	1361	-	0
Stage 1	587	524	-			0	-	-	-	-	0
Stage 2	843	727	-			0	-	-	-	-	0
Platoon blocked, %							-	-		-	
Mov Cap-1 Maneuver	342	0	865			-	-	-	1361	-	-
Mov Cap-2 Maneuver	342	0	-			-	-	-	-	-	-
Stage 1	587	0	-			-	-	-	-	-	-
Stage 2	733	0	-			-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	59.7	0	4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	342	865	1361	-
HCM Lane V/C Ratio	-	-	0.945	0.085	0.131	-
HCM Control Delay (s)	-	-	71.2	9.5	8	-
HCM Lane LOS	-	-	F	A	A	-
HCM 95th %tile Q(veh)	-	-	9.9	0.3	0.5	-

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Intersection	
Intersection Delay, s/veh	14.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	307	0	70	0	0	0	0	156	44	169	167	0
Future Vol, veh/h	307	0	70	0	0	0	0	156	44	169	167	0
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, %	3	3	3	0	0	0	3	3	3	2	2	2
Mvmt Flow	323	0	74	0	0	0	0	164	46	178	176	0
Number of Lanes	0	1	1	0	0	0	0	1	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	2
HCM Control Delay	17.1	12.9	12.2
HCM LOS	C	B	B

Lane	NBLn1	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	100%	0%
Vol Thru, %	78%	0%	0%	0%	100%
Vol Right, %	22%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	200	307	70	169	167
LT Vol	0	307	0	169	0
Through Vol	156	0	0	0	167
RT Vol	44	0	70	0	0
Lane Flow Rate	211	323	74	178	176
Geometry Grp	6	7	7	7	7
Degree of Util (X)	0.365	0.601	0.112	0.33	0.301
Departure Headway (Hd)	6.245	6.692	5.478	6.675	6.168
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	575	540	654	539	582
Service Time	4.29	4.428	3.214	4.419	3.911
HCM Lane V/C Ratio	0.367	0.598	0.113	0.33	0.302
HCM Control Delay	12.9	19	8.9	12.7	11.6
HCM Lane LOS	B	C	A	B	B
HCM 95th-tile Q	1.7	3.9	0.4	1.4	1.3

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Intersection	
Int Delay, s/veh	3.5

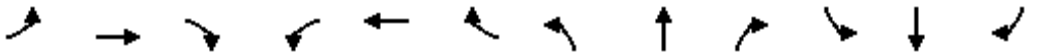
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	52	0	151	74	370	0	0	289	360
Future Vol, veh/h	0	0	0	52	0	151	74	370	0	0	289	360
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	300	-	-	-	-	150
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	1	1	1	2	2	2	2	2	2
Mvmt Flow	0	0	0	54	0	156	76	381	0	0	298	371

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1018	1203	382	670	0	-	-	-	0
Stage 1	533	533	-	-	-	-	-	-	-
Stage 2	485	670	-	-	-	-	-	-	-
Critical Hdwy	6.41	6.51	6.21	4.12	-	-	-	-	-
Critical Hdwy Stg 1	5.41	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.41	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	264	185	667	920	-	0	0	-	-
Stage 1	590	527	-	-	-	0	0	-	-
Stage 2	621	457	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	242	0	666	920	-	-	-	-	-
Mov Cap-2 Maneuver	242	0	-	-	-	-	-	-	-
Stage 1	541	0	-	-	-	-	-	-	-
Stage 2	620	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.2	1.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	920	-	460	-	-
HCM Lane V/C Ratio	0.083	-	0.455	-	-
HCM Control Delay (s)	9.3	-	19.2	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.3	-	2.3	-	-

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	472	61	27	415	8	65	46	34	3	44	15
Future Volume (veh/h)	10	472	61	27	415	8	65	46	34	3	44	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1856	1856	1856
Adj Flow Rate, veh/h	11	497	64	28	437	8	68	48	36	3	46	16
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
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	3	3	3
Cap, veh/h	25	889	115	53	1033	19	216	148	91	55	322	107
Arrive On Green	0.01	0.54	0.54	0.03	0.56	0.56	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1795	1635	211	1795	1845	34	593	601	371	20	1307	433
Grp Volume(v), veh/h	11	0	561	28	0	445	152	0	0	65	0	0
Grp Sat Flow(s),veh/h/ln	1795	0	1845	1795	0	1879	1565	0	0	1760	0	0
Q Serve(g_s), s	0.5	0.0	14.9	1.2	0.0	10.2	3.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	14.9	1.2	0.0	10.2	5.8	0.0	0.0	2.2	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.02	0.45		0.24	0.05		0.25
Lane Grp Cap(c), veh/h	25	0	1004	53	0	1052	456	0	0	484	0	0
V/C Ratio(X)	0.45	0.00	0.56	0.53	0.00	0.42	0.33	0.00	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	122	0	1004	132	0	1052	456	0	0	484	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	36.7	0.0	11.2	35.9	0.0	9.5	23.4	0.0	0.0	22.1	0.0	0.0
Incr Delay (d2), s/veh	12.3	0.0	2.2	8.0	0.0	1.2	2.0	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	6.1	0.6	0.0	4.2	2.4	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.0	0.0	13.5	43.8	0.0	10.8	25.3	0.0	0.0	22.7	0.0	0.0
LnGrp LOS	D	A	B	D	A	B	C	A	A	C	A	A
Approach Vol, veh/h		572			473			152			65	
Approach Delay, s/veh		14.1			12.7			25.3			22.7	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	45.3		23.0	5.5	46.5		23.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	37.5		18.5	5.1	37.9		18.5				
Max Q Clear Time (g_c+I1), s	3.2	16.9		4.2	2.5	12.2		7.8				
Green Ext Time (p_c), s	0.0	4.0		0.2	0.0	3.1		0.6				

Intersection Summary			
HCM 6th Ctrl Delay		15.4	
HCM 6th LOS		B	

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Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	31	3	0	29	0	6	0	0	0	0	2
Future Vol, veh/h	2	31	3	0	29	0	6	0	0	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	34	3	0	32	0	7	0	0	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	32	0	0	37	0	0	73	72	36	72	73	32
Stage 1	-	-	-	-	-	-	40	40	-	32	32	-
Stage 2	-	-	-	-	-	-	33	32	-	40	41	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1580	-	-	1574	-	-	918	818	1037	919	817	1042
Stage 1	-	-	-	-	-	-	975	862	-	984	868	-
Stage 2	-	-	-	-	-	-	983	868	-	975	861	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1580	-	-	1574	-	-	915	817	1037	918	816	1042
Mov Cap-2 Maneuver	-	-	-	-	-	-	915	817	-	918	816	-
Stage 1	-	-	-	-	-	-	974	861	-	983	868	-
Stage 2	-	-	-	-	-	-	981	868	-	974	860	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	9	8.5
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	915	1580	-	-	1574	-	-	1042
HCM Lane V/C Ratio	0.007	0.001	-	-	-	-	-	0.002
HCM Control Delay (s)	9	7.3	0	-	0	-	-	8.5
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

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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	6	0	3	24	0	8	5	124	46	14	177	10
Future Vol, veh/h	6	0	3	24	0	8	5	124	46	14	177	10
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	3	1
Mvmt Flow	7	0	3	26	0	9	5	135	50	15	192	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	403	423	198	399	403	160	203	0	0	185	0	0
Stage 1	228	228	-	170	170	-	-	-	-	-	-	-
Stage 2	175	195	-	229	233	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	560	524	846	563	538	888	1375	-	-	1396	-	-
Stage 1	777	717	-	834	760	-	-	-	-	-	-	-
Stage 2	829	741	-	776	714	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	548	516	846	554	529	888	1375	-	-	1396	-	-
Mov Cap-2 Maneuver	548	516	-	554	529	-	-	-	-	-	-	-
Stage 1	774	708	-	831	757	-	-	-	-	-	-	-
Stage 2	818	738	-	764	705	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.9	11.2	0.2	0.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1375	-	-	621	612	1396	-	-
HCM Lane V/C Ratio	0.004	-	-	0.016	0.057	0.011	-	-
HCM Control Delay (s)	7.6	0	-	10.9	11.2	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

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Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	70	41	0
Future Vol, veh/h	0	0	0	70	41	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	76	45	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	76	0	-	0	38	38
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1523	-	-	-	974	1034
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1523	-	-	-	974	1034
Mov Cap-2 Maneuver	-	-	-	-	974	-
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1523	-	-	-	974
HCM Lane V/C Ratio	-	-	-	-	0.046
HCM Control Delay (s)	0	-	-	-	8.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

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APPENDIX

QUEUEING REPORT

Intersection: 11: S Sequim Ave & US-101 EB Off Ramp/US-101 EB ON Ramp

Movement	EB	EB	NB	SB	SB
Directions Served	LT	R	TR	L	T
Maximum Queue (ft)	56	28	72	70	56
Average Queue (ft)	49	16	38	46	51
95th Queue (ft)	64	38	70	77	67
Link Distance (ft)	804		806		676
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		300		300	
Storage Blk Time (%)					
Queuing Penalty (veh)					

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APPENDIX

LEFT TURN WARRANT NOMOGRAPH

Exhibit 1310-7a Left-Turn Storage Guidelines: Two-Lane, Unsignalized

