Bella Vista Estates
Sequim, WA

Traffic Impact Analysis

March 6, 2024

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FINDINGS & CONCLUSIONS

This Traffic Impact Analysis (TIA) has been prepared for the proposed *Bella Vista Estates* project located on the south side of Miller Road in the City of Sequim.

Project Proposal. The proposed *Bella Vista Estates* project would include the development of up to 25 single family homes on a site that is currently vacant. Primary vehicular access to the site is proposed via Bella Vista Drive, a new neighborhood street with access to/from Miller Road. The project is expected to be completed in 2026.

Project Trip Generation. The proposed *Bella Vista Estates* project is estimated to generate 282 new weekday daily trips with 21 new trips occurring during the weekday AM peak hour (5 in, 16 out), 29 new trips occurring during the weekday Midday peak hour (19 in, 10 out), and 27 new trips occurring during the weekday PM peak hour (17 in, 10 out).

Intersection Level of Service (LOS). Intersection Level of Service (LOS) was evaluated at the study intersections of S Sequim Ave/US 101 WB Ramps, S Sequim Ave/US 101 EB Ramps, and S Sequim Ave/Brownfield Road for weekday Midday and PM peak hour conditions. The LOS analysis results indicate that the study intersections are anticipated to operate at LOS D or better (meeting applicable LOS standards) under 2026 weekday Midday and PM peak hour conditions with the proposed project with exception to the following:

- S Sequim Ave / US 101 Eastbound Ramps – the eastbound left-turn movement (stop-controlled) is estimated to operate at LOS E during the weekday midday peak hour and LOS F during the weekday PM peak hour in 2026 without or with the proposed project. The *Bella Vista Estates* project is estimated to add 29 new Midday peak hour trips (3.8% of total traffic) and 27 new PM peak hour trips (3.4% of total traffic) to the intersection.

The City's Six-Year 2023-2028 TIP identifies traffic signals at the eastbound and westbound US 101 ramp intersections on S Sequim Ave. As a signal, the intersection of S Sequim Ave/US 101 Eastbound Ramps would operate at LOS B during the weekday Midday and PM peak hours in 2026 without or with the proposed project.

Site Access. Based on the results of the analysis, the individual movements entering and exiting the site at the proposed new intersection of Bella Vista Drive/Miller Road are expected to operate at LOS A with minimal queuing during the weekday Midday and PM peak hours with the proposed project. Intersection (entering) sight distance and stopping sight distance at the proposed site access also meet minimum requirements.

Mitigation

Off-Site SEPA Improvements – Based on the results of the analysis shown in this report, no project-specific off-site transportation mitigation is proposed for concurrency or SEPA purposes.

Transportation Impact Fees – To mitigate long-term traffic impacts, the City of Sequim requires payment of a traffic impact fee. The City's currently adopted impact fee rate (as of January 1, 2024) is $2,491 per single family detached dwelling unit. Final transportation impact fees will be paid based on the current impact fee rate at the time of building permit issuance.

INTRODUCTION

This Traffic Impact Analysis (TIA) has been prepared for the proposed *Bella Vista Estates* project located on the south side of Miller Road in the City of Sequim as shown in Figure 1.

Project Description

The proposed *Bella Vista Estates* project would include the development of up to 25 single family homes on a site that is currently vacant. Primary vehicular access to the site is proposed via Bella Vista Drive, a new neighborhood street with access to/from Miller Road. The project is expected to be completed in 2026. A preliminary site plan is provided in Appendix A.

Project Approach

The following tasks were undertaken to evaluate and disclose the traffic impacts associated with the *Bella Vista Estates* project:

- Assessed existing conditions through field reconnaissance and reviewed existing planning documents;
- Described and assessed existing transportation conditions in the area;
- Documented planned transportation improvements in the site vicinity;
- Estimated trip generation and documented trip distribution and assignment of project traffic;
- Documented traffic forecasts and assumptions for year 2026 weekday Midday (11 AM to 1 PM) and PM (4 PM to 6 PM) peak hour conditions without and with the project;
- Conducted weekday Midday and PM peak hour level of service analyses at three study intersections for 2023 existing and year 2026 conditions without and with the project;
- Assessed operations at the proposed site access on Miller Road, including Midday and PM peak hour LOS and queuing.
- Evaluated sight distance at the proposed site access on Miller Road.
- Identified improvements to mitigate impacts of the project onto the adjacent street system.

Primary Data and Information Sources

- Weekday Midday and PM Peak Hour traffic counts, 2023.
- *Highway Capacity Manual (HCM) 7th Edition,* TRB.
- Clallam Transit website, November 2023.
- Jefferson Transit website, November 2023
- *Sequim 2023-2028 Transportation Improvement Program (TIP).*
- *Clallam County Six-Year 2023-2028 Transportation Improvement Program (TIP).*
- WSDOT *2023-2026 Statewide Transportation Improvement Program (STIP).*



Figure 1: Project Site Vicinity

EXISTING CONDITIONS

Roadway Network

Table 1 describes the existing characteristics of the streets that would be used as primary routes to and from the site. Roadway characteristics are described in terms of orientation, arterial classification, posted speed limits, number of lanes, paved shoulders, and pedestrian facilities. The relationship of these roadways to the project site is shown in Figure 1.

Table 1
Existing Study Area Roadway Network

Roadway	Orientation	Arterial Classification	# of Lanes	Posted Speed Limit (mph)	Parking	Sidewalks	Bicycle Facilities
US 101	East/West	Urban Highway of Statewide Significance (within City limits)	2	30 mph	No	No	No
S Sequim Ave	North/South	Urban Minor Arterial (north of US 101) / Local (south of US 101)	2-3	30 mph	No	Both sides north of E Brownfield Road	Yes
Miller Road	East/West	Local	2	30 mph	No	Intermittent on both sides of road	No

Existing Traffic Volumes

Existing weekday Midday and PM peak hour traffic volumes at the following off-site study intersections (confirmed with the City of Sequim) were based on peak period traffic counts conducted in October 2023:

1. S Sequim Ave / US 101 Westbound (WB) Ramps (stop-control)
2. S Sequim Ave / US 101 Eastbound (EB) Ramps (stop-control)
3. S Sequim Ave / Brownfield Road (stop-control)

The Midday peak hour represents the highest one-hour time period between 11:00 AM and 2:00 PM and the PM peak hour represents the highest one-hour time period between 4:00 and 6:00 PM. Figure 2 and Figure 3 illustrate the existing 2023 weekday Midday and PM peak hour traffic volumes at the study intersections. The existing traffic count sheets are included in Appendix B.

Public Transportation Services

Public transit service within Clallam County is provided by Cllalam Transit and Jefferson Transit. The closest bus stops providing service to Clallam transit Routes 123 (The Strait Shot), 30 (Commuter 101 Eastbound to Sequim and Commuter 101 Westbound to Sequim), 50 (Jamestown), and 52 (Diamond Point) and Jefferson Transit Route 8 are located approximately 1.3 miles northwest of the Bella Vista Estates site at the Sequim Transit Center.



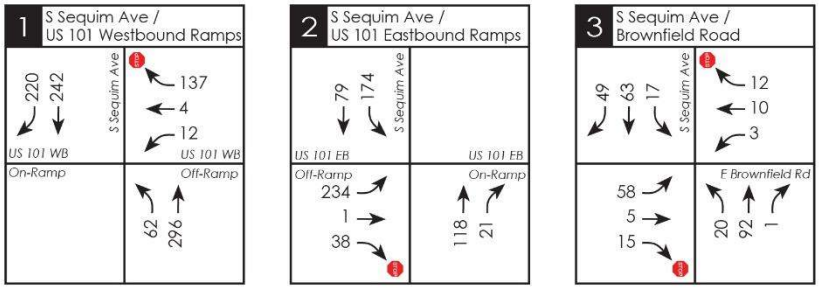
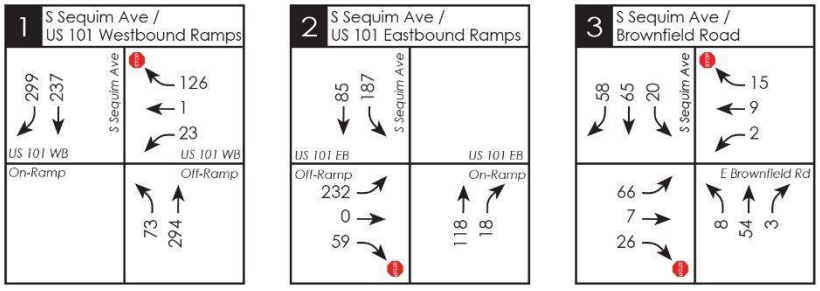


Figure 2: 2023 Existing Weekday Midday Peak Hour Traffic Volumes

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Figure 3: 2023 Existing Weekday PM Peak Hour Traffic Volumes

Non-motorized Transportation Facilities

Non-motorized transportation facilities in the project site vicinity are limited. There are existing bicycle lanes on S Sequim Ave and E Brownfield Road. There are intermittent sidewalks on Miller Road, and sidewalks on both sides of S Sequim Ave, north of Brownfield Road.

Crash History

Historic crashes at the study intersection were analyzed for the five-year period from 2018 to 2022. Crash data was provided by WSDOT. Summaries of the total and annual average crashes during this period are provided in Table 2. The detailed crash history is included in Appendix C.

Table 2
Crash Data Summary by Year, January 1, 2018 to December 31, 2022

Study Intersection	2018	2019	2020	2021	2022	5-Year Total Crashes	Average Annual Crash Frequency (crashes/year)
1. S Sequim Ave / US 101 WB Ramps	3	0	2	2	0	7	1.4
2. S Sequim Ave / US 101 EB Ramps	0	0	0	0	0	0	0
3. S Sequim Ave / Brownfield Road	0	0	0	0	0	0	0

Source: WSDOT Crash Records.

Intersection Levels of Service

Existing weekday Midday and PM peak hour level of service (LOS) analyses were conducted at the off-site study intersections. Intersection using the methodology and procedures outlined in the *Highway Capacity Manual* (HCM 7th Edition) using the *Synchro 12* software program. The adopted LOS standard is LOS D at the study intersections.

A summary of the 2023 existing Midday and PM peak hour LOS analysis results at the study intersections is provided in Table 3. The LOS methodology and LOS calculations are included in Appendix D.

Table 3
2023 Existing Peak Hour Level of Service Summary

Study Intersection	Midday Peak Hour LOS	Midday Peak Hour Delay (sec/veh)	PM Peak Hour LOS	PM Peak Hour Delay (sec/veh)
Stop-Controlled				
1. S Sequim Ave / US 101 WB Ramps				
Westbound Approach	B	12.0	B	12.6
Northbound Left-Turn	A	8.6	A	8.9
2. S Sequim Ave / US 101 EB Ramps				
Eastbound Left-Turn	D	27.7	E	36.7
Eastbound Thru-Right	A	8.9	A	9.0
Southbound Left-Turn	A	7.9	A	8.0
3. S Sequim Ave / Brownfield Ave				
Eastbound Approach	B	11.1	B	10.7
Westbound Left-Turn	B	10.7	B	10.3
Westbound Thru-Right	B	10.1	A	9.7
Northbound Left-Turn	A	7.5	A	7.5
Southbound Left-Turn	A	7.5	A	7.4

As shown in Table 3, the individual movements at the study intersections currently operate at LOS D or better during the weekday Midday and PM peak hours, with exception to the eastbound left-turn movement at S Sequim Ave/US 101 Westbound Ramps which currently operates at LOS E during the weekday PM peak hour.

FUTURE CONDITIONS

Planned Transportation Improvements

This section documents known planned transportation improvements in the study area based on a review of the following documents:

- Sequim 2023-2028 *Transportation Improvement Program (TIP).*
- Clallam County Six-Year (2023-2028) *Transportation Improvement Program (TIP).*
- Washington State Department of Transportation (WSDOT) *2023-2026 Statewide Transportation Improvement Program.*

Sequim 2023-2028 TIP

TIP #33: US 101 Ramps and S Sequim Ave New Signals. This project includes new signals at the US 101 / S Sequim Ave ramp intersections. Construction is expected to start in 2028.

TIP #41: W Brownfield Road realignment from Sequim Ave to 3rd Ave. This project would realign W Brownfield Road between Sequim Ave and 3rd Ave. Construction is expected to start in 2028.

Clallam County 2023-2028 TIP.

No capacity related projects were identified within the *Bella Vista Estates* project vicinity.

WSDOT 2023-2026 STIP

No capacity related projects were identified within the *Bella Vista Estates* project vicinity.

Project Trip Generation

The trip generation estimates for the proposed *Bella Vista Estates* project were based on methodology documented in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition for Land Use Code (LUC) 210 (Single-Family Detached Housing). Since there is no Midday peak hour (11:00 AM to 2:00 PM) trip rate or equation in the ITE *Trip Generation Manual*, the PM peak hour of generator was conservatively used for the Midday peak hour trip generation estimates.

Table 4 summarizes the new weekday Midday peak hour and PM peak hour trip generation for the proposed project. Detailed trip generation estimates are provided in **Appendix E**.

Table 4
Trip Generation Summary

	New Trips Generated		
Weekday Time Period	In	Out	Total
Daily	141	141	282
AM Peak Hour	5	16	21
Midday Peak Hour	19	10	29
PM Peak Hour	17	10	27

Project Trip Distribution and Assignment

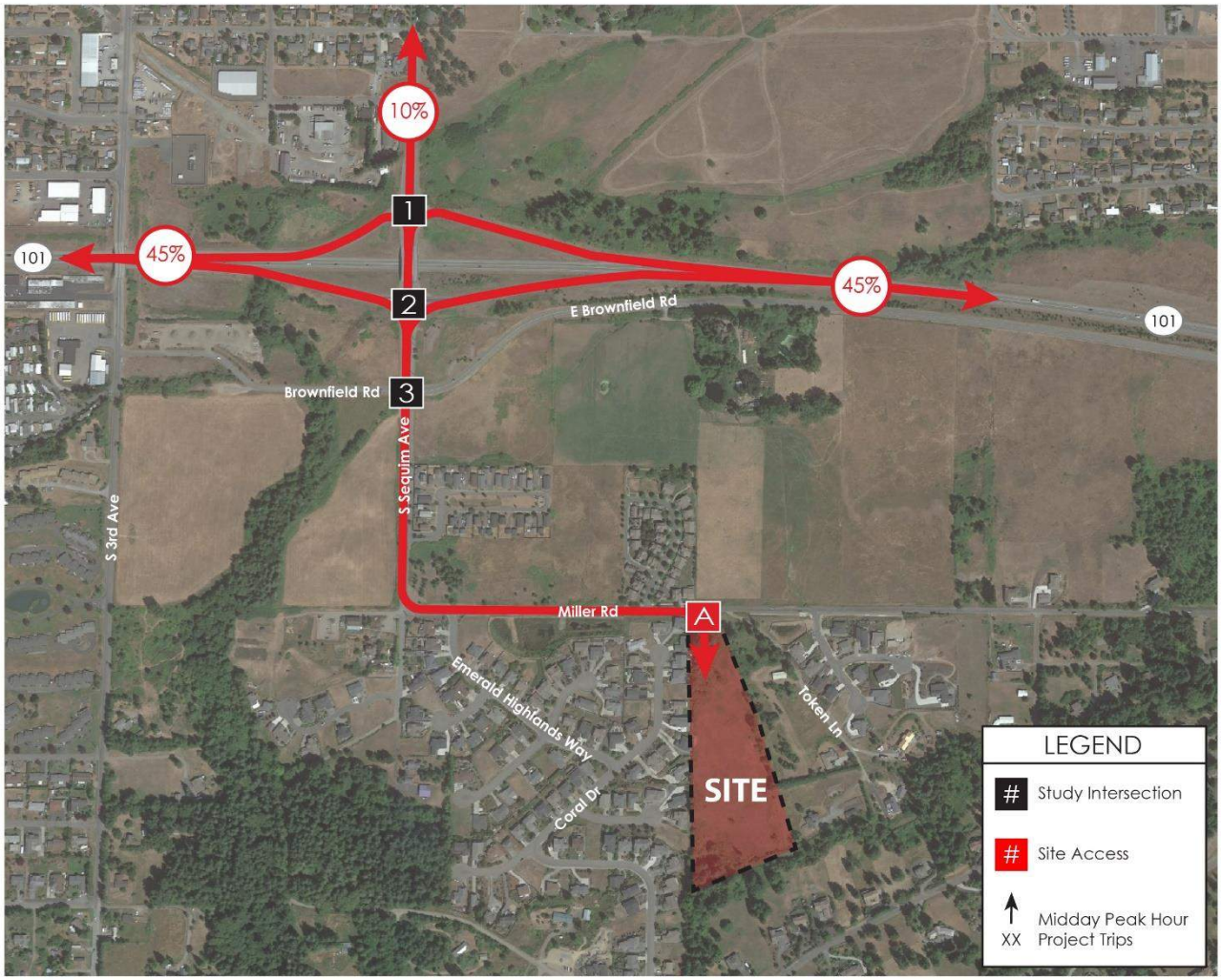
The distribution and assignment of new weekday Midday and PM peak hour vehicle trips generated by the proposed *Bella Vista Estates* project was estimated based on existing and anticipated travel patterns in the area and confirmed with City staff during the traffic scoping process.

The trip distribution and assignment of new weekday Midday and PM peak hour project trips at the study intersections and site access is illustrated in Figure 4 and Figure 5, respectively.

Future Traffic Volumes

Future year 2026 No Action (without project) weekday Midday and PM peak hour traffic volumes at the study intersections were estimated by applying a 3.0 percent annual growth rate to the existing year 2023 peak hour traffic volumes. The annual background growth rate of 3.0 percent was provided by the City of Sequim. The future weekday 2026 No Action peak hour traffic volumes at the study intersections are shown in Figure 6 for the Midday peak hour and Figure 7 for the PM peak hour.

Future year 2026 weekday Midday and PM peak hour traffic volumes with the proposed *Bella Vista Estates* project were estimated by adding the peak hour trip assignment from the proposed development (shown in Figure 4 and Figure 5) to the No Action weekday Midday and PM peak hour traffic volumes (shown in Figure 6 and Figure 7). The 2026 With Project weekday Midday and PM peak hour traffic volumes at the study intersection are shown in Figure 8 and Figure 9, respectively.



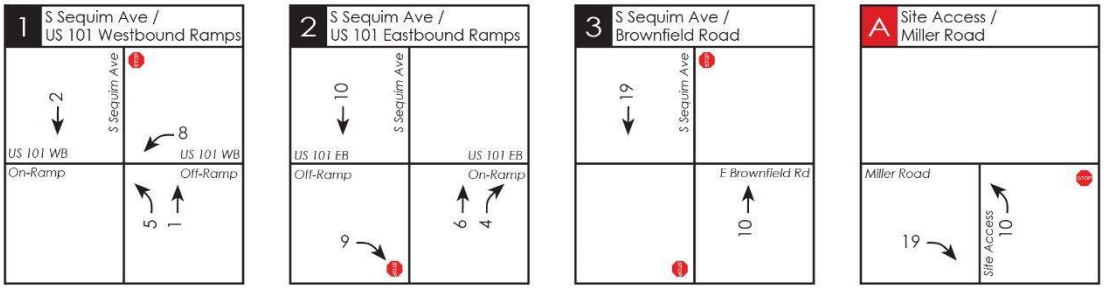
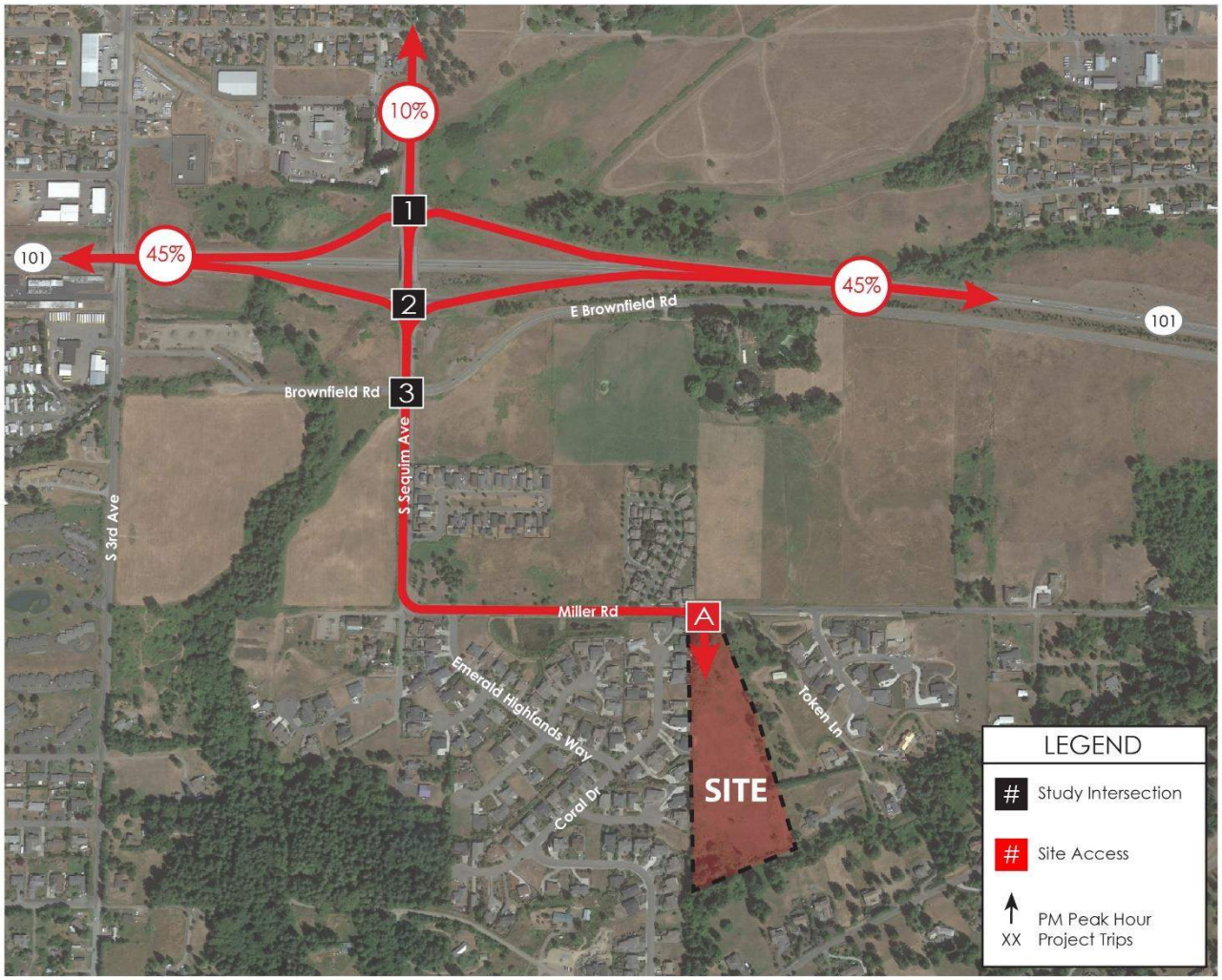


Figure 4: Midday Peak Hour Project Trip Distribution and Assignment

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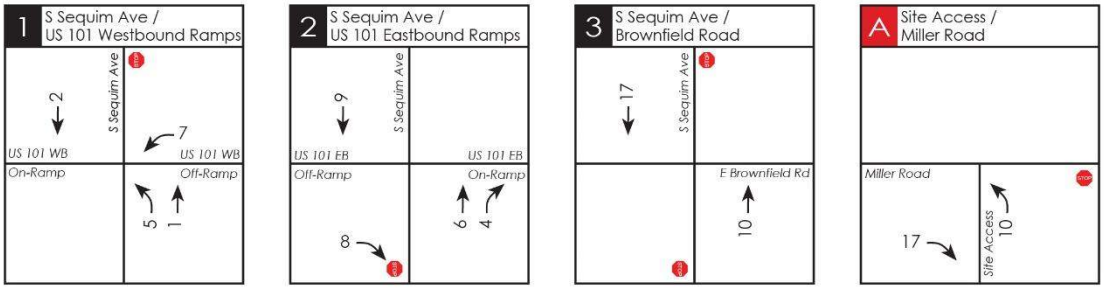


Figure 5: PM Peak Hour Project Trip Distribution and Assignment

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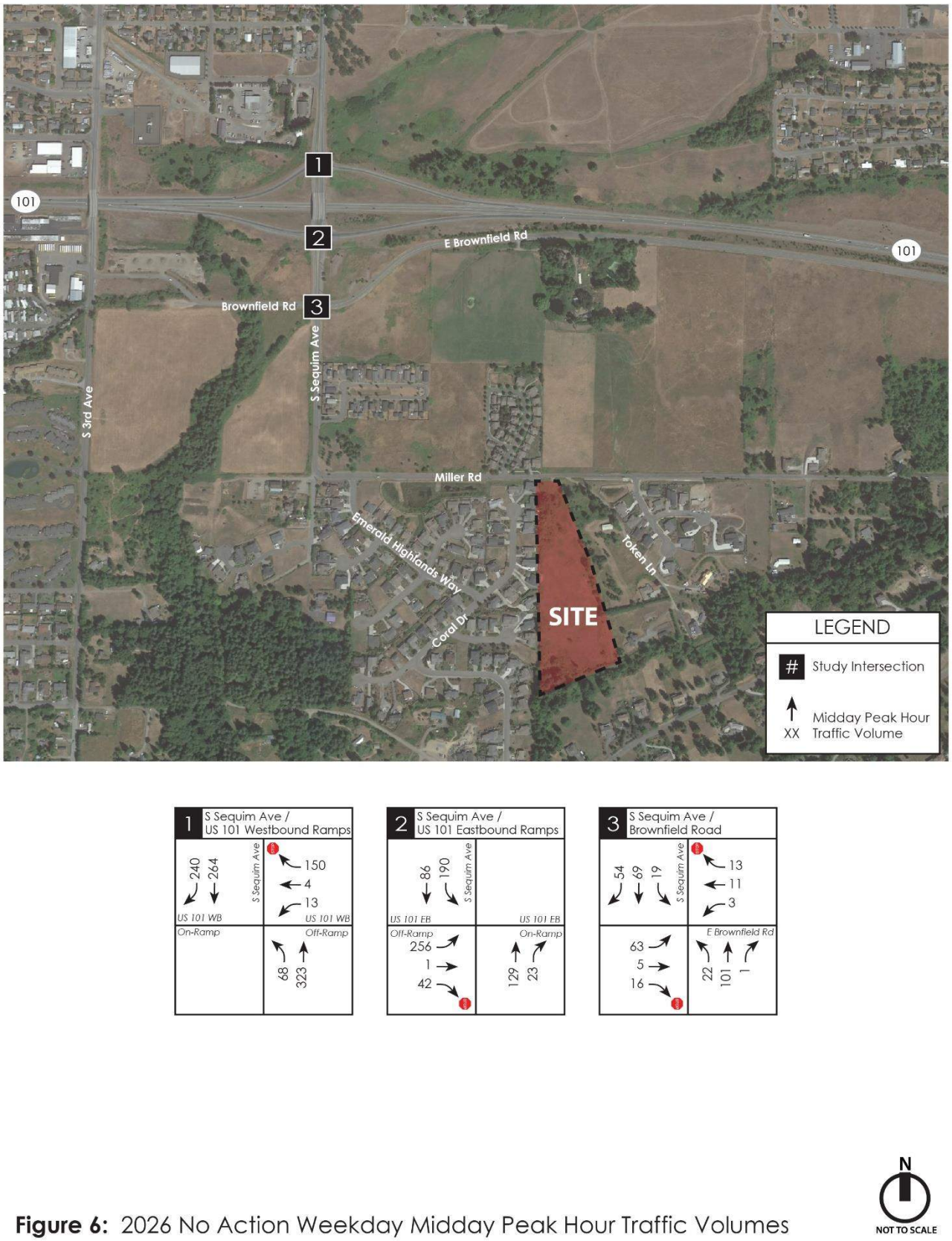


Figure 6: 2026 No Action Weekday Midday Peak Hour Traffic Volumes



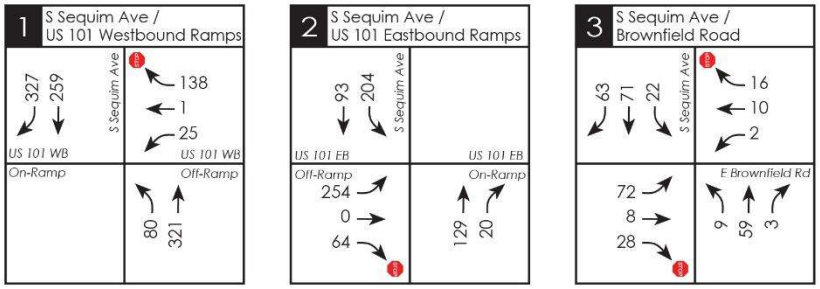


Figure 7: 2026 No Action Weekday PM Peak Hour Traffic Volumes

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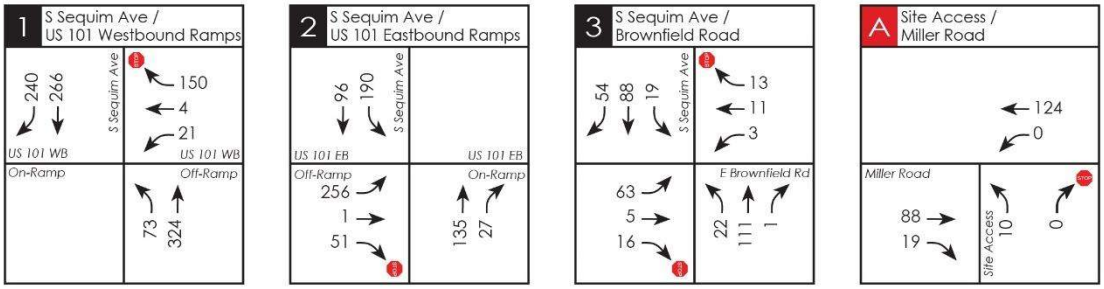


Figure 8: 2026 With Project Weekday Midday Peak Hour Traffic Volumes

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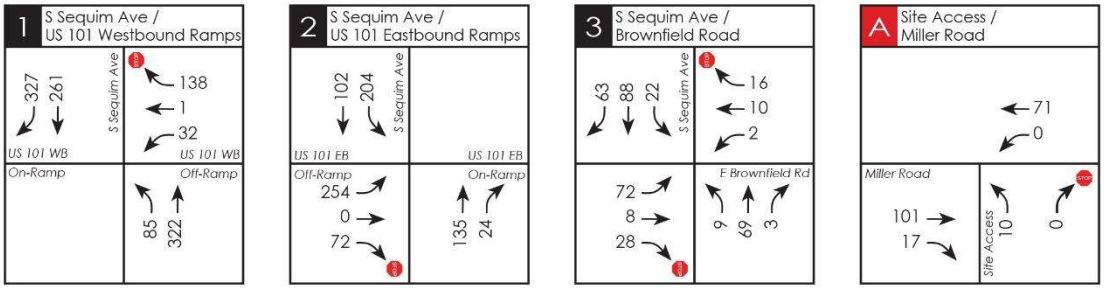


Figure 9: 2026 With Project Weekday PM Peak Hour Traffic Volumes

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Intersection Levels of Service

Future year (2026) weekday Midday and PM peak hour LOS analyses were conducted at the off-site study intersections for future conditions without and with the proposed *Bella Vista Estates* project. The roadway network assumed in the future LOS analyses at the study intersections was based on existing intersection geometry and control since there are no planned improvements identified by 2026 at the study intersections.

The LOS results at the study intersections without and with the proposed project are summarized in Table 5. The detailed LOS worksheets are included in Appendix D.

Table 5
Future 2026 Peak Hour Level of Service Summary

Study Intersection	2026 No Action LOS	2026 No Action Delay (sec/veh)	2026 With Project LOS	2026 With Project Delay (sec/veh)
Midday PEAK HOUR				
Stop-Controlled				
1. S Sequim Ave / US 101 WB Ramps				
Westbound Approach	B	13.1	B	13.9
Northbound Left-Turn	A	8.7	A	8.8
2. S Sequim Ave / US 101 EB Ramps				
Eastbound Left-Turn	E	38.8	E	41.5
Eastbound Thru-Right	A	8.9	A	9.0
Southbound Left-Turn	A	8.0	A	8.0
3. S Sequim Ave / US 101 EB Ramps				
Eastbound Approach	B	11.5	B	11.8
Westbound Left-Turn	B	10.9	B	11.3
Westbound Thru-Right	B	10.3	B	10.5
Northbound Left-Turn	A	7.5	A	7.6
Southbound Left-Turn	A	7.5	A	7.5
PM PEAK HOUR				
Stop-Controlled				
1. S Sequim Ave / US 101 WB Ramps				
Westbound Approach	B	14.1	B	15.0
Northbound Left-Turn	A	9.1	A	9.1
2. S Sequim Ave / US 101 EB Ramps				
Eastbound Left-Turn	F	58.9	F	63.9
Eastbound Thru-Right	A	9.1	A	A
Southbound Left-Turn	A	8.1	A	A
3. S Sequim Ave / US 101 EB Ramps				
Eastbound Approach	B	11.0	B	11.3
Westbound Left-Turn	B	10.5	B	10.8
Westbound Thru-Right	A	9.9	B	10.0
Northbound Left-Turn	A	7.5	A	7.6
Southbound Left-Turn	A	7.4	A	7.5

As shown in Table 5, all individual movements at the study intersections are anticipated to operate at LOS D or better (meeting the applicable LOS standards) during the weekday Midday and PM peak hours in 2026 without or with the proposed *Bella Vista Estates* project, with exception to the following:

- S Sequim Ave / US 101 Eastbound Ramps – the eastbound left-turn movement (stop-controlled) is estimated to operate at LOS E during the weekday midday peak hour and LOS F during the weekday PM peak hour in 2026 without or with the proposed project. The *Bella Vista Estates* project is estimated to add 29 new Midday peak hour trips (3.8% of total traffic) and 27 new PM peak hour trips (3.4% of total traffic) to the intersection.

The City's *2023-2028 TIP* identifies traffic signals at the eastbound and westbound US 101 intersections on S Sequim Ave. As a signal, the S Sequim Ave/US 101 Eastbound Ramps intersection would operate at LOS B during the weekday Midday and PM peak hours in 2026 without or with the proposed project. The LOS worksheets (with signal control) are included in Appendix D.

Site Access Evaluation

LOS and Queuing

To assess operations at the proposed new site access intersection of Bella Vista Drive/Miller Road, a LOS and queuing evaluation was conducted for future year 2026 weekday Midday and PM peak hour conditions. The reported queues for the individual movements at the proposed site access location are 95th percentile queues, which are only exceeded five (5) percent of the time. The 2026 Midday and PM peak hour traffic volumes at the proposed site access were shown previously in Figure 8 and Figure 9, respectively.

The weekday peak hour site access analysis for future year 2026 is summarized below in Table 6. The LOS worksheets are included in Appendix D.

Table 6
Future 2026 Weekday Peak Hour Site Access LOS and Queue Summary

	Midday Peak Hour			PM Peak Hour		
Site Access / Movement	LOS	Delay (sec)	95th % Queue (ft)	LOS	Delay (sec)	95th % Queue (ft)
A. Miller Road / Bella Vista Dr (Site Access)						
Westbound Left-Turn (entering)	--	--	--	--	--	--
Northbound Approach (exiting)	A	9.9	0'	A	9.6	0'

As shown in Table 6, the individual movements at the proposed new site access intersection of Bella Vista Drive/Miller Road are expected to operate at LOS A with minimal queuing during the weekday Midday and PM peak hours in 2026 with the proposed project.

Sight Distance Assessment

A sight distance assessment was conducted at the proposed site access location on Miller Road based on AASHTO's *A Policy on Geometric Design of Highways and Streets (7th Edition)*. Miller Road is classified as a local street and has a posted speed of 30 mph. At the location of the proposed site access, Miller Road has a grade of approximately +4% in the eastbound direction and -5% in the westbound direction.

Stopping Sight Distance (SSD)

For a 30 mph posted speed limit on Miller Road, the recommended minimum value for stopping sight distance is 188 feet for the eastbound direction (based on an upgrade of 4%) and 210 feet for the westbound direction (based on a downgrade of 5%). Stopping sight distance is measured based on a driver's eye height of 3.5 feet and an object height of 2.0 feet.

Based on field measurements conducted by TENW in January 2024, the available stopping sight distance at the proposed site access on Miller Road meets minimum requirements.

Photos from the proposed site access location on Miller Road are included below.



View looking at the proposed site access location from the west on Miller Road



View looking at the proposed site access location from the east on Miller Road

Intersection Sight Distance (ISD)

For a 30 mph posted speed limit on Miller Road, the recommended minimum value for intersection (entering) sight distance is 335 feet. Entering sight distance is measured from a setback point on the minor street approach that is 14.5 feet back from the edge of the traveled way and 3.5 feet above the road surface, looking at an object height of 3.5 above the road surface.

Based on field measurements conducted by TENW in January 2024, the intersection (entering) sight distance at the proposed site access on Miller Road meets minimum requirements.

Removing the shrubbery on the south side of Miller Road along the *Bella Vista Estates* project frontage would increase the available intersection sight distance looking to the west. Additionally, any proposed landscaping, signage, and/or street furnishings (if applicable) should be placed to avoid creating a sight line obstruction within the sight triangles.

Photos looking to the east and west along Miller Road at the location of the proposed site access (Bella Vista Drive) are included below.



View looking east on Miller Road from the proposed site access location



View looking west on Miller Road from the proposed site access location

MITIGATION

Off-Site SEPA Improvements

Based on the results of the analysis shown in this report, no project-specific off-site transportation mitigation is proposed for concurrency or SEPA purposes.

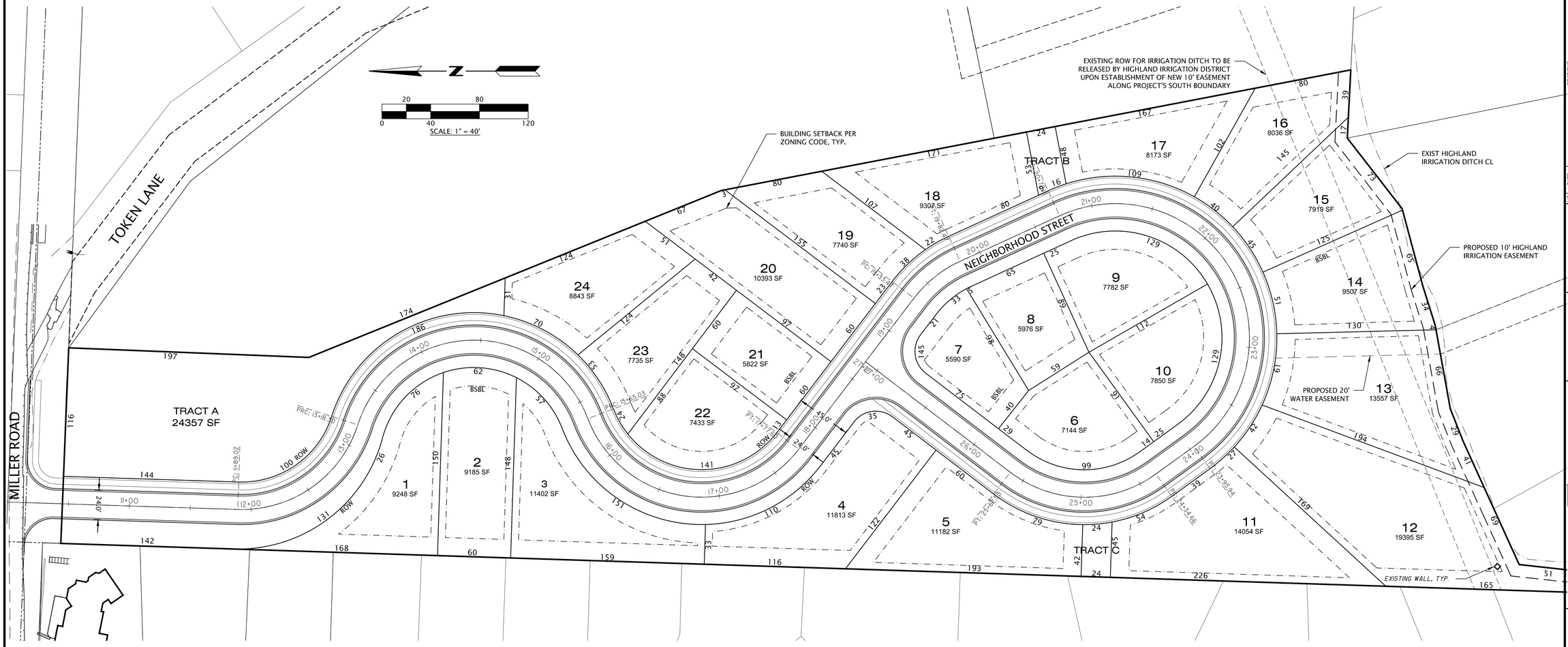
Transportation Impact Fees

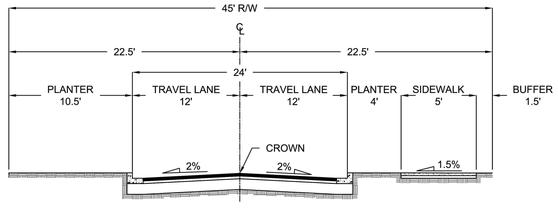
To mitigate long-term traffic impacts, the City of Sequim requires payment of a traffic impact fee. The City's currently adopted impact fee rate (as of January 1, 2024) is $2,491 per single family detached dwelling unit. Final transportation impact fees will be paid based on the current impact fee rate at the time of building permit issuance.

Appendix A

Preliminary Site Plan

SE 1/4, NW 1/4 SECTION 29, TOWNSHIP 30 NORTH, RANGE 3 WEST, WILLAMETTE MERIDIAN, CITY OF SEQUIM, CLALLAM COUNTY, WASHINGTON





GENERAL NOTES:

1. SEE FIGURE 4-16 FOR TYPICAL PAVEMENT SECTION.
2. SEE FIGURE 4-15 FOR STANDARD UTILITY LOCATION.
3. ALL ROADS MUST HAVE VERTICAL CURB AND GUTTER EXCEPT AT STORMWATER LID LOCATIONS APPROVED BY THE CITY ENGINEER.
4. ALTERNATE STREET SECTION CROSS-SLOPES ARE SUBJECT TO THE CITY ENGINEERS APPROVAL.
5. SEE FIGURE 4-14 FOR STREETS ENDING IN A CUL-DE-SAC, HAMMERHEAD, OR "Y".

CITY OF SEQUIM

NEIGHBORHOOD STREET SECTION

REVISION NO.	DATE
0	1/11/2021

FIGURE 4-01

Zone Intent: The R4-8 zoning district is to provide land for residential development within the city. The R4-8 zone provides for consistency and predictability in the character of residential neighborhoods. New subdivisions must provide a minimum of four dwelling units per net acre.

Permitted Uses	Lot Size Standard	General Development Standards					
		Maximum Height	Minimum Front Yard	Minimum Side/Rear Yard	Maximum Lot Coverage	Required Parking	Site Requirements
Residences (Detached)	Min. lot size – 5,400 sf Max. lot size – 14,500 sf*	25', except 18' in central height district (see Notes below)	15'	Side: 6' each side; or 12' one side only if zero-lot-line development Rear: 15'	40% lots 10,000 sf and larger; Increases by 0.4% for each 100 sf lot area less than 10,000 sf	2 spaces/residence	Site plan review per Chapter 18.22 SMC

NO	DATE	REVISIONS	BY	CHK

KEITH T. GOLDSMITH — WASHINGTON — 45577 — REGISTERED PROFESSIONAL ENGINEER — STATE OF WASHINGTON — 2024/02/06

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PLOTTED: 2024/02/06 10:10 Ajames
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BELLA VISTA ESTATES, LLC

PRELIMINARY PLAT MAJOR SUBDIVISION

SITE PLAN

BELLA VISTA ESTATES

CITY OF SEQUIM CLALLAM COUNTY WASHINGTON

SHEET SP

JOB NO.: 23035

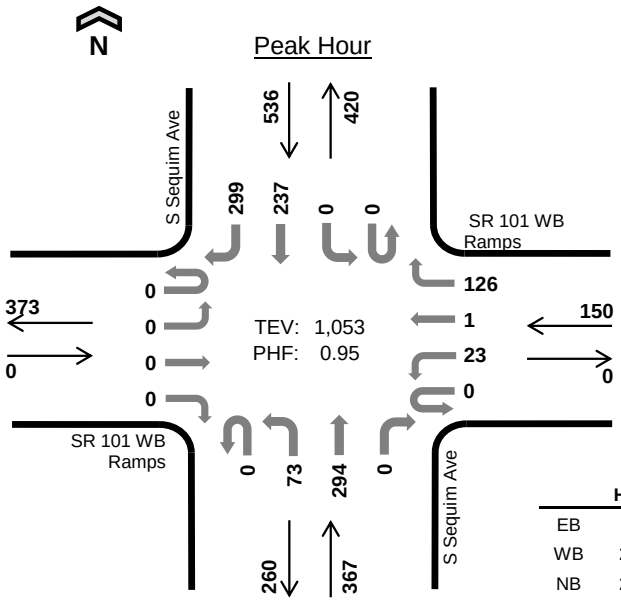
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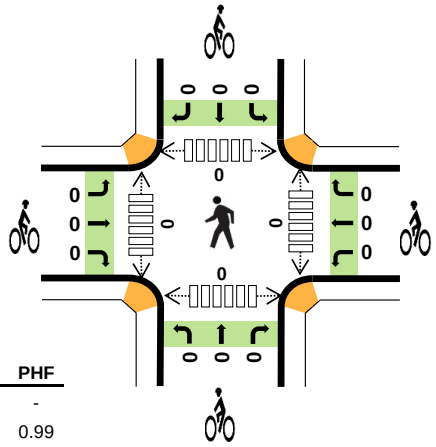
Appendix B

Existing Peak Hour Turning Movement Count Sheets

S Sequim Ave
SR 101 WB Ramps



Date: 10/19/2023
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	-	-
WB	2.7%	0.99
NB	2.2%	0.86
SB	2.2%	0.83
TOTAL	2.3%	0.95

Two-Hour Count Summaries

Interval Start		SR 101 WB Ramps Eastbound				SR 101 WB Ramps 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	7	0	37	0	12	55	0	0	0	59	79	249	0
4:15 PM		**0**	**0**	**0**	**0**	**0**	**7**	**0**	**31**	**0**	**20**	**70**	**0**	**0**	**0**	**71**	**69**	**268**	0
4:30 PM		**0**	**0**	**0**	**0**	**0**	**4**	**0**	**34**	**0**	**11**	**79**	**0**	**0**	**0**	**59**	**61**	**248**	0
4:45 PM		**0**	**0**	**0**	**0**	**0**	**6**	**1**	**30**	**0**	**29**	**78**	**0**	**0**	**0**	**56**	**59**	**259**	1,024
5:00 PM		**0**	**0**	**0**	**0**	**0**	**6**	**0**	**31**	**0**	**13**	**67**	**0**	**0**	**0**	**51**	**110**	**278**	**1,053**
5:15 PM		0	0	0	0	0	6	1	45	0	5	55	0	0	0	44	70	226	1,011
5:30 PM		0	0	0	0	0	3	0	31	0	11	54	0	0	0	42	53	194	957
5:45 PM		0	0	0	0	0	3	0	26	0	4	59	0	0	0	37	44	173	871
Count Total		0	0	0	0	0	42	2	265	0	105	517	0	0	0	419	545	1,895	0
Peak Hour	**All**	**0**	**0**	**0**	**0**	**0**	**23**	**1**	**126**	**0**	**73**	**294**	**0**	**0**	**0**	**237**	**299**	**1,053**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**6**	**2**	**0**	**0**	**0**	**4**	**8**	**24**	**0**
	HV%	**-**	**-**	**-**	**-**	**-**	**9%**	**0%**	**2%**	**-**	**8%**	**1%**	**-**	**-**	**-**	**2%**	**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	0	3	*4*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	**0**	**2**	**1**	**3**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:30 PM	**0**	**0**	**2**	**2**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**0**	**2**	**4**	**1**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**0**	**0**	**1**	**6**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:15 PM	0	0	0	2	*2*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	1	0	2	*3*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	6	8	19	*33*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**0**	**4**	**8**	**12**	***24***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	SR 101 WB Ramps				SR 101 WB Ramps				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	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2	4	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**2**	**6**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**1**	**4**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**4**	**0**	**0**	**0**	**0**	**1**	**0**	**7**	21
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**5**	**7**	**24**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	20
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	3	12
Count Total	0	0	0	0	0	3	0	3	0	6	2	0	0	0	6	13	33	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**6**	**2**	**0**	**0**	**0**	**4**	**8**	**24**	**0**

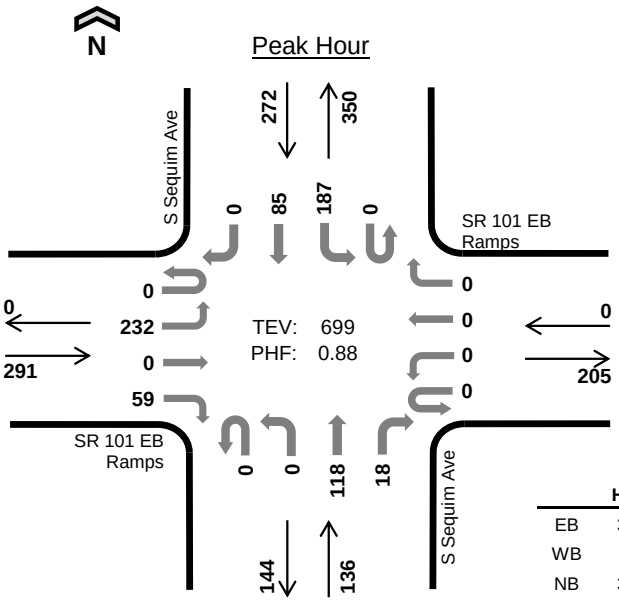
Two-Hour Count Summaries - Bikes

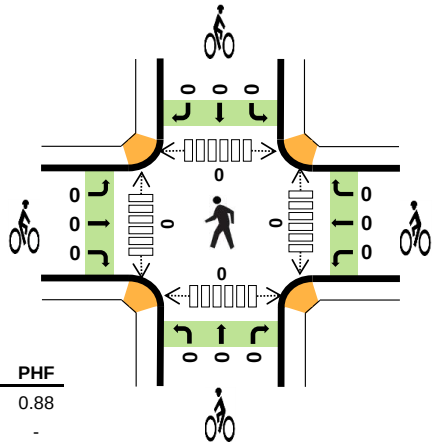
Interval Start	SR 101 WB Ramps			SR 101 WB Ramps			S Sequim Ave			S Sequim Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**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 Sequim Ave
SR 101 EB Ramps

Date: 10/19/2023
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM





	HV %:	PHF
EB	3.4%	0.88
WB	-	-
NB	3.7%	0.77
SB	2.2%	0.89
TOTAL	3.0%	0.88

Two-Hour Count Summaries

Interval Start		SR 101 EB Ramps Eastbound				SR 101 EB Ramps 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**	**43**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**3**	**0**	**48**	**21**	**0**	**149**	0
4:15 PM		**0**	**61**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**37**	**7**	**0**	**58**	**18**	**0**	**198**	0
4:30 PM		**0**	**59**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**2**	**0**	**43**	**21**	**0**	**165**	0
4:45 PM		**0**	**69**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**6**	**0**	**38**	**25**	**0**	**187**	**699**
5:00 PM		0	60	0	7	0	0	0	0	0	0	20	2	0	41	13	0	143	693
5:15 PM		0	39	0	20	0	0	0	0	0	0	19	4	0	31	17	0	130	625
5:30 PM		0	42	0	8	0	0	0	0	0	0	25	3	0	35	15	0	128	588
5:45 PM		0	50	0	14	0	0	0	0	0	0	15	6	0	22	17	0	124	525
Count Total		0	423	0	108	0	0	0	0	0	0	197	33	0	316	147	0	1,224	0
Peak Hour	**All**	**0**	**232**	**0**	**59**	**0**	**0**	**0**	**0**	**0**	**0**	**118**	**18**	**0**	**187**	**85**	**0**	**699**	**0**
	HV	**0**	**2**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**2**	**4**	**0**	**21**	**0**
	HV%	**-**	**1%**	**-**	**14%**	**-**	**-**	**-**	**-**	**-**	**-**	**4%**	**0%**	**-**	**1%**	**5%**	**-**	**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	**5**	**0**	**0**	**3**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:15 PM	**3**	**0**	**0**	**2**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:30 PM	**0**	**0**	**2**	**1**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**2**	**0**	**3**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	0	1	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	0	0	0	1	*1*	0	0	0	0	*0*	1	0	0	0	*1*
5:45 PM	1	0	0	0	*1*	0	0	0	0	*0*	1	0	0	0	*1*
Count Total	11	0	6	9	*26*	0	0	0	0	*0*	2	0	0	0	*2*
Peak Hour	**10**	**0**	**5**	**6**	***21***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	SR 101 EB Ramps				SR 101 EB Ramps				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**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**8**	0
4:15 PM	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**5**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**3**	0
4:45 PM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**5**	**21**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	14
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	11
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	9
5:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	5
Count Total	0	2	0	9	0	0	0	0	0	0	6	0	0	5	4	0	26	0
Peak Hour	**0**	**2**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**2**	**4**	**0**	**21**	**0**

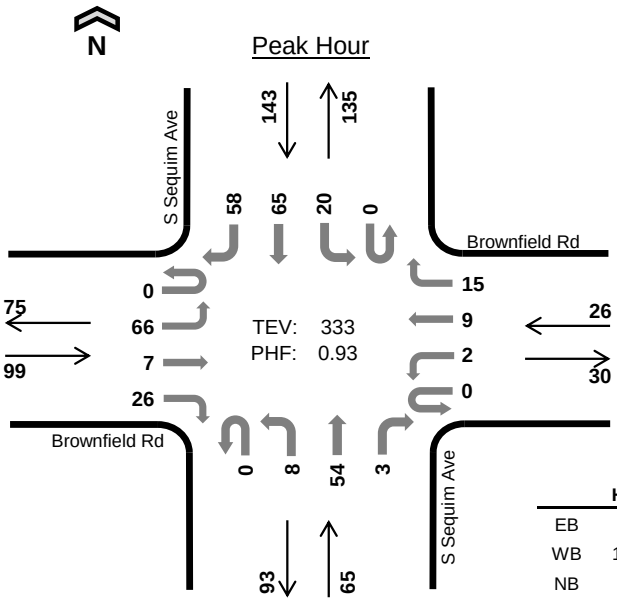
Two-Hour Count Summaries - Bikes

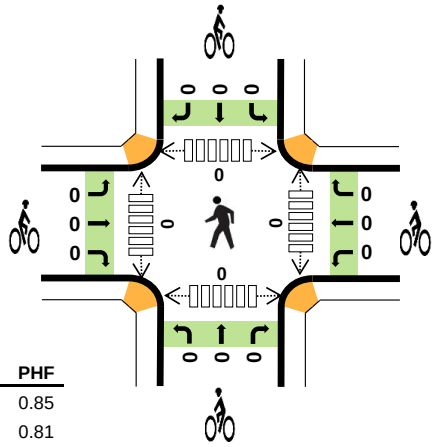
Interval Start	SR 101 EB Ramps			SR 101 EB Ramps			S Sequim Ave			S Sequim Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**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 Sequim Ave
Brownfield Rd

Date: 10/19/2023
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM





	HV %:	PHF
EB	3.0%	0.85
WB	11.5%	0.81
NB	3.1%	0.86
SB	8.4%	0.94
TOTAL	6.0%	0.93

Two-Hour Count Summaries

Interval Start		Brownfield Rd Eastbound				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**	**8**	**3**	**8**	**0**	**2**	**2**	**3**	**0**	**4**	**12**	**2**	**0**	**6**	**13**	**16**	**79**	0
4:15 PM		**0**	**22**	**0**	**6**	**0**	**0**	**4**	**4**	**0**	**2**	**17**	**0**	**0**	**4**	**13**	**18**	**90**	0
4:30 PM		**0**	**12**	**3**	**8**	**0**	**0**	**1**	**3**	**0**	**2**	**13**	**1**	**0**	**2**	**21**	**12**	**78**	0
4:45 PM		**0**	**24**	**1**	**4**	**0**	**0**	**2**	**5**	**0**	**0**	**12**	**0**	**0**	**8**	**18**	**12**	**86**	**333**
5:00 PM		0	8	2	3	0	1	1	4	0	1	11	2	0	2	14	5	54	308
5:15 PM		0	8	4	2	0	2	0	0	0	2	14	0	0	3	16	17	68	286
5:30 PM		0	11	1	5	0	0	2	2	0	5	14	0	0	4	11	9	64	272
5:45 PM		0	9	1	4	0	2	2	0	0	0	13	2	0	6	10	14	63	249
Count Total		0	102	15	40	0	7	14	21	0	16	106	7	0	35	116	103	582	0
Peak Hour	**All**	**0**	**66**	**7**	**26**	**0**	**2**	**9**	**15**	**0**	**8**	**54**	**3**	**0**	**20**	**65**	**58**	**333**	**0**
	HV	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**12**	**20**	**0**
	HV%	**-**	**5%**	**0%**	**0%**	**-**	**0%**	**33%**	**0%**	**-**	**0%**	**4%**	**0%**	**-**	**0%**	**0%**	**21%**	**6%**	**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**	**6**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:15 PM	**0**	**2**	**0**	**5**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:30 PM	**1**	**0**	**1**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**2**	**0**	**1**	**1**	***4***	**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	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	1	0	*1*
Count Total	3	3	4	13	*23*	0	0	0	0	*0*	0	0	1	0	*1*
Peak Hour	**3**	**3**	**2**	**12**	***20***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Brownfield Rd Eastbound				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**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**7**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**7**	0
4:30 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	0
4:45 PM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**4**	**20**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	7
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	6
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
Count Total	0	3	0	0	0	0	3	0	0	1	3	0	0	0	0	13	23	0
Peak Hour	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**12**	**20**	**0**

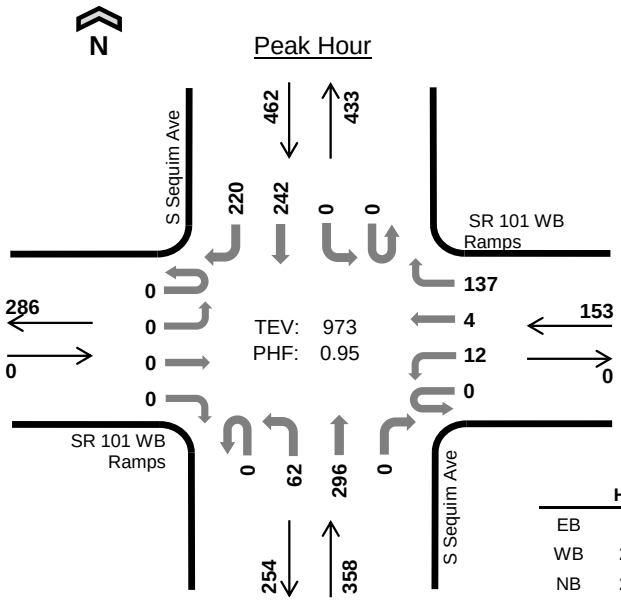
Two-Hour Count Summaries - Bikes

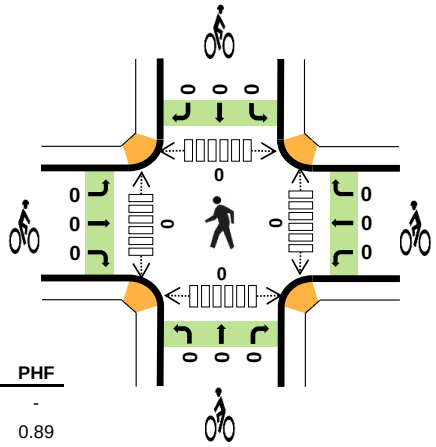
Interval Start	Brownfield Rd Eastbound			Brownfield Rd Westbound			S Sequim Ave Northbound			S Sequim Ave Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**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	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 Sequim Ave
SR 101 WB Ramps

Date: 10/19/2023
Count Period: 11:00 AM to 2:00 PM
Peak Hour: 11:30 AM to 12:30 PM





	HV %:	PHF
EB	-	-
WB	2.6%	0.89
NB	2.0%	0.83
SB	3.9%	0.88
TOTAL	3.0%	0.95

Three-Hour Count Summaries

Interval Start		SR 101 WB Ramps Eastbound				SR 101 WB Ramps 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		
11:30 AM		0	0	0	0	0	3	2	37	0	15	81	0	0	0	70	49	257	0
11:45 AM		0	0	0	0	0	1	0	42	0	21	87	0	0	0	56	46	253	0
12:00 PM		0	0	0	0	0	4	1	28	0	17	75	0	0	0	56	76	257	0
12:15 PM		0	0	0	0	0	4	1	30	0	9	53	0	0	0	60	49	206	973
Peak Hour	All	0	0	0	0	0	12	4	137	0	62	296	0	0	0	242	220	973	0
	HV	0	0	0	0	0	0	1	3	0	2	5	0	0	0	7	11	29	0
	HV%	-	-	-	-	-	0%	25%	2%	-	3%	2%	-	-	-	3%	5%	3%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:30 AM	0	2	2	2	*6*	0	0	0	0	*0*	0	0	0	0	*0*
11:45 AM	0	1	3	3	*7*	0	0	0	0	*0*	0	0	0	0	*0*
12:00 PM	0	1	1	10	*12*	0	0	0	0	*0*	0	0	0	0	*0*
12:15 PM	0	0	1	3	*4*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	0	4	7	18	*29*	0	0	0	0	*0*	0	0	0	0	*0*

Three-Hour Count Summaries

Interval Start	SR 101 WB Ramps Eastbound				SR 101 WB Ramps 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		
11:00 AM	0	0	0	0	0	5	0	37	0	14	70	0	0	0	47	58	231	0
11:15 AM	0	0	0	0	0	6	0	27	0	13	68	0	0	0	39	45	198	0
11:30 AM	**0**	**0**	**0**	**0**	**0**	**3**	**2**	**37**	**0**	**15**	**81**	**0**	**0**	**0**	**70**	**49**	**257**	0
11:45 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**42**	**0**	**21**	**87**	**0**	**0**	**0**	**56**	**46**	**253**	939
12:00 PM	**0**	**0**	**0**	**0**	**0**	**4**	**1**	**28**	**0**	**17**	**75**	**0**	**0**	**0**	**56**	**76**	**257**	965
12:15 PM	**0**	**0**	**0**	**0**	**0**	**4**	**1**	**30**	**0**	**9**	**53**	**0**	**0**	**0**	**60**	**49**	**206**	**973**
12:30 PM	0	0	0	0	0	5	0	22	0	23	66	0	0	0	63	57	236	952
12:45 PM	0	0	0	0	0	2	1	38	0	12	90	0	0	0	52	45	240	939
1:00 PM	0	0	0	0	0	7	0	30	0	15	64	0	0	0	57	48	221	903
1:15 PM	0	0	0	0	0	2	0	37	0	16	60	0	0	0	44	67	226	923
1:30 PM	0	0	0	0	0	3	2	36	0	12	71	0	0	0	46	60	230	917
1:45 PM	0	0	0	0	0	3	0	32	0	19	69	0	0	0	54	53	230	907
Count Total	0	0	0	0	0	45	7	396	0	186	854	0	0	0	644	653	2,785	0
Peak Hour All	**0**	**0**	**0**	**0**	**0**	**12**	**4**	**137**	**0**	**62**	**296**	**0**	**0**	**0**	**242**	**220**	**973**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**2**	**5**	**0**	**0**	**0**	**7**	**11**	**29**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**-**	**0%**	**25%**	**2%**	**-**	**3%**	**2%**	**-**	**-**	**-**	**3%**	**5%**	**3%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	0	0	6	5	*11*	0	0	0	0	*0*	0	0	0	0	*0*
11:15 AM	0	1	3	1	*5*	0	0	0	0	*0*	0	0	0	0	*0*
11:30 AM	**0**	**2**	**2**	**2**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
11:45 AM	**0**	**1**	**3**	**3**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
12:00 PM	**0**	**1**	**1**	**10**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
12:15 PM	**0**	**0**	**1**	**3**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
12:30 PM	0	0	2	5	*7*	0	0	0	0	*0*	0	0	0	0	*0*
12:45 PM	0	2	0	5	*7*	0	0	0	0	*0*	0	0	0	0	*0*
1:00 PM	0	0	4	2	*6*	0	0	0	0	*0*	0	0	0	0	*0*
1:15 PM	0	0	2	7	*9*	0	0	0	0	*0*	0	0	0	0	*0*
1:30 PM	0	0	3	5	*8*	0	0	0	0	*0*	0	0	0	0	*0*
1:45 PM	0	0	2	3	*5*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	7	29	51	*87*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**0**	**4**	**7**	**18**	***29***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	SR 101 WB Ramps				SR 101 WB Ramps				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		
11:00 AM	0	0	0	0	0	0	0	0	0	3	3	0	0	0	3	2	11	0
11:15 AM	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	1	5	0
11:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**0**	**6**	0
11:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**2**	**0**	**0**	**0**	**2**	**1**	**7**	29
12:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**9**	**12**	30
12:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**1**	**4**	**29**
12:30 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	3	2	7	30
12:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	3	7	30
1:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	1	6	24
1:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	5	9	29
1:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	3	8	30
1:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	5	28
Count Total	0	0	0	0	0	2	1	4	0	7	22	0	0	0	22	29	87	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**2**	**5**	**0**	**0**	**0**	**7**	**11**	**29**	**0**

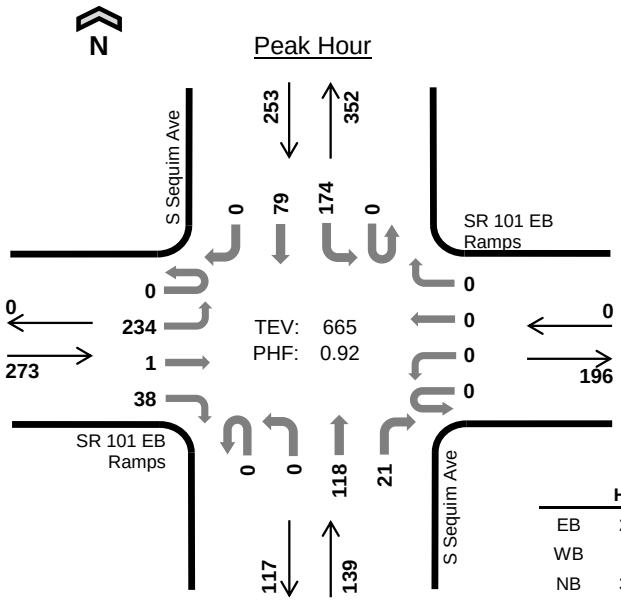
Three-Hour Count Summaries - Bikes

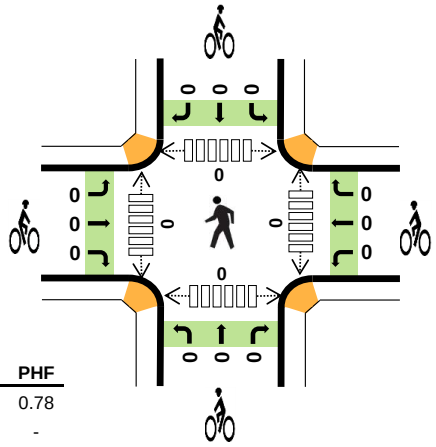
Interval Start	SR 101 WB Ramps			SR 101 WB Ramps			S Sequim Ave			S Sequim Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
11:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
12:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
12:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 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 Sequim Ave
SR 101 EB Ramps

Date: 10/19/2023
Count Period: 11:00 AM to 2:00 PM
Peak Hour: 11:30 AM to 12:30 PM





	HV %:	PHF
EB	2.2%	0.78
WB	-	-
NB	3.6%	0.85
SB	2.8%	0.88
TOTAL	2.7%	0.92

Three-Hour Count Summaries

Interval Start		SR 101 EB Ramps Eastbound				SR 101 EB Ramps 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		
11:30 AM		0	61	0	7	0	0	0	0	0	0	37	4	0	49	23	0	181	0
11:45 AM		0	73	1	14	0	0	0	0	0	0	33	4	0	35	21	0	181	0
12:00 PM		0	59	0	3	0	0	0	0	0	0	29	7	0	42	17	0	157	0
12:15 PM		0	41	0	14	0	0	0	0	0	0	19	6	0	48	18	0	146	665
Peak Hour	All	0	234	1	38	0	0	0	0	0	0	118	21	0	174	79	0	665	0
	HV	0	3	0	3	0	0	0	0	0	0	4	1	0	4	3	0	18	0
	HV%	-	1%	0%	8%	-	-	-	-	-	-	3%	5%	-	2%	4%	-	3%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:30 AM	0	0	2	2	*4*	0	0	0	0	*0*	0	0	0	0	*0*
11:45 AM	1	0	2	2	*5*	0	0	0	0	*0*	0	0	0	0	*0*
12:00 PM	3	0	1	1	*5*	0	0	0	0	*0*	0	0	0	0	*0*
12:15 PM	2	0	0	2	*4*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	6	0	5	7	*18*	0	0	0	0	*0*	0	0	0	0	*0*

Three-Hour Count Summaries

Interval Start	SR 101 EB Ramps				SR 101 EB Ramps				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		
11:00 AM	0	57	1	10	0	0	0	0	0	0	28	7	0	37	16	0	156	0
11:15 AM	0	52	0	8	0	0	0	0	0	0	28	6	0	25	18	0	137	0
11:30 AM	**0**	**61**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**37**	**4**	**0**	**49**	**23**	**0**	**181**	0
11:45 AM	**0**	**73**	**1**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**4**	**0**	**35**	**21**	**0**	**181**	655
12:00 PM	**0**	**59**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**7**	**0**	**42**	**17**	**0**	**157**	656
12:15 PM	**0**	**41**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**6**	**0**	**48**	**18**	**0**	**146**	**665**
12:30 PM	0	52	0	11	0	0	0	0	0	0	39	8	0	46	21	0	177	661
12:45 PM	0	70	0	19	0	0	0	0	0	0	33	9	0	34	18	0	183	663
1:00 PM	0	44	0	8	0	0	0	0	0	0	32	5	0	44	23	0	156	662
1:15 PM	0	48	0	12	0	0	0	0	0	0	30	6	0	30	17	0	143	659
1:30 PM	0	53	0	6	0	0	0	0	0	0	31	2	0	36	11	0	139	621
1:45 PM	0	57	0	16	0	0	0	0	0	0	33	4	0	41	20	0	171	609
Count Total	0	667	2	128	0	0	0	0	0	0	372	68	0	467	223	0	1,927	0
Peak Hour All	**0**	**234**	**1**	**38**	**0**	**0**	**0**	**0**	**0**	**0**	**118**	**21**	**0**	**174**	**79**	**0**	**665**	**0**
Peak Hour HV	**0**	**3**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**1**	**0**	**4**	**3**	**0**	**18**	**0**
Peak Hour HV%	**-**	**1%**	**0%**	**8%**	**-**	**-**	**-**	**-**	**-**	**-**	**3%**	**5%**	**-**	**2%**	**4%**	**-**	**3%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	3	0	4	3	*10*	0	0	0	0	*0*	0	0	0	0	*0*
11:15 AM	2	0	2	1	*5*	0	0	0	0	*0*	0	0	0	0	*0*
11:30 AM	**0**	**0**	**2**	**2**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
11:45 AM	**1**	**0**	**2**	**2**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
12:00 PM	**3**	**0**	**1**	**1**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
12:15 PM	**2**	**0**	**0**	**2**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
12:30 PM	3	0	1	3	*7*	0	0	0	0	*0*	0	0	0	0	*0*
12:45 PM	2	0	0	3	*5*	0	0	0	0	*0*	0	0	0	0	*0*
1:00 PM	3	0	1	2	*6*	0	0	0	0	*0*	0	0	0	0	*0*
1:15 PM	2	0	1	1	*4*	0	0	0	0	*0*	1	0	0	0	*1*
1:30 PM	3	0	1	2	*6*	0	0	0	0	*0*	0	0	0	0	*0*
1:45 PM	1	0	1	2	*4*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	25	0	16	24	*65*	0	0	0	0	*0*	1	0	0	0	*1*
Peak Hour	**6**	**0**	**5**	**7**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	SR 101 EB Ramps				SR 101 EB Ramps				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		
11:00 AM	0	2	0	1	0	0	0	0	0	0	4	0	0	3	0	0	10	0
11:15 AM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	1	0	5	0
11:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**1**	**0**	**4**	0
11:45 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**5**	24
12:00 PM	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**5**	19
12:15 PM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**4**	**18**
12:30 PM	0	2	0	1	0	0	0	0	0	0	1	0	0	3	0	0	7	21
12:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	2	0	5	21
1:00 PM	0	3	0	0	0	0	0	0	0	0	0	1	0	2	0	0	6	22
1:15 PM	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	4	22
1:30 PM	0	2	0	1	0	0	0	0	0	0	1	0	0	2	0	0	6	21
1:45 PM	0	1	0	0	0	0	0	0	0	0	0	1	0	1	1	0	4	20
Count Total	0	17	0	8	0	0	0	0	0	0	12	4	0	17	7	0	65	0
Peak Hour	**0**	**3**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**1**	**0**	**4**	**3**	**0**	**18**	**0**

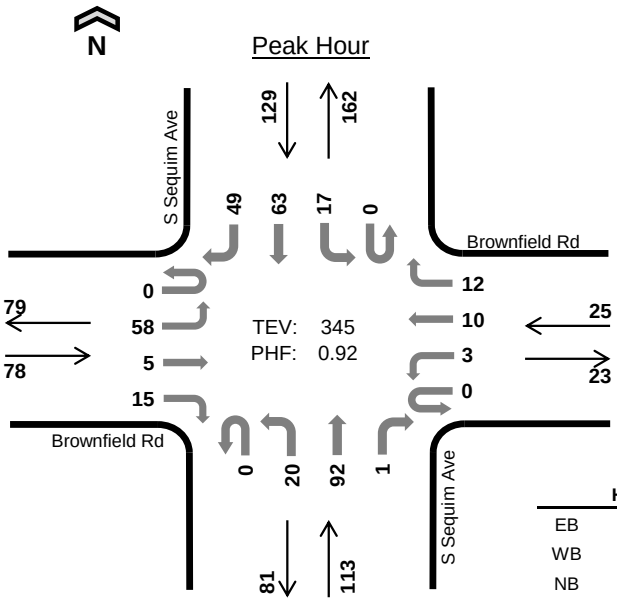
Three-Hour Count Summaries - Bikes

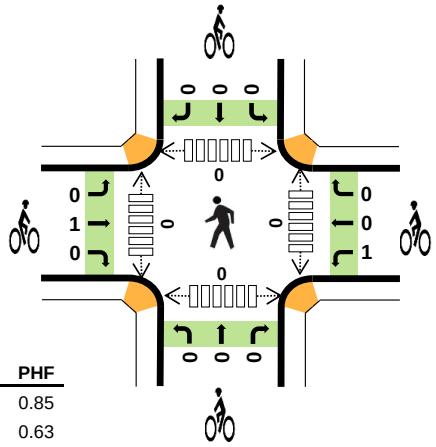
Interval Start	SR 101 EB Ramps			SR 101 EB Ramps			S Sequim Ave			S Sequim Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
11:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
12:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
12:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 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 Sequim Ave
Brownfield Rd

Date: 10/19/2023
Count Period: 11:00 AM to 2:00 PM
Peak Hour: 12:30 PM to 1:30 PM





	HV %:	PHF
EB	0.0%	0.85
WB	0.0%	0.63
NB	3.5%	0.78
SB	3.1%	0.87
TOTAL	2.3%	0.92

Three-Hour Count Summaries

Interval Start		Brownfield Rd Eastbound				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		
12:30 PM		0	18	1	4	0	0	5	4	0	5	25	0	0	2	15	15	94	0
12:45 PM		0	13	1	1	0	0	2	2	0	8	28	0	0	6	17	14	92	0
1:00 PM		0	17	0	6	0	2	3	5	0	1	14	0	0	5	17	9	79	0
1:15 PM		0	10	3	4	0	1	0	1	0	6	25	1	0	4	14	11	80	345
Peak Hour	All	0	58	5	15	0	3	10	12	0	20	92	1	0	17	63	49	345	0
	HV	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	4	8	0
	HV%	-	0%	0%	0%	-	0%	0%	0%	-	5%	3%	0%	-	0%	0%	8%	2%	0

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

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

Three-Hour Count Summaries

Interval Start	Brownfield Rd Eastbound				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		
11:00 AM	0	18	1	1	0	1	0	3	0	2	13	1	0	1	12	11	64	0
11:15 AM	0	12	3	6	0	1	1	6	0	3	19	0	0	2	17	6	76	0
11:30 AM	0	12	2	1	0	1	0	1	0	3	26	0	0	6	18	7	77	0
11:45 AM	0	11	4	3	0	1	1	7	0	2	18	0	0	6	19	9	81	298
12:00 PM	0	14	1	7	0	0	3	2	0	3	20	1	0	2	11	6	70	304
12:15 PM	0	8	2	1	0	0	0	4	0	3	13	0	0	1	20	13	65	293
12:30 PM	**0**	**18**	**1**	**4**	**0**	**0**	**5**	**4**	**0**	**5**	**25**	**0**	**0**	**2**	**15**	**15**	**94**	310
12:45 PM	**0**	**13**	**1**	**1**	**0**	**0**	**2**	**2**	**0**	**8**	**28**	**0**	**0**	**6**	**17**	**14**	**92**	321
1:00 PM	**0**	**17**	**0**	**6**	**0**	**2**	**3**	**5**	**0**	**1**	**14**	**0**	**0**	**5**	**17**	**9**	**79**	330
1:15 PM	**0**	**10**	**3**	**4**	**0**	**1**	**0**	**1**	**0**	**6**	**25**	**1**	**0**	**4**	**14**	**11**	**80**	**345**
1:30 PM	0	10	3	6	0	0	3	3	0	5	22	2	0	2	10	5	71	322
1:45 PM	0	9	3	5	0	1	3	5	0	3	21	0	0	0	19	15	84	314
Count Total	0	152	24	45	0	8	21	43	0	44	244	5	0	37	189	121	933	0
Peak Hour All	**0**	**58**	**5**	**15**	**0**	**3**	**10**	**12**	**0**	**20**	**92**	**1**	**0**	**17**	**63**	**49**	**345**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**4**	**8**	**0**
Peak Hour HV%	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**5%**	**3%**	**0%**	**-**	**0%**	**0%**	**8%**	**2%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	3	0	0	1	*4*	0	0	1	0	*1*	0	0	0	0	*0*
11:15 AM	1	0	2	2	*5*	0	0	0	0	*0*	0	0	0	0	*0*
11:30 AM	1	0	1	1	*3*	0	0	0	0	*0*	0	0	0	0	*0*
11:45 AM	3	0	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
12:00 PM	1	0	1	2	*4*	0	0	0	0	*0*	0	0	0	0	*0*
12:15 PM	0	0	0	3	*3*	0	1	0	0	*1*	0	0	0	0	*0*
12:30 PM	**0**	**0**	**1**	**1**	***2***	**1**	**1**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	*0*
12:45 PM	**0**	**0**	**0**	**3**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
1:00 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
1:15 PM	**0**	**0**	**2**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
1:30 PM	2	0	1	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
1:45 PM	2	2	0	1	*5*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	13	2	9	15	*39*	1	2	1	0	*4*	0	0	0	0	*0*
Peak Hour	**0**	**0**	**4**	**4**	***8***	**1**	**1**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	Brownfield Rd				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		
11:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0
11:15 AM	0	1	0	0	0	0	0	0	0	0	2	0	0	0	1	1	5	0
11:30 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3	0
11:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	15
12:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2	4	15
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	13
12:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**2**	12
12:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	12
1:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	9
1:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**8**
1:30 PM	0	0	2	0	0	0	0	0	0	0	1	0	0	1	0	0	4	10
1:45 PM	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	1	5	12
Count Total	0	9	4	0	0	0	2	0	0	2	7	0	0	1	1	13	39	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**4**	**8**	**0**

Three-Hour Count Summaries - Bikes

Interval Start	Brownfield Rd			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		
11:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	1
12:30 PM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	3
12:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
1:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
1:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	0	2	0	0	0	0	1	0	0	0	4	0
Peak Hour	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**

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

Appendix C

WSDOT Crash Data

OFFICER REPORTED CRASHES THAT OCCURRED *at* OR *in the vicinity of* MULTIPLE INTERSECTIONS IN THE CITY OF SEQUIM

01/01/2018 - 12/31/2022 *See 2nd tab below for road info & interchange drawing*

Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in

JURISDICTION	CITY	PRIMARY TRAFFICWAY	MILEPOST	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# INJ	# FAT	# VEH	# PEDS	# BIKES	VEHICLE 1 TYPE	VEHICLE 2 TYPE	JUNCTION RELATIONSHIP
State Route	Sequim	101LX26456	0.00	E806328	04/03/2018	14:24	Possible Injury	1	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	At Intersection and Related
State Route	Sequim	101LX26456	0.08	EA46349	06/21/2020	16:02	No Apparent Injury	0	0	1	0	0	Pickup,Panel Truck or Vanette under 10,000 lb		At Intersection and Related
State Route	Sequim	101R126488	0.31	3759321	08/19/2018	13:12	No Apparent Injury	0	0	2	0	0	Passenger Car	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related
State Route	Sequim	101R126488	0.32	EB08955	02/23/2021	10:50	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related
State Route	Sequim	101R126488	0.32	EA45911	07/07/2020	09:26	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related
State Route	Sequim	101R126488	0.32	3876156	07/19/2021	13:51	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	At Intersection and Related
State Route	Sequim	101R126488	0.32	E827687	08/11/2018	12:20	Possible Injury	2	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related

CITY STREET INTERSECTION

Sequim Ave @ Brownfield Rd

STATE ROUTE INTERSECTIONS

SR 101LX26456 (aka Sequim Ave, mp 0.00 - 0.09) @ SR 101 WB on-off ramps

SR 101R126488 (SR 101 WB off-ramp, mp 0.30 - 0.32) @ SR 101LX26456 (aka Sequim Ave, mp 0.00 - 0.09)

SR 101S126419 (SR 101 WB on-ramp, mp 0.00 - 0.02) @ SR 101LX26456 (aka Sequim Ave, mp 0.00 - 0.09) - *No Reported Crashes*

SR 10126456 (aka Sequim Ave, mp 0.00 - 0.08) @ SR 101 EB on-off ramps

SR 101P126426 (SR 101 EB off-ramp, mp 0.21 - 0.29) @ SR 10126456 (aka Sequim Ave, mp 0.00 - 0.08) - *No Reported Crashes*

SR 101Q126500 (SR 101 EB on-ramp, mp 0.00 - 0.02) @ SR 10126456 (aka Sequim Ave, mp 0.00 - 0.08) - *No Reported Crashes*

Appendix D

Level of Service (LOS) Methodology and Calculations

Level of Service Methodology

Level of Service (LOS) generally refers to the degree of congestion at an intersection. It is a measure of vehicle operating speed, travel time, travel delays, and driving comfort. A letter scale from A to F generally describes intersection LOS.

Signalized Intersection LOS represents the average control delay (sec/veh) and can be reported for the overall intersection, for each approach, and for each lane group (additional v/c ratio criteria apply to lane group LOS only). The table below outlines the HCM (7th Edition) LOS criteria for signalized intersections.

LOS Criteria for Signalized Intersections [1]

Control Delay (sec/veh)	Level of Service [2]	General Description [3]
≤ 10	A	Exceptionally Favorable Progression (or very short cycle lengths) – Most vehicles arrive during the green indication and travel through the intersection without stopping.
> 10 to ≤ 20	B	Highly Favorable Progression (or short cycle lengths) – While more vehicles than LOS A stop, most vehicles still pass through the intersection without stopping.
> 20 to ≤ 35	C	Favorable Progression (or moderate cycle lengths) – Individual cycle failures begin to appear, but many vehicles still pass through the intersection without stopping.
> 35 to ≤ 55	D	Ineffective Progression (or long cycle lengths) – Many vehicles stop and individual cycle failures are noticeable.
> 55 to ≤ 80	E	Unfavorable Progression (and long cycle lengths) – Individual cycle failures are frequent.
> 80	F	Very Poor Progression (and long cycle lengths) – Most cycles fail to clear the queue at this level.

1 Source: Highway Capacity Manual 7th Edition, Transportation Research Board, 2022.
2 If the volume-to-capacity (v/c) ratio for a lane group exceeds 1.0, LOS F is assigned to the individual lane group. For approach-based and intersection-wide assessments at signals, LOS is defined solely by control delay.
3 Individual cycle failures: one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle.

Synchro 12 and/or HCM 2000 LOS methodology may be used when HCM 7th Edition methodology is not supported at an intersection (i.e., intersection geometry and/or custom phasing) or jurisdictional standards require use of an alternative methodology.

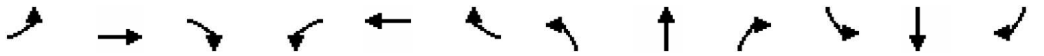
Unsignalized Intersection LOS (two-way stop control, all-way stop control, and roundabouts) is based on the average control delay. For two-way stop-controlled intersections, the LOS criteria apply to each controlled minor-street approach, controlled minor-street lane group, and controlled major-street movement (additional v/c ratio criteria apply to lane group LOS only). LOS is not calculated for major-street approaches or for the intersection as a whole at two-way stop-controlled intersections. For all-way stop-controlled intersections and roundabouts, LOS can be reported for the overall intersection, for each approach, and for each lane group (additional v/c ratio criteria apply to lane group LOS only). The table below outlines the HCM (7th Edition) LOS criteria for unsignalized intersections based on these methodologies.

LOS Criteria for Unsignalized Intersections[1]

Control Delay (sec/veh)	Level of Service [2]
≤ 10	A
> 10 to ≤ 15	B
> 15 to ≤ 25	C
> 25 to ≤ 35	D
> 35 to ≤ 50	E
> 50	F

1 Source: Highway Capacity Manual 7th Edition, Transportation Research Board, 2022.
2 If the volume-to-capacity (v/c) ratio for a lane group exceeds 1.0, LOS F is assigned to the individual lane group. For approach-based and intersection-wide assessments at unsignalized intersections, LOS is defined solely by control delay.

2023 Existing Midday Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	12	4	137	62	296	0	0	242	220
Future Volume (vph)	0	0	0	12	4	137	62	296	0	0	242	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			3%			0%			4%	
Storage Length (ft)	0		0	0		0	0		0	0		250
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		239			331			416			539	
Travel Time (s)		5.4			7.5			27.1			12.3	
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 (%)	0%	0%	0%	3%	3%	3%	2%	2%	2%	4%	4%	4%
Shared Lane Traffic (%)												
Sign Control		Free			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	12	4	137	62	296	0	0	242	220
Future Vol, veh/h	0	0	0	12	4	137	62	296	0	0	242	220
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	3	-	-	0	-	-	4	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	3	3	3	2	2	2	4	4	4
Mvmt Flow	0	0	0	13	4	144	65	312	0	0	255	232

Major/Minor	Minor1		Major1			Major2			
Conflicting Flow All	697	928	312	486	0	-	-	-	0
Stage 1	442	442	-	-	-	-	-	-	-
Stage 2	255	486	-	-	-	-	-	-	-
Critical Hdwy	7.03	7.13	6.53	4.12	-	-	-	-	-
Critical Hdwy Stg 1	6.03	6.13	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.03	6.13	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	361	229	708	1077	-	0	0	-	-
Stage 1	600	534	-	-	-	0	0	-	-
Stage 2	753	506	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	339	0	708	1077	-	-	-	-	-
Mov Cap-2 Maneuver	339	0	-	-	-	-	-	-	-
Stage 1	563	0	-	-	-	-	-	-	-
Stage 2	753	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.34	1.48	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	1077	-	651	-	-
HCM Lane V/C Ratio	0.061	-	0.247	-	-
HCM Control Delay (s/veh)	8.6	-	12.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	234	1	38	0	0	0	0	118	21	174	79	0
Future Volume (vph)	234	1	38	0	0	0	0	118	21	174	79	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			0%			0%	
Storage Length (ft)	0		280	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		401			260			413			416	
Travel Time (s)		9.1			5.9			17.8			9.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	4%	4%	4%	3%	3%	3%
Shared Lane Traffic (%)												
Sign Control		Stop			Free			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	12.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	234	1	38	0	0	0	0	118	21	174	79	0
Future Vol, veh/h	234	1	38	0	0	0	0	118	21	174	79	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	280	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	4	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	0	0	0	4	4	4	3	3	3
Mvmt Flow	254	1	41	0	0	0	0	128	23	189	86	0

Major/Minor	Minor2					Major1			Major2		
Conflicting Flow All	592	615	86			-	0	0	151	0	0
Stage 1	464	464	-			-	-	-	-	-	-
Stage 2	128	151	-			-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22			-	-	-	4.13	-	-
Critical Hdwy Stg 1	5.42	5.52	-			-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-			-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318			-	-	-	2.227	-	-
Pot Cap-1 Maneuver	469	406	973			0	-	-	1424	-	0
Stage 1	633	563	-			0	-	-	-	-	0
Stage 2	898	772	-			0	-	-	-	-	0
Platoon blocked, %							-	-		-	
Mov Cap-1 Maneuver	406	0	973			-	-	-	1424	-	-
Mov Cap-2 Maneuver	406	0	-			-	-	-	-	-	-
Stage 1	633	0	-			-	-	-	-	-	-
Stage 2	778	0	-			-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/veh	25.08	0	5.44
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	406	973	1424	-
HCM Lane V/C Ratio	-	-	0.629	0.042	0.133	-
HCM Control Delay (s/veh)	-	-	27.7	8.9	7.9	-
HCM Lane LOS	-	-	D	A	A	-
HCM 95th %tile Q(veh)	-	-	4.2	0.1	0.5	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	5	15	3	10	12	20	92	1	17	63	49
Future Volume (vph)	58	5	15	3	10	12	20	92	1	17	63	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			3%			0%			0%	
Storage Length (ft)	0		0	0		100	0		0	0		0
Storage Lanes	0		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			35			30			30	
Link Distance (ft)		275			224			371			413	
Travel Time (s)		6.3			4.4			8.4			9.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	4%	4%	4%	3%	3%	3%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	4

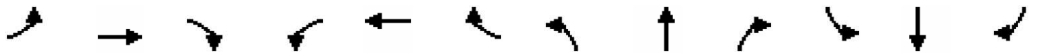
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	58	5	15	3	10	12	20	92	1	17	63	49
Future Vol, veh/h	58	5	15	3	10	12	20	92	1	17	63	49
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	3	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	4	4	4	3	3	3
Mvmt Flow	63	5	16	3	11	13	22	100	1	18	68	53

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	281	277	95	252	303	101	122	0	0	101	0	0
Stage 1	132	132	-	144	144	-	-	-	-	-	-	-
Stage 2	149	145	-	108	159	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.7	7.1	6.5	4.14	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.7	6.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.7	6.1	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.236	-	-	2.227	-	-
Pot Cap-1 Maneuver	675	634	967	676	583	952	1453	-	-	1485	-	-
Stage 1	876	791	-	843	763	-	-	-	-	-	-	-
Stage 2	858	781	-	886	750	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	635	616	967	640	566	952	1453	-	-	1485	-	-
Mov Cap-2 Maneuver	635	616	-	640	566	-	-	-	-	-	-	-
Stage 1	864	780	-	830	751	-	-	-	-	-	-	-
Stage 2	821	769	-	853	740	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.07	10.18	1.33	0.98
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	318	-	-	678	640	727	218	-	-
HCM Lane V/C Ratio	0.015	-	-	0.125	0.005	0.033	0.012	-	-
HCM Control Delay (s/veh)	7.5	0	-	11.1	10.7	10.1	7.5	0	-
HCM Lane LOS	A	A	-	B	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0	0.1	0	-	-

2023 Existing PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	23	1	126	73	294	0	0	237	299
Future Volume (vph)	0	0	0	23	1	126	73	294	0	0	237	299
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			3%			0%			4%	
Storage Length (ft)	0		0	0		0	0		0	0		250
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		239			331			416			539	
Travel Time (s)		5.4			7.5			27.1			12.3	
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 (%)	0%	0%	0%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Sign Control		Free			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

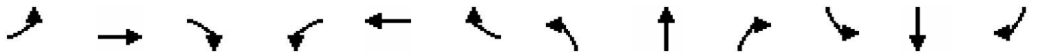
Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	23	1	126	73	294	0	0	237	299
Future Vol, veh/h	0	0	0	23	1	126	73	294	0	0	237	299
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	3	-	-	0	-	-	4	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	3	3	3	2	2	2	2	2	2
Mvmt Flow	0	0	0	24	1	133	77	309	0	0	249	315

Major/Minor	Minor1			Major1			Major2			
Conflicting Flow All	713	1027	309	564	0	-	-	-	0
Stage 1	463	463	-	-	-	-	-	-	-
Stage 2	249	564	-	-	-	-	-	-	-
Critical Hdwy	7.03	7.13	6.53	4.12	-	-	-	-	-
Critical Hdwy Stg 1	6.03	6.13	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.03	6.13	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	353	197	710	1007	-	0	0	-	-
Stage 1	585	521	-	-	-	0	0	-	-
Stage 2	758	461	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	326	0	710	1007	-	-	-	-	-
Mov Cap-2 Maneuver	326	0	-	-	-	-	-	-	-
Stage 1	540	0	-	-	-	-	-	-	-
Stage 2	758	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.12	1.76	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	1007	-	600	-	-
HCM Lane V/C Ratio	0.076	-	0.263	-	-
HCM Control Delay (s/veh)	8.9	-	13.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	232	0	59	0	0	0	0	118	18	187	85	0
Future Volume (vph)	232	0	59	0	0	0	0	118	18	187	85	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			0%			0%	
Storage Length (ft)	0		280	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		401			260			413			416	
Travel Time (s)		9.1			5.9			17.8			9.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	3%	3%	3%	0%	0%	0%	4%	4%	4%	2%	2%	2%
Shared Lane Traffic (%)												
Sign Control		Stop			Free			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

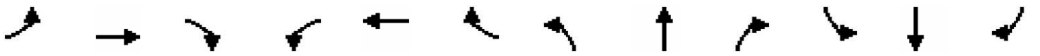
Intersection	
Int Delay, s/veh	15.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	232	0	59	0	0	0	0	118	18	187	85	0
Future Vol, veh/h	232	0	59	0	0	0	0	118	18	187	85	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	280	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	4	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	3	3	3	0	0	0	4	4	4	2	2	2
Mvmt Flow	264	0	67	0	0	0	0	134	20	213	97	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	656	676	97	-	0	0	155	0	0
Stage 1	522	522	-	-	-	-	-	-	-
Stage 2	134	155	-	-	-	-	-	-	-
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	429	374	957	0	-	-	1426	-	0
Stage 1	594	530	-	0	-	-	-	-	0
Stage 2	890	768	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	365	0	957	-	-	-	1426	-	-
Mov Cap-2 Maneuver	365	0	-	-	-	-	-	-	-
Stage 1	594	0	-	-	-	-	-	-	-
Stage 2	757	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	31.1	0	5.48
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	365	957	1426	-
HCM Lane V/C Ratio	-	-	0.722	0.07	0.149	-
HCM Control Delay (s/veh)	-	-	36.7	9	8	-
HCM Lane LOS	-	-	E	A	A	-
HCM 95th %tile Q(veh)	-	-	5.5	0.2	0.5	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	7	26	2	9	15	8	54	3	20	65	58
Future Volume (vph)	66	7	26	2	9	15	8	54	3	20	65	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			3%			0%			0%	
Storage Length (ft)	0		0	0		100	0		0	0		0
Storage Lanes	0		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			35			30			30	
Link Distance (ft)		275			224			371			413	
Travel Time (s)		6.3			4.4			8.4			9.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	3%	3%	12%	12%	12%	3%	3%	3%	8%	8%	8%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	4.6

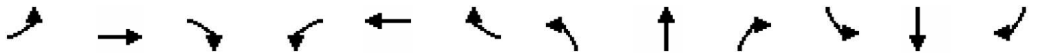
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	66	7	26	2	9	15	8	54	3	20	65	58
Future Vol, veh/h	66	7	26	2	9	15	8	54	3	20	65	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	3	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	12	12	12	3	3	3	8	8	8
Mvmt Flow	71	8	28	2	10	16	9	58	3	22	70	62

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	224	223	101	194	252	60	132	0	0	61	0	0
Stage 1	144	144	-	77	77	-	-	-	-	-	-	-
Stage 2	80	78	-	117	175	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.82	7.22	6.62	4.13	-	-	4.18	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.82	6.22	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.82	6.22	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.608	4.108	3.408	2.227	-	-	2.272	-	-
Pot Cap-1 Maneuver	729	674	952	721	608	974	1447	-	-	1504	-	-
Stage 1	856	776	-	896	801	-	-	-	-	-	-	-
Stage 2	926	828	-	848	714	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	691	660	952	677	595	974	1447	-	-	1504	-	-
Mov Cap-2 Maneuver	691	660	-	677	595	-	-	-	-	-	-	-
Stage 1	843	764	-	891	797	-	-	-	-	-	-	-
Stage 2	894	823	-	802	703	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.67	9.78	0.92	1.04
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	219	-	-	741	677	786	230	-	-
HCM Lane V/C Ratio	0.006	-	-	0.144	0.003	0.033	0.014	-	-
HCM Control Delay (s/veh)	7.5	0	-	10.7	10.3	9.7	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0	0.1	0	-	-

2026 No Action Midday Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	13	4	150	68	323	0	0	264	240
Future Volume (vph)	0	0	0	13	4	150	68	323	0	0	264	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			3%			0%			4%	
Storage Length (ft)	0		0	0		0	0		0	0		250
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		239			331			416			539	
Travel Time (s)		5.4			7.5			27.1			12.3	
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 (%)	0%	0%	0%	3%	3%	3%	2%	2%	2%	4%	4%	4%
Shared Lane Traffic (%)												
Sign Control		Free			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

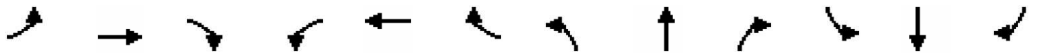
Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	13	4	150	68	323	0	0	264	240
Future Vol, veh/h	0	0	0	13	4	150	68	323	0	0	264	240
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	3	-	-	0	-	-	4	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	3	3	3	2	2	2	4	4	4
Mvmt Flow	0	0	0	14	4	158	72	340	0	0	278	253

Major/Minor	Minor1		Major1			Major2			
Conflicting Flow All	761	1014	340	531	0	-	-	-	0
Stage 1	483	483	-	-	-	-	-	-	-
Stage 2	278	531	-	-	-	-	-	-	-
Critical Hdwy	7.03	7.13	6.53	4.12	-	-	-	-	-
Critical Hdwy Stg 1	6.03	6.13	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.03	6.13	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	328	201	681	1037	-	0	0	-	-
Stage 1	570	508	-	-	-	0	0	-	-
Stage 2	732	480	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	305	0	681	1037	-	-	-	-	-
Mov Cap-2 Maneuver	305	0	-	-	-	-	-	-	-
Stage 1	531	0	-	-	-	-	-	-	-
Stage 2	732	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.09	1.52	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	1037	-	620	-	-
HCM Lane V/C Ratio	0.069	-	0.284	-	-
HCM Control Delay (s/veh)	8.7	-	13.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.2	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	256	1	42	0	0	0	0	129	23	190	86	0
Future Volume (vph)	256	1	42	0	0	0	0	129	23	190	86	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			0%			0%	
Storage Length (ft)	0		280	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		401			260			413			416	
Travel Time (s)		9.1			5.9			17.8			9.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	4%	4%	4%	3%	3%	3%
Shared Lane Traffic (%)												
Sign Control		Stop			Free			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

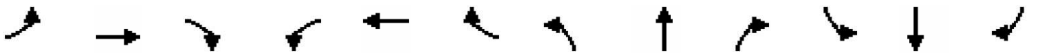
Intersection	
Int Delay, s/veh	16.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	256	1	42	0	0	0	0	129	23	190	86	0
Future Vol, veh/h	256	1	42	0	0	0	0	129	23	190	86	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	280	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	4	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	0	0	0	4	4	4	3	3	3
Mvmt Flow	278	1	46	0	0	0	0	140	25	207	93	0

Major/Minor	Minor2					Major1			Major2		
Conflicting Flow All	647	672	93			-	0	0	165	0	0
Stage 1	507	507	-			-	-	-	-	-	-
Stage 2	140	165	-			-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22			-	-	-	4.13	-	-
Critical Hdwy Stg 1	5.42	5.52	-			-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-			-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318			-	-	-	2.227	-	-
Pot Cap-1 Maneuver	436	377	964			0	-	-	1407	-	0
Stage 1	605	539	-			0	-	-	-	-	0
Stage 2	887	762	-			0	-	-	-	-	0
Platoon blocked, %							-	-		-	
Mov Cap-1 Maneuver	372	0	964			-	-	-	1407	-	-
Mov Cap-2 Maneuver	372	0	-			-	-	-	-	-	-
Stage 1	605	0	-			-	-	-	-	-	-
Stage 2	756	0	-			-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/veh	14.59	0	5.51
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	372	964	1407	-
HCM Lane V/C Ratio	-	-	0.752	0.047	0.147	-
HCM Control Delay (s/veh)	-	-	38.8	8.9	8	-
HCM Lane LOS	-	-	E	A	A	-
HCM 95th %tile Q(veh)	-	-	6	0.1	0.5	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	5	16	3	11	13	22	101	1	19	69	54
Future Volume (vph)	63	5	16	3	11	13	22	101	1	19	69	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			3%			0%			0%	
Storage Length (ft)	0		0	0		100	0		0	0		0
Storage Lanes	0		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			35			30			30	
Link Distance (ft)		275			224			371			413	
Travel Time (s)		6.3			4.4			8.4			9.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	4%	4%	4%	3%	3%	3%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	4.1

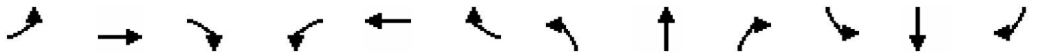
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	63	5	16	3	11	13	22	101	1	19	69	54
Future Vol, veh/h	63	5	16	3	11	13	22	101	1	19	69	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	3	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	4	4	4	3	3	3
Mvmt Flow	68	5	17	3	12	14	24	110	1	21	75	59

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	309	304	104	277	333	110	134	0	0	111	0	0
Stage 1	146	146	-	158	158	-	-	-	-	-	-	-
Stage 2	164	159	-	119	175	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.7	7.1	6.5	4.14	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.7	6.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.7	6.1	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.236	-	-	2.227	-	-
Pot Cap-1 Maneuver	647	612	956	649	558	940	1439	-	-	1473	-	-
Stage 1	862	780	-	827	751	-	-	-	-	-	-	-
Stage 2	843	770	-	873	736	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	603	592	956	610	540	940	1439	-	-	1473	-	-
Mov Cap-2 Maneuver	603	592	-	610	540	-	-	-	-	-	-	-
Stage 1	849	768	-	812	737	-	-	-	-	-	-	-
Stage 2	803	757	-	838	725	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.46	10.4	1.34	1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	319	-	-	648	610	702	221	-	-
HCM Lane V/C Ratio	0.017	-	-	0.141	0.005	0.037	0.014	-	-
HCM Control Delay (s/veh)	7.5	0	-	11.5	10.9	10.3	7.5	0	-
HCM Lane LOS	A	A	-	B	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0	0.1	0	-	-

2026 No Action PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	25	1	138	80	321	0	0	259	327
Future Volume (vph)	0	0	0	25	1	138	80	321	0	0	259	327
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			3%			0%			4%	
Storage Length (ft)	0		0	0		0	0		0	0		250
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		239			331			416			539	
Travel Time (s)		5.4			7.5			27.1			12.3	
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 (%)	0%	0%	0%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Sign Control		Free			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

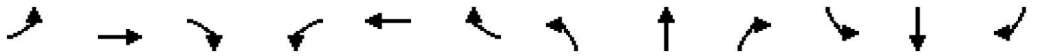
Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	25	1	138	80	321	0	0	259	327
Future Vol, veh/h	0	0	0	25	1	138	80	321	0	0	259	327
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	3	-	-	0	-	-	4	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	3	3	3	2	2	2	2	2	2
Mvmt Flow	0	0	0	26	1	145	84	338	0	0	273	344

Major/Minor	Minor1		Major1			Major2			
Conflicting Flow All	779	1123	338	617	0	-	-	-	0
Stage 1	506	506	-	-	-	-	-	-	-
Stage 2	273	617	-	-	-	-	-	-	-
Critical Hdwy	7.03	7.13	6.53	4.12	-	-	-	-	-
Critical Hdwy Stg 1	6.03	6.13	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.03	6.13	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	319	170	683	963	-	0	0	-	-
Stage 1	554	494	-	-	-	0	0	-	-
Stage 2	737	433	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	291	0	683	963	-	-	-	-	-
Mov Cap-2 Maneuver	291	0	-	-	-	-	-	-	-
Stage 1	506	0	-	-	-	-	-	-	-
Stage 2	737	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	14.13	1.81	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	963	-	566	-	-
HCM Lane V/C Ratio	0.087	-	0.305	-	-
HCM Control Delay (s/veh)	9.1	-	14.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.3	-	1.3	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	254	0	64	0	0	0	0	129	20	204	93	0
Future Volume (vph)	254	0	64	0	0	0	0	129	20	204	93	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			0%			0%	
Storage Length (ft)	0		280	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		401			260			413			416	
Travel Time (s)		9.1			5.9			17.8			9.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	3%	3%	3%	0%	0%	0%	4%	4%	4%	2%	2%	2%
Shared Lane Traffic (%)												
Sign Control		Stop			Free			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	22.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	254	0	64	0	0	0	0	129	20	204	93	0
Future Vol, veh/h	254	0	64	0	0	0	0	129	20	204	93	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	280	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	4	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	3	3	3	0	0	0	4	4	4	2	2	2
Mvmt Flow	289	0	73	0	0	0	0	147	23	232	106	0

Major/Minor	Minor2					Major1			Major2		
Conflicting Flow All	716	739	106			-	0	0	169	0	0
Stage 1	569	569	-			-	-	-	-	-	-
Stage 2	147	169	-			-	-	-	-	-	-
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	395	344	946			0	-	-	1408	-	0
Stage 1	564	504	-			0	-	-	-	-	0
Stage 2	878	757	-			0	-	-	-	-	0
Platoon blocked, %							-	-		-	
Mov Cap-1 Maneuver	330	0	946			-	-	-	1408	-	-
Mov Cap-2 Maneuver	330	0	-			-	-	-	-	-	-
Stage 1	564	0	-			-	-	-	-	-	-
Stage 2	734	0	-			-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/veh	48.87	0	5.54
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	330	946	1408	-
HCM Lane V/C Ratio	-	-	0.874	0.077	0.165	-
HCM Control Delay (s/veh)	-	-	58.9	9.1	8.1	-
HCM Lane LOS	-	-	F	A	A	-
HCM 95th %tile Q(veh)	-	-	8.1	0.2	0.6	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	8	28	2	10	16	9	59	3	22	71	63
Future Volume (vph)	72	8	28	2	10	16	9	59	3	22	71	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			3%			0%			0%	
Storage Length (ft)	0		0	0		100	0		0	0		0
Storage Lanes	0		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			35			30			30	
Link Distance (ft)		275			224			371			413	
Travel Time (s)		6.3			4.4			8.4			9.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	3%	3%	12%	12%	12%	3%	3%	3%	8%	8%	8%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	4.7

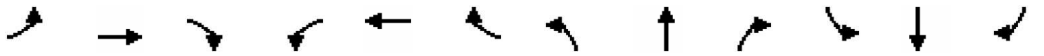
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	72	8	28	2	10	16	9	59	3	22	71	63
Future Vol, veh/h	72	8	28	2	10	16	9	59	3	22	71	63
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	3	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	12	12	12	3	3	3	8	8	8
Mvmt Flow	77	9	30	2	11	17	10	63	3	24	76	68

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	246	244	110	212	276	65	144	0	0	67	0	0
Stage 1	158	158	-	84	84	-	-	-	-	-	-	-
Stage 2	88	86	-	128	191	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.82	7.22	6.62	4.13	-	-	4.18	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.82	6.22	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.82	6.22	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.608	4.108	3.408	2.227	-	-	2.272	-	-
Pot Cap-1 Maneuver	706	657	940	698	587	966	1432	-	-	1498	-	-
Stage 1	842	765	-	887	794	-	-	-	-	-	-	-
Stage 2	917	822	-	834	701	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	664	641	940	651	573	966	1432	-	-	1498	-	-
Mov Cap-2 Maneuver	664	641	-	651	573	-	-	-	-	-	-	-
Stage 1	828	752	-	881	789	-	-	-	-	-	-	-
Stage 2	882	816	-	785	689	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.99	9.93	0.95	1.05
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	226	-	-	717	651	765	232	-	-
HCM Lane V/C Ratio	0.007	-	-	0.162	0.003	0.037	0.016	-	-
HCM Control Delay (s/veh)	7.5	0	-	11	10.5	9.9	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0	0.1	0	-	-

2026 With Project Midday Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	21	4	150	73	324	0	0	266	240
Future Volume (vph)	0	0	0	21	4	150	73	324	0	0	266	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			3%			0%			4%	
Storage Length (ft)	0		0	0		0	0		0	0		250
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		239			331			416			539	
Travel Time (s)		5.4			7.5			27.1			12.3	
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 (%)	0%	0%	0%	3%	3%	3%	2%	2%	2%	4%	4%	4%
Shared Lane Traffic (%)												
Sign Control		Free			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	21	4	150	73	324	0	0	266	240
Future Vol, veh/h	0	0	0	21	4	150	73	324	0	0	266	240
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	3	-	-	0	-	-	4	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	3	3	3	2	2	2	4	4	4
Mvmt Flow	0	0	0	22	4	158	77	341	0	0	280	253

Major/Minor	Minor1		Major1		Major2				
Conflicting Flow All	775	1027	341	533	0	-	-	-	0
Stage 1	495	495	-	-	-	-	-	-	-
Stage 2	280	533	-	-	-	-	-	-	-
Critical Hdwy	7.03	7.13	6.53	4.12	-	-	-	-	-
Critical Hdwy Stg 1	6.03	6.13	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.03	6.13	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	321	197	680	1035	-	0	0	-	-
Stage 1	562	501	-	-	-	0	0	-	-
Stage 2	730	479	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	297	0	680	1035	-	-	-	-	-
Mov Cap-2 Maneuver	297	0	-	-	-	-	-	-	-
Stage 1	521	0	-	-	-	-	-	-	-
Stage 2	730	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.92	1.61	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	1035	-	587	-	-
HCM Lane V/C Ratio	0.074	-	0.314	-	-
HCM Control Delay (s/veh)	8.8	-	13.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.3	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	256	1	51	0	0	0	0	135	27	190	96	0
Future Volume (vph)	256	1	51	0	0	0	0	135	27	190	96	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			0%			0%	
Storage Length (ft)	0		280	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		401			260			413			416	
Travel Time (s)		9.1			5.9			17.8			9.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	4%	4%	4%	3%	3%	3%
Shared Lane Traffic (%)												
Sign Control		Stop			Free			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	16.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	256	1	51	0	0	0	0	135	27	190	96	0
Future Vol, veh/h	256	1	51	0	0	0	0	135	27	190	96	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	280	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	4	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	0	0	0	4	4	4	3	3	3
Mvmt Flow	278	1	55	0	0	0	0	147	29	207	104	0

Major/Minor	Minor2					Major1			Major2		
Conflicting Flow All	664	693	104			-	0	0	176	0	0
Stage 1	517	517	-			-	-	-	-	-	-
Stage 2	147	176	-			-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22			-	-	-	4.13	-	-
Critical Hdwy Stg 1	5.42	5.52	-			-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-			-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318			-	-	-	2.227	-	-
Pot Cap-1 Maneuver	426	367	950			0	-	-	1394	-	0
Stage 1	598	533	-			0	-	-	-	-	0
Stage 2	881	753	-			0	-	-	-	-	0
Platoon blocked, %							-	-		-	
Mov Cap-1 Maneuver	363	0	950			-	-	-	1394	-	-
Mov Cap-2 Maneuver	363	0	-			-	-	-	-	-	-
Stage 1	598	0	-			-	-	-	-	-	-
Stage 2	750	0	-			-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/veh	16.09	0	5.34
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	363	950	1394	-
HCM Lane V/C Ratio	-	-	0.771	0.058	0.148	-
HCM Control Delay (s/veh)	-	-	41.5	9	8	-
HCM Lane LOS	-	-	E	A	A	-
HCM 95th %tile Q(veh)	-	-	6.3	0.2	0.5	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	5	16	3	11	13	22	111	1	19	88	54
Future Volume (vph)	63	5	16	3	11	13	22	111	1	19	88	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			3%			0%			0%	
Storage Length (ft)	0		0	0		100	0		0	0		0
Storage Lanes	0		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			35			30			30	
Link Distance (ft)		275			224			371			413	
Travel Time (s)		6.3			4.4			8.4			9.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	4%	4%	4%	3%	3%	3%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	63	5	16	3	11	13	22	111	1	19	88	54
Future Vol, veh/h	63	5	16	3	11	13	22	111	1	19	88	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	3	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	4	4	4	3	3	3
Mvmt Flow	68	5	17	3	12	14	24	121	1	21	96	59

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	341	336	125	309	365	121	154	0	0	122	0	0
Stage 1	166	166	-	169	169	-	-	-	-	-	-	-
Stage 2	174	170	-	140	196	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.7	7.1	6.5	4.14	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.7	6.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.7	6.1	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.236	-	-	2.227	-	-
Pot Cap-1 Maneuver	617	588	931	615	533	926	1414	-	-	1459	-	-
Stage 1	840	765	-	814	741	-	-	-	-	-	-	-
Stage 2	832	762	-	848	719	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	574	568	931	578	515	926	1414	-	-	1459	-	-
Mov Cap-2 Maneuver	574	568	-	578	515	-	-	-	-	-	-	-
Stage 1	827	753	-	800	728	-	-	-	-	-	-	-
Stage 2	791	748	-	813	708	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.82	10.6	1.25	0.89
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	295	-	-	619	578	678	197	-	-
HCM Lane V/C Ratio	0.017	-	-	0.148	0.006	0.038	0.014	-	-
HCM Control Delay (s/veh)	7.6	0	-	11.8	11.3	10.5	7.5	0	-
HCM Lane LOS	A	A	-	B	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0	0.1	0	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	88	19	0	124	10	0
Future Volume (vph)	88	19	0	124	10	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	4%			-5%	0%	
Link Speed (mph)	30			30	25	
Link Distance (ft)	393			218	255	
Travel Time (s)	8.9			5.0	7.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	3%	3%	2%	3%	3%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.4

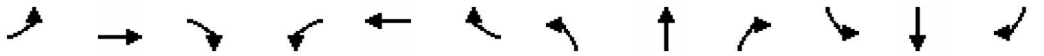
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	88	19	0	124	10	0
Future Vol, veh/h	88	19	0	124	10	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #0	-	-	0	0	-	
Grade, %	4	-	-	-5	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	3	3	2	3	3
Mvmt Flow	96	21	0	135	11	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	116	0	241	106
Stage 1	-	-	-	-	106	-
Stage 2	-	-	-	-	135	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1466	-	745	946
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	889	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1466	-	745	946
Mov Cap-2 Maneuver	-	-	-	-	745	-
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	889	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	745	-	-	1466	-
HCM Lane V/C Ratio	0.015	-	-	-	-
HCM Control Delay (s/veh)	9.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

2026 With Project PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	32	1	138	85	322	0	0	261	327
Future Volume (vph)	0	0	0	32	1	138	85	322	0	0	261	327
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			3%			0%			4%	
Storage Length (ft)	0		0	0		0	0		0	0		250
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		239			331			416			539	
Travel Time (s)		5.4			7.5			27.1			12.3	
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 (%)	0%	0%	0%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Sign Control		Free			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	32	1	138	85	322	0	0	261	327
Future Vol, veh/h	0	0	0	32	1	138	85	322	0	0	261	327
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	3	-	-	0	-	-	4	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	3	3	3	2	2	2	2	2	2
Mvmt Flow	0	0	0	34	1	145	89	339	0	0	275	344

Major/Minor	Minor1			Major1			Major2			
Conflicting Flow All	793	1137	339	619	0	-	-	-	0	
Stage 1	518	518	-	-	-	-	-	-	-	
Stage 2	275	619	-	-	-	-	-	-	-	
Critical Hdwy	7.03	7.13	6.53	4.12	-	-	-	-	-	
Critical Hdwy Stg 1	6.03	6.13	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	6.03	6.13	-	-	-	-	-	-	-	
Follow-up Hdwy	3.527	4.027	3.327	2.218	-	-	-	-	-	
Pot Cap-1 Maneuver	312	166	682	961	-	0	0	-	-	
Stage 1	547	488	-	-	-	0	0	-	-	
Stage 2	735	432	-	-	-	0	0	-	-	
Platoon blocked, %					-			-	-	
Mov Cap-1 Maneuver	283	0	682	961	-	-	-	-	-	
Mov Cap-2 Maneuver	283	0	-	-	-	-	-	-	-	
Stage 1	496	0	-	-	-	-	-	-	-	
Stage 2	735	0	-	-	-	-	-	-	-	

Approach	WB	NB	SB
HCM Control Delay, s/v	15	1.91	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	961	-	539	-	-
HCM Lane V/C Ratio	0.093	-	0.334	-	-
HCM Control Delay (s/veh)	9.1	-	15	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.3	-	1.5	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	254	0	72	0	0	0	0	135	24	204	102	0
Future Volume (vph)	254	0	72	0	0	0	0	135	24	204	102	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			0%			0%	
Storage Length (ft)	0		280	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		401			260			413			416	
Travel Time (s)		9.1			5.9			17.8			9.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	3%	3%	3%	0%	0%	0%	4%	4%	4%	2%	2%	2%
Shared Lane Traffic (%)												
Sign Control		Stop			Free			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	23.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	254	0	72	0	0	0	0	135	24	204	102	0
Future Vol, veh/h	254	0	72	0	0	0	0	135	24	204	102	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	280	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	4	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	3	3	3	0	0	0	4	4	4	2	2	2
Mvmt Flow	289	0	82	0	0	0	0	153	27	232	116	0

Major/Minor	Minor2					Major1			Major2		
Conflicting Flow All	733	760	116			-	0	0	181	0	0
Stage 1	580	580	-			-	-	-	-	-	-
Stage 2	153	181	-			-	-	-	-	-	-
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	386	334	934			0	-	-	1395	-	0
Stage 1	558	499	-			0	-	-	-	-	0
Stage 2	872	748	-			0	-	-	-	-	0
Platoon blocked, %							-	-		-	
Mov Cap-1 Maneuver	322	0	934			-	-	-	1395	-	-
Mov Cap-2 Maneuver	322	0	-			-	-	-	-	-	-
Stage 1	558	0	-			-	-	-	-	-	-
Stage 2	727	0	-			-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/veh	51.8	0	5.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	322	934	1395	-
HCM Lane V/C Ratio	-	-	0.896	0.088	0.166	-
HCM Control Delay (s/veh)	-	-	63.9	9.2	8.1	-
HCM Lane LOS	-	-	F	A	A	-
HCM 95th %tile Q(veh)	-	-	8.5	0.3	0.6	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	8	28	2	10	16	9	69	3	22	88	63
Future Volume (vph)	72	8	28	2	10	16	9	69	3	22	88	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			3%			0%			0%	
Storage Length (ft)	0		0	0		100	0		0	0		0
Storage Lanes	0		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			35			30			30	
Link Distance (ft)		275			224			371			413	
Travel Time (s)		6.3			4.4			8.4			9.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	3%	3%	12%	12%	12%	3%	3%	3%	8%	8%	8%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	72	8	28	2	10	16	9	69	3	22	88	63
Future Vol, veh/h	72	8	28	2	10	16	9	69	3	22	88	63
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	3	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	12	12	12	3	3	3	8	8	8
Mvmt Flow	77	9	30	2	11	17	10	74	3	24	95	68

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	275	273	128	241	305	76	162	0	0	77	0	0
Stage 1	176	176	-	95	95	-	-	-	-	-	-	-
Stage 2	99	97	-	146	210	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.82	7.22	6.62	4.13	-	-	4.18	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.82	6.22	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.82	6.22	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.608	4.108	3.408	2.227	-	-	2.272	-	-
Pot Cap-1 Maneuver	676	633	919	665	563	952	1410	-	-	1484	-	-
Stage 1	824	752	-	874	785	-	-	-	-	-	-	-
Stage 2	905	813	-	813	686	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	635	617	919	619	549	952	1410	-	-	1484	-	-
Mov Cap-2 Maneuver	635	617	-	619	549	-	-	-	-	-	-	-
Stage 1	809	738	-	867	779	-	-	-	-	-	-	-
Stage 2	870	807	-	764	674	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/veh	11.29	10.09	0.84	0.95
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	198	-	-	688	619	743	211	-	-
HCM Lane V/C Ratio	0.007	-	-	0.169	0.003	0.038	0.016	-	-
HCM Control Delay (s/veh)	7.6	0	-	11.3	10.8	10	7.5	0	-
HCM Lane LOS	A	A	-	B	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0	0.1	0	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	101	17	0	71	10	0
Future Volume (vph)	101	17	0	71	10	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	4%			-5%	0%	
Link Speed (mph)	30			30	25	
Link Distance (ft)	425			298	228	
Travel Time (s)	9.7			6.8	6.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	3%	3%	2%	3%	3%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	101	17	0	71	10	0
Future Vol, veh/h	101	17	0	71	10	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, %	4	-	-	-5	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	3	3	2	3	3
Mvmt Flow	110	18	0	77	11	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	128	0	196	119
Stage 1	-	-	-	-	119	-
Stage 2	-	-	-	-	77	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1451	-	790	930
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	943	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1451	-	790	930
Mov Cap-2 Maneuver	-	-	-	-	790	-
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	943	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	9.62
HCM LOS			A

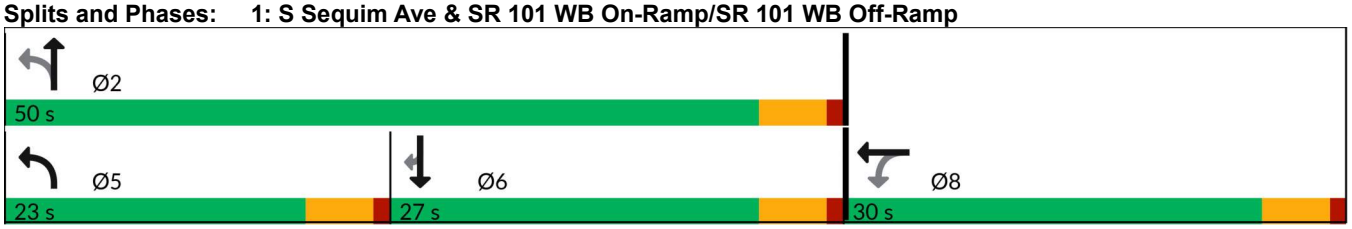
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	790	-	-	1451	-
HCM Lane V/C Ratio	0.014	-	-	-	-
HCM Control Delay (s/veh)	9.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

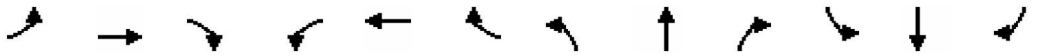
2026 No Action and With Project with Traffic Signal at S Sequim Ave/US 101 Eastbound Ramps

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	13	4	150	68	323	0	0	264	240
Future Volume (vph)	0	0	0	13	4	150	68	323	0	0	264	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			3%			0%			4%	
Storage Length (ft)	0		0	0		0	0		0	0		250
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		239			331			416			539	
Travel Time (s)		6.5			9.0			9.5			12.3	
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 (%)	0%	0%	0%	3%	3%	3%	2%	2%	2%	4%	4%	4%
Shared Lane Traffic (%)												
Turn Type				Perm	NA		pm+pt	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8			2					6
Detector Phase				8	8		5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0		5.0	5.0			5.0	5.0
Minimum Split (s)				30.0	30.0		23.0	24.0			25.0	25.0
Total Split (s)				30.0	30.0		23.0	50.0			27.0	27.0
Total Split (%)				37.5%	37.5%		28.8%	62.5%			33.8%	33.8%
Yellow Time (s)				4.0	4.0		4.0	4.0			4.0	4.0
All-Red Time (s)				1.0	1.0		1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)					5.0		5.0	5.0			5.0	5.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Recall Mode				None	None		None	Min			Min	Min

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 42.8	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 1: S Sequim Ave & SR 101 WB On-Ramp/SR 101 WB Off-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	13	4	150	68	323	0	0	264	240
Future Volume (veh/h)	0	0	0	13	4	150	68	323	0	0	264	240
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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				1803	1803	1803	1870	1870	0	0	1746	1746
Adj Flow Rate, veh/h				14	4	158	72	340	0	0	278	253
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				3	3	3	2	2	0	0	4	4
Cap, veh/h				20	6	222	493	971	0	0	497	421
Arrive On Green				0.16	0.16	0.16	0.07	0.52	0.00	0.00	0.28	0.28
Sat Flow, veh/h				123	35	1388	1781	1870	0	0	1746	1480
Grp Volume(v), veh/h				176	0	0	72	340	0	0	278	253
Grp Sat Flow(s),veh/h/ln				1546	0	0	1781	1870	0	0	1746	1480
Q Serve(g_s), s				3.4	0.0	0.0	0.8	3.3	0.0	0.0	4.2	4.6
Cycle Q Clear(g_c), s				3.4	0.0	0.0	0.8	3.3	0.0	0.0	4.2	4.6
Prop In Lane				0.08		0.90	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				248	0	0	493	971	0	0	497	421
V/C Ratio(X)				0.71	0.00	0.00	0.15	0.35	0.00	0.00	0.56	0.60
Avail Cap(c_a), veh/h				1240	0	0	1389	2699	0	0	1232	1044
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	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				12.4	0.0	0.0	6.1	4.4	0.0	0.0	9.5	9.6
Incr Delay (d2), s/veh				3.7	0.0	0.0	0.1	0.2	0.0	0.0	1.0	1.4
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.2	0.0	0.0	0.2	0.6	0.0	0.0	1.2	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				16.1	0.0	0.0	6.2	4.6	0.0	0.0	10.5	11.0
LnGrp LOS				B			A	A			B	B
Approach Vol, veh/h					176			412			531	
Approach Delay, s/veh					16.1			4.9			10.7	
Approach LOS					B			A			B	

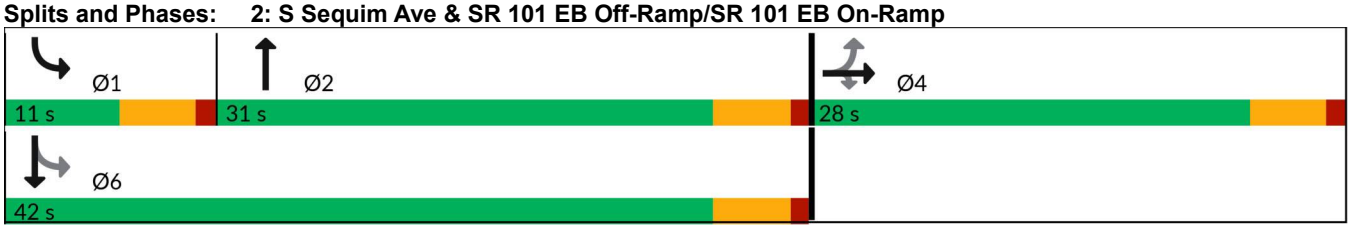
Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	21.2		7.3	13.9		10.0						
Change Period (Y+Rc), s	5.0		5.0	5.0		5.0						
Max Green Setting (Gmax), s	45.0		18.0	22.0		25.0						
Max Q Clear Time (g_c+I1), s	5.3		2.8	6.6		5.4						
Green Ext Time (p_c), s	2.3		0.1	2.3		1.0						

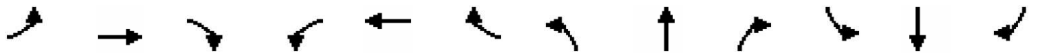
Intersection Summary		
HCM 7th Control Delay, s/veh	9.4	
HCM 7th LOS	A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	256	1	42	0	0	0	0	129	23	190	86	0
Future Volume (vph)	256	1	42	0	0	0	0	129	23	190	86	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			0%			0%	
Storage Length (ft)	0		280	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		401			260			413			416	
Travel Time (s)		10.9			7.1			9.4			9.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	4%	4%	4%	3%	3%	3%
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm					NA		pm+pt	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4		4							6		
Detector Phase	4	4	4					2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0					5.0		5.0	5.0	
Minimum Split (s)	28.0	28.0	28.0					29.0		10.0	31.0	
Total Split (s)	28.0	28.0	28.0					31.0		11.0	42.0	
Total Split (%)	40.0%	40.0%	40.0%					44.3%		15.7%	60.0%	
Yellow Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0					5.0		5.0	5.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Recall Mode	None	None	None					Min		None	Min	

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 43.9	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 2: S Sequim Ave & SR 101 EB Off-Ramp/SR 101 EB On-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	256	1	42	0	0	0	0	129	23	190	86	0
Future Volume (veh/h)	256	1	42	0	0	0	0	129	23	190	86	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
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	1870	1870	1870				0	1841	1841	1856	1856	0
Adj Flow Rate, veh/h	278	1	46				0	140	25	207	93	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	4	4	3	3	0
Cap, veh/h	428	2	382				0	260	46	554	841	0
Arrive On Green	0.24	0.24	0.24				0.00	0.17	0.17	0.13	0.45	0.00
Sat Flow, veh/h	1775	6	1585				0	1520	271	1767	1856	0
Grp Volume(v), veh/h	279	0	46				0	0	165	207	93	0
Grp Sat Flow(s),veh/h/ln	1782	0	1585				0	0	1792	1767	1856	0
Q Serve(g_s), s	4.6	0.0	0.7				0.0	0.0	2.8	2.8	0.9	0.0
Cycle Q Clear(g_c), s	4.6	0.0	0.7				0.0	0.0	2.8	2.8	0.9	0.0
Prop In Lane	1.00		1.00				0.00		0.15	1.00		0.00
Lane Grp Cap(c), veh/h	429	0	382				0	0	307	554	841	0
V/C Ratio(X)	0.65	0.00	0.12				0.00	0.00	0.54	0.37	0.11	0.00
Avail Cap(c_a), veh/h	1252	0	1114				0	0	1424	649	2098	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	11.2	0.0	9.7				0.0	0.0	12.4	8.0	5.1	0.0
Incr Delay (d2), s/veh	1.7	0.0	0.1				0.0	0.0	1.5	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	1.6	0.0	0.2				0.0	0.0	1.0	0.7	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.8	0.0	9.8				0.0	0.0	13.8	8.4	5.2	0.0
LnGrp LOS	B		A						B	A	A	
Approach Vol, veh/h		325						165			300	
Approach Delay, s/veh		12.4						13.8			7.4	
Approach LOS		B						B			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	9.2	10.6	12.9	19.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	6.0	26.0	23.0	37.0
Max Q Clear Time (g_c+I1), s	4.8	4.8	6.6	2.9
Green Ext Time (p_c), s	0.1	0.8	1.7	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	10.8
HCM 7th LOS	B



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	5	16	3	11	13	22	101	1	19	69	54
Future Volume (vph)	63	5	16	3	11	13	22	101	1	19	69	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			3%			0%			0%	
Storage Length (ft)	0		0	0		100	0		0	0		0
Storage Lanes	0		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			35			30			30	
Link Distance (ft)		275			224			371			413	
Travel Time (s)		6.3			4.4			8.4			9.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	4%	4%	4%	3%	3%	3%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	63	5	16	3	11	13	22	101	1	19	69	54
Future Vol, veh/h	63	5	16	3	11	13	22	101	1	19	69	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	3	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	4	4	4	3	3	3
Mvmt Flow	68	5	17	3	12	14	24	110	1	21	75	59

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	309	304	104	277	333	110	134	0	0	111	0	0
Stage 1	146	146	-	158	158	-	-	-	-	-	-	-
Stage 2	164	159	-	119	175	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.7	7.1	6.5	4.14	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.7	6.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.7	6.1	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.236	-	-	2.227	-	-
Pot Cap-1 Maneuver	647	612	956	649	558	940	1439	-	-	1473	-	-
Stage 1	862	780	-	827	751	-	-	-	-	-	-	-
Stage 2	843	770	-	873	736	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	603	592	956	610	540	940	1439	-	-	1473	-	-
Mov Cap-2 Maneuver	603	592	-	610	540	-	-	-	-	-	-	-
Stage 1	849	768	-	812	737	-	-	-	-	-	-	-
Stage 2	803	757	-	838	725	-	-	-	-	-	-	-

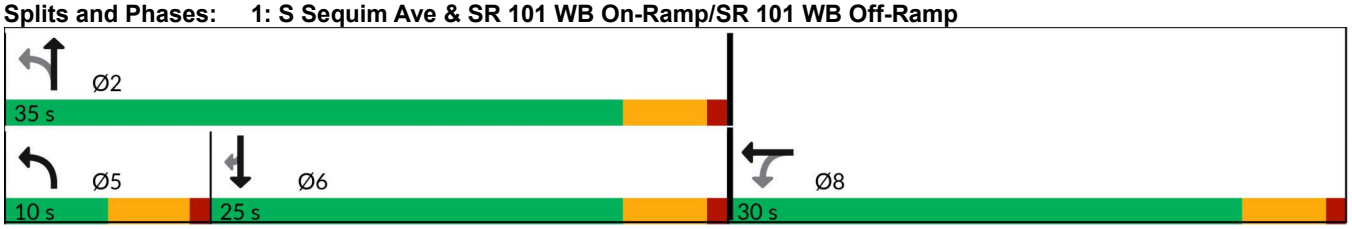
Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.46	10.4	1.34	1
HCM LOS	B	B		

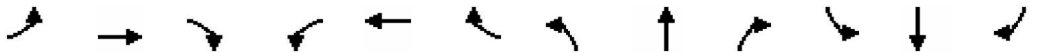
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	319	-	-	648	610	702	221	-	-
HCM Lane V/C Ratio	0.017	-	-	0.141	0.005	0.037	0.014	-	-
HCM Control Delay (s/veh)	7.5	0	-	11.5	10.9	10.3	7.5	0	-
HCM Lane LOS	A	A	-	B	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0	0.1	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	25	1	138	80	321	0	0	259	327
Future Volume (vph)	0	0	0	25	1	138	80	321	0	0	259	327
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			3%			0%			4%	
Storage Length (ft)	0		0	0		0	0		0	0		250
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		239			331			416			539	
Travel Time (s)		6.5			9.0			9.5			12.3	
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 (%)	0%	0%	0%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type				Perm	NA		pm+pt	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8			2					6
Detector Phase				8	8		5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0		5.0	5.0			5.0	5.0
Minimum Split (s)				30.0	30.0		10.0	24.0			25.0	25.0
Total Split (s)				30.0	30.0		10.0	35.0			25.0	25.0
Total Split (%)				46.2%	46.2%		15.4%	53.8%			38.5%	38.5%
Yellow Time (s)				4.0	4.0		4.0	4.0			4.0	4.0
All-Red Time (s)				1.0	1.0		1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)					5.0		5.0	5.0			5.0	5.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Recall Mode				None	None		None	Min			Min	Min

Intersection Summary	
Area Type:	Other
Cycle Length: 65	
Actuated Cycle Length: 40.2	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 1: S Sequim Ave & SR 101 WB On-Ramp/SR 101 WB Off-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	25	1	138	80	321	0	0	259	327
Future Volume (veh/h)	0	0	0	25	1	138	80	321	0	0	259	327
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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				1803	1803	1803	1870	1870	0	0	1776	1776
Adj Flow Rate, veh/h				26	1	145	84	338	0	0	273	344
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				3	3	3	2	2	0	0	2	2
Cap, veh/h				36	1	203	517	1032	0	0	577	489
Arrive On Green				0.15	0.15	0.15	0.08	0.55	0.00	0.00	0.32	0.32
Sat Flow, veh/h				235	9	1311	1781	1870	0	0	1776	1505
Grp Volume(v), veh/h				172	0	0	84	338	0	0	273	344
Grp Sat Flow(s),veh/h/ln				1555	0	0	1781	1870	0	0	1776	1505
Q Serve(g_s), s				3.6	0.0	0.0	0.9	3.4	0.0	0.0	4.2	6.8
Cycle Q Clear(g_c), s				3.6	0.0	0.0	0.9	3.4	0.0	0.0	4.2	6.8
Prop In Lane				0.15		0.84	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				241	0	0	517	1032	0	0	577	489
V/C Ratio(X)				0.71	0.00	0.00	0.16	0.33	0.00	0.00	0.47	0.70
Avail Cap(c_a), veh/h				1140	0	0	635	1646	0	0	1042	883
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	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				13.7	0.0	0.0	5.8	4.2	0.0	0.0	9.2	10.1
Incr Delay (d2), s/veh				3.9	0.0	0.0	0.1	0.2	0.0	0.0	0.6	1.9
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.3	0.0	0.0	0.2	0.6	0.0	0.0	1.2	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				17.6	0.0	0.0	5.9	4.4	0.0	0.0	9.8	11.9
LnGrp LOS				B			A	A			A	B
Approach Vol, veh/h					172			422			617	
Approach Delay, s/veh					17.6			4.7			11.0	
Approach LOS					B			A			B	

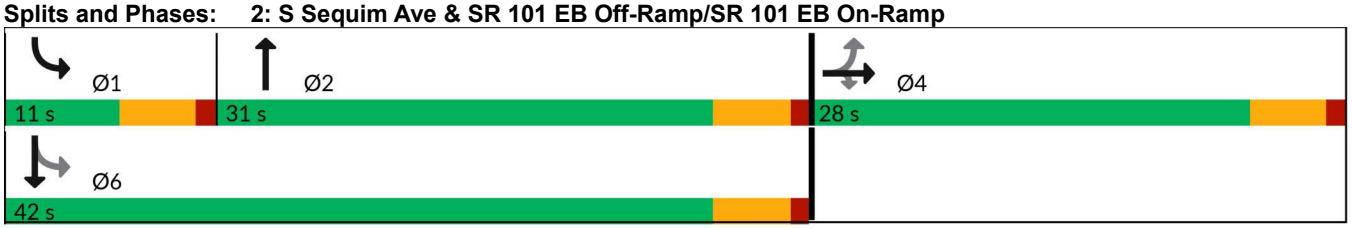
Timer - Assigned Phs	2			5	6		8					
Phs Duration (G+Y+Rc), s	23.8			7.7	16.1		10.3					
Change Period (Y+Rc), s	5.0			5.0	5.0		5.0					
Max Green Setting (Gmax), s	30.0			5.0	20.0		25.0					
Max Q Clear Time (g_c+I1), s	5.4			2.9	8.8		5.6					
Green Ext Time (p_c), s	2.1			0.0	2.3		1.0					

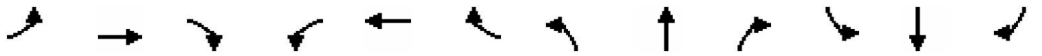
Intersection Summary		
HCM 7th Control Delay, s/veh	9.7	
HCM 7th LOS	A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	254	0	64	0	0	0	0	129	20	204	93	0
Future Volume (vph)	254	0	64	0	0	0	0	129	20	204	93	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			0%			0%	
Storage Length (ft)	0		280	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		401			260			413			416	
Travel Time (s)		10.9			7.1			9.4			9.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	3%	3%	3%	0%	0%	0%	4%	4%	4%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm					NA		pm+pt	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4		4							6		
Detector Phase	4	4	4					2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0					5.0		5.0	5.0	
Minimum Split (s)	28.0	28.0	28.0					29.0		10.0	31.0	
Total Split (s)	28.0	28.0	28.0					31.0		11.0	42.0	
Total Split (%)	40.0%	40.0%	40.0%					44.3%		15.7%	60.0%	
Yellow Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0					5.0		5.0	5.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Recall Mode	None	None	None					Min		None	Min	

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 46.3	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 2: S Sequim Ave & SR 101 EB Off-Ramp/SR 101 EB On-Ramp

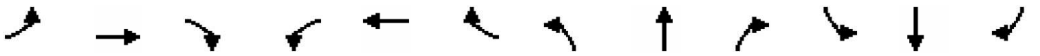




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	254	0	64	0	0	0	0	129	20	204	93	0
Future Volume (veh/h)	254	0	64	0	0	0	0	129	20	204	93	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
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	1856	1856	1856				0	1841	1841	1870	1870	0
Adj Flow Rate, veh/h	289	0	73				0	147	23	232	106	0
Peak Hour Factor	0.88	0.88	0.88				0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3				0	4	4	2	2	0
Cap, veh/h	444	0	395				0	266	42	559	852	0
Arrive On Green	0.25	0.00	0.25				0.00	0.17	0.17	0.14	0.46	0.00
Sat Flow, veh/h	1767	0	1572				0	1554	243	1781	1870	0
Grp Volume(v), veh/h	289	0	73				0	0	170	232	106	0
Grp Sat Flow(s),veh/h/ln	1767	0	1572				0	0	1797	1781	1870	0
Q Serve(g_s), s	5.0	0.0	1.2				0.0	0.0	3.0	3.2	1.1	0.0
Cycle Q Clear(g_c), s	5.0	0.0	1.2				0.0	0.0	3.0	3.2	1.1	0.0
Prop In Lane	1.00		1.00				0.00		0.14	1.00		0.00
Lane Grp Cap(c), veh/h	444	0	395				0	0	307	559	852	0
V/C Ratio(X)	0.65	0.00	0.18				0.00	0.00	0.55	0.41	0.12	0.00
Avail Cap(c_a), veh/h	1193	0	1061				0	0	1371	627	2031	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	10.0				0.0	0.0	12.9	8.3	5.4	0.0
Incr Delay (d2), s/veh	1.6	0.0	0.2				0.0	0.0	1.6	0.5	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	1.7	0.0	0.4				0.0	0.0	1.1	0.9	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.0	0.0	10.2				0.0	0.0	14.5	8.8	5.4	0.0
LnGrp LOS	B		B						B	A	A	
Approach Vol, veh/h		362						170			338	
Approach Delay, s/veh		12.5						14.5			7.7	
Approach LOS		B						B			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.7	10.8		13.6		20.5
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	6.0	26.0		23.0		37.0
Max Q Clear Time (g_c+I1), s	5.2	5.0		7.0		3.1
Green Ext Time (p_c), s	0.1	0.9		1.9		0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	11.0
HCM 7th LOS	B



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	8	28	2	10	16	9	59	3	22	71	63
Future Volume (vph)	72	8	28	2	10	16	9	59	3	22	71	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			3%			0%			0%	
Storage Length (ft)	0		0	0		100	0		0	0		0
Storage Lanes	0		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			35			30			30	
Link Distance (ft)		275			224			371			413	
Travel Time (s)		6.3			4.4			8.4			9.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	3%	3%	12%	12%	12%	3%	3%	3%	8%	8%	8%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	72	8	28	2	10	16	9	59	3	22	71	63
Future Vol, veh/h	72	8	28	2	10	16	9	59	3	22	71	63
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	3	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	12	12	12	3	3	3	8	8	8
Mvmt Flow	77	9	30	2	11	17	10	63	3	24	76	68

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	246	244	110	212	276	65	144	0	0	67	0	0
Stage 1	158	158	-	84	84	-	-	-	-	-	-	-
Stage 2	88	86	-	128	191	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.82	7.22	6.62	4.13	-	-	4.18	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.82	6.22	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.82	6.22	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.608	4.108	3.408	2.227	-	-	2.272	-	-
Pot Cap-1 Maneuver	706	657	940	698	587	966	1432	-	-	1498	-	-
Stage 1	842	765	-	887	794	-	-	-	-	-	-	-
Stage 2	917	822	-	834	701	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	664	641	940	651	573	966	1432	-	-	1498	-	-
Mov Cap-2 Maneuver	664	641	-	651	573	-	-	-	-	-	-	-
Stage 1	828	752	-	881	789	-	-	-	-	-	-	-
Stage 2	882	816	-	785	689	-	-	-	-	-	-	-

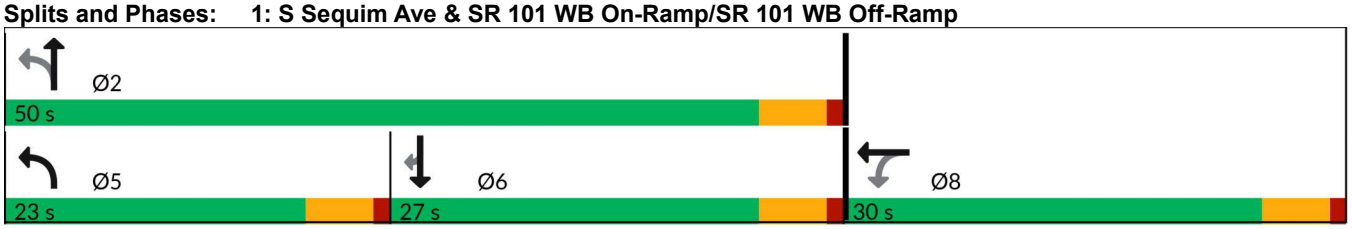
Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.99	9.93	0.95	1.05
HCM LOS	B	A		

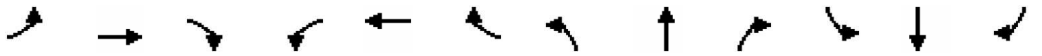
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	226	-	-	717	651	765	232	-	-
HCM Lane V/C Ratio	0.007	-	-	0.162	0.003	0.037	0.016	-	-
HCM Control Delay (s/veh)	7.5	0	-	11	10.5	9.9	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0	0.1	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	21	4	150	73	324	0	0	266	240
Future Volume (vph)	0	0	0	21	4	150	73	324	0	0	266	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			3%			0%			4%	
Storage Length (ft)	0		0	0		0	0		0	0		250
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		239			331			416			539	
Travel Time (s)		6.5			9.0			9.5			12.3	
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 (%)	0%	0%	0%	3%	3%	3%	2%	2%	2%	4%	4%	4%
Shared Lane Traffic (%)												
Turn Type				Perm	NA		pm+pt	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8			2					6
Detector Phase				8	8		5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0		5.0	5.0			5.0	5.0
Minimum Split (s)				30.0	30.0		10.0	24.0			25.0	25.0
Total Split (s)				30.0	30.0		23.0	50.0			27.0	27.0
Total Split (%)				37.5%	37.5%		28.8%	62.5%			33.8%	33.8%
Yellow Time (s)				4.0	4.0		4.0	4.0			4.0	4.0
All-Red Time (s)				1.0	1.0		1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)					5.0		5.0	5.0			5.0	5.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Recall Mode				None	None		None	Min			Min	Min

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 45	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 1: S Sequim Ave & SR 101 WB On-Ramp/SR 101 WB Off-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	21	4	150	73	324	0	0	266	240
Future Volume (veh/h)	0	0	0	21	4	150	73	324	0	0	266	240
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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				1803	1803	1803	1870	1870	0	0	1746	1746
Adj Flow Rate, veh/h				22	4	158	77	341	0	0	280	253
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				3	3	3	2	2	0	0	4	4
Cap, veh/h				31	6	223	492	968	0	0	493	418
Arrive On Green				0.17	0.17	0.17	0.08	0.52	0.00	0.00	0.28	0.28
Sat Flow, veh/h				186	34	1334	1781	1870	0	0	1746	1480
Grp Volume(v), veh/h				184	0	0	77	341	0	0	280	253
Grp Sat Flow(s),veh/h/ln				1553	0	0	1781	1870	0	0	1746	1480
Q Serve(g_s), s				3.6	0.0	0.0	0.8	3.4	0.0	0.0	4.4	4.7
Cycle Q Clear(g_c), s				3.6	0.0	0.0	0.8	3.4	0.0	0.0	4.4	4.7
Prop In Lane				0.12		0.86	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				260	0	0	492	968	0	0	493	418
V/C Ratio(X)				0.71	0.00	0.00	0.16	0.35	0.00	0.00	0.57	0.60
Avail Cap(c_a), veh/h				1223	0	0	1363	2650	0	0	1210	1025
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	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				12.5	0.0	0.0	6.2	4.5	0.0	0.0	9.7	9.9
Incr Delay (d2), s/veh				3.5	0.0	0.0	0.1	0.2	0.0	0.0	1.0	1.4
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.2	0.0	0.0	0.2	0.6	0.0	0.0	1.3	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				16.0	0.0	0.0	6.4	4.7	0.0	0.0	10.8	11.3
LnGrp LOS				B			A	A			B	B
Approach Vol, veh/h					184			418			533	
Approach Delay, s/veh					16.0			5.0			11.0	
Approach LOS					B			A			B	

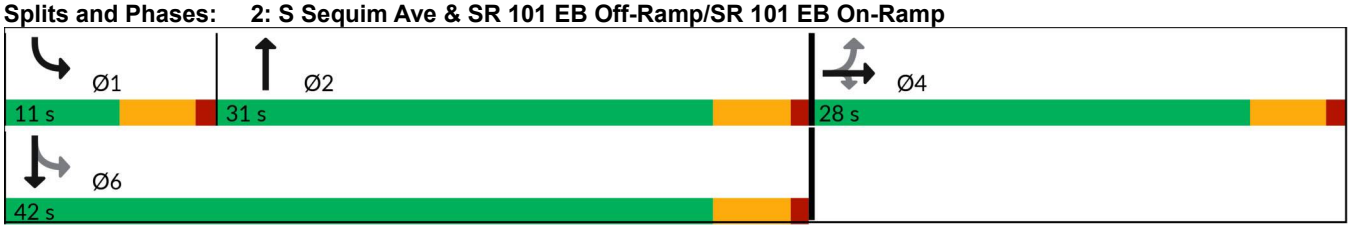
Timer - Assigned Phs	2			5	6		8					
Phs Duration (G+Y+Rc), s	21.4			7.5	14.0		10.3					
Change Period (Y+Rc), s	5.0			5.0	5.0		5.0					
Max Green Setting (Gmax), s	45.0			18.0	22.0		25.0					
Max Q Clear Time (g_c+I1), s	5.4			2.8	6.7		5.6					
Green Ext Time (p_c), s	2.3			0.1	2.3		1.1					

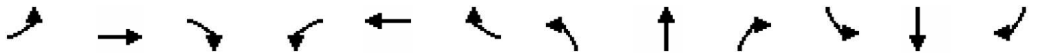
Intersection Summary		
HCM 7th Control Delay, s/veh	9.6	
HCM 7th LOS	A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	256	1	51	0	0	0	0	135	27	190	96	0
Future Volume (vph)	256	1	51	0	0	0	0	135	27	190	96	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			0%			0%	
Storage Length (ft)	0		280	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		401			260			413			416	
Travel Time (s)		10.9			7.1			9.4			9.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	4%	4%	4%	3%	3%	3%
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm					NA		pm+pt	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4		4							6		
Detector Phase	4	4	4					2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0					5.0		5.0	5.0	
Minimum Split (s)	28.0	28.0	28.0					29.0		10.0	31.0	
Total Split (s)	28.0	28.0	28.0					31.0		11.0	42.0	
Total Split (%)	40.0%	40.0%	40.0%					44.3%		15.7%	60.0%	
Yellow Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0					5.0		5.0	5.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Recall Mode	None	None	None					Min		None	Min	

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 44.1	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 2: S Sequim Ave & SR 101 EB Off-Ramp/SR 101 EB On-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	256	1	51	0	0	0	0	135	27	190	96	0
Future Volume (veh/h)	256	1	51	0	0	0	0	135	27	190	96	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
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	1870	1870	1870				0	1841	1841	1856	1856	0
Adj Flow Rate, veh/h	278	1	55				0	147	29	207	104	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	4	4	3	3	0
Cap, veh/h	429	2	383				0	265	52	549	848	0
Arrive On Green	0.24	0.24	0.24				0.00	0.18	0.18	0.13	0.46	0.00
Sat Flow, veh/h	1775	6	1585				0	1493	295	1767	1856	0
Grp Volume(v), veh/h	279	0	55				0	0	176	207	104	0
Grp Sat Flow(s),veh/h/ln	1782	0	1585				0	0	1788	1767	1856	0
Q Serve(g_s), s	4.7	0.0	0.9				0.0	0.0	3.0	2.8	1.1	0.0
Cycle Q Clear(g_c), s	4.7	0.0	0.9				0.0	0.0	3.0	2.8	1.1	0.0
Prop In Lane	1.00		1.00				0.00		0.16	1.00		0.00
Lane Grp Cap(c), veh/h	431	0	383				0	0	318	549	848	0
V/C Ratio(X)	0.65	0.00	0.14				0.00	0.00	0.55	0.38	0.12	0.00
Avail Cap(c_a), veh/h	1235	0	1099				0	0	1401	642	2070	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	11.3	0.0	9.9				0.0	0.0	12.4	8.0	5.2	0.0
Incr Delay (d2), s/veh	1.6	0.0	0.2				0.0	0.0	1.5	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	1.6	0.0	0.3				0.0	0.0	1.0	0.8	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.0	0.0	10.0				0.0	0.0	13.9	8.4	5.2	0.0
LnGrp LOS	B		B						B	A	A	
Approach Vol, veh/h		334						176			311	
Approach Delay, s/veh		12.5						13.9			7.4	
Approach LOS		B						B			A	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	9.3	10.9		13.0		20.2						
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0						
Max Green Setting (Gmax), s	6.0	26.0		23.0		37.0						
Max Q Clear Time (g_c+I1), s	4.8	5.0		6.7		3.1						
Green Ext Time (p_c), s	0.1	0.9		1.7		0.6						

Intersection Summary	
HCM 7th Control Delay, s/veh	10.9
HCM 7th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	5	16	3	11	13	22	111	1	19	88	54
Future Volume (vph)	63	5	16	3	11	13	22	111	1	19	88	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			3%			0%			0%	
Storage Length (ft)	0		0	0		100	0		0	0		0
Storage Lanes	0		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			35			30			30	
Link Distance (ft)		275			224			371			413	
Travel Time (s)		6.3			4.4			8.4			9.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	4%	4%	4%	3%	3%	3%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	63	5	16	3	11	13	22	111	1	19	88	54
Future Vol, veh/h	63	5	16	3	11	13	22	111	1	19	88	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	3	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	4	4	4	3	3	3
Mvmt Flow	68	5	17	3	12	14	24	121	1	21	96	59

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	341	336	125	309	365	121	154	0	0	122	0	0
Stage 1	166	166	-	169	169	-	-	-	-	-	-	-
Stage 2	174	170	-	140	196	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.7	7.1	6.5	4.14	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.7	6.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.7	6.1	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.236	-	-	2.227	-	-
Pot Cap-1 Maneuver	617	588	931	615	533	926	1414	-	-	1459	-	-
Stage 1	840	765	-	814	741	-	-	-	-	-	-	-
Stage 2	832	762	-	848	719	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	574	568	931	578	515	926	1414	-	-	1459	-	-
Mov Cap-2 Maneuver	574	568	-	578	515	-	-	-	-	-	-	-
Stage 1	827	753	-	800	728	-	-	-	-	-	-	-
Stage 2	791	748	-	813	708	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.82	10.6	1.25	0.89
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	295	-	-	619	578	678	197	-	-
HCM Lane V/C Ratio	0.017	-	-	0.148	0.006	0.038	0.014	-	-
HCM Control Delay (s/veh)	7.6	0	-	11.8	11.3	10.5	7.5	0	-
HCM Lane LOS	A	A	-	B	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0	0.1	0	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	88	19	0	124	10	0
Future Volume (vph)	88	19	0	124	10	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	4%			-5%	0%	
Link Speed (mph)	30			30	25	
Link Distance (ft)	393			218	255	
Travel Time (s)	8.9			5.0	7.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	3%	3%	2%	3%	3%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	88	19	0	124	10	0
Future Vol, veh/h	88	19	0	124	10	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, %	4	-	-	-5	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	3	3	2	3	3
Mvmt Flow	96	21	0	135	11	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	116	0	241	106
Stage 1	-	-	-	-	106	-
Stage 2	-	-	-	-	135	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1466	-	745	946
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	889	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1466	-	745	946
Mov Cap-2 Maneuver	-	-	-	-	745	-
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	889	-

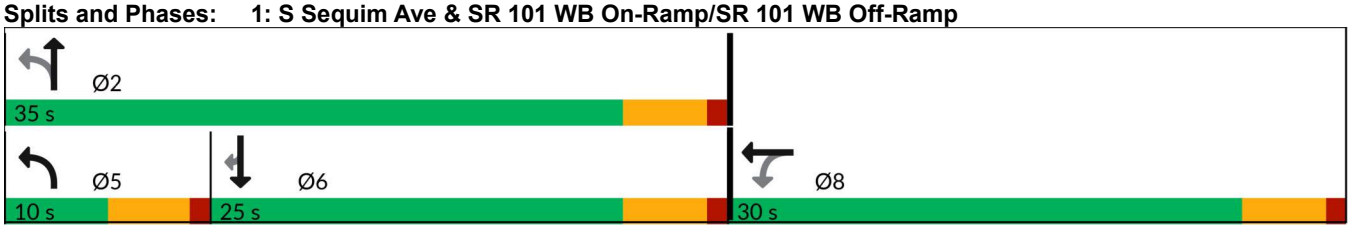
Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	9.9
HCM LOS			A

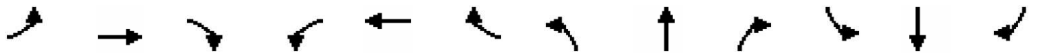
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	745	-	-	1466	-
HCM Lane V/C Ratio	0.015	-	-	-	-
HCM Control Delay (s/veh)	9.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	32	1	138	85	322	0	0	261	327
Future Volume (vph)	0	0	0	32	1	138	85	322	0	0	261	327
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			3%			0%			4%	
Storage Length (ft)	0		0	0		0	0		0	0		250
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		239			331			416			539	
Travel Time (s)		6.5			9.0			9.5			12.3	
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 (%)	0%	0%	0%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type				Perm	NA		pm+pt	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8			2					6
Detector Phase				8	8		5	2			6	6
Switch Phase												
Minimum Initial (s)				5.0	5.0		5.0	5.0			5.0	5.0
Minimum Split (s)				30.0	30.0		10.0	24.0			25.0	25.0
Total Split (s)				30.0	30.0		10.0	35.0			25.0	25.0
Total Split (%)				46.2%	46.2%		15.4%	53.8%			38.5%	38.5%
Yellow Time (s)				4.0	4.0		4.0	4.0			4.0	4.0
All-Red Time (s)				1.0	1.0		1.0	1.0			1.0	1.0
Lost Time Adjust (s)					0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)					5.0		5.0	5.0			5.0	5.0
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Recall Mode				None	None		None	Min			Min	Min

Intersection Summary	
Area Type:	Other
Cycle Length: 65	
Actuated Cycle Length: 40.1	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 1: S Sequim Ave & SR 101 WB On-Ramp/SR 101 WB Off-Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	32	1	138	85	322	0	0	261	327
Future Volume (veh/h)	0	0	0	32	1	138	85	322	0	0	261	327
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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				1803	1803	1803	1870	1870	0	0	1776	1776
Adj Flow Rate, veh/h				34	1	145	89	339	0	0	275	344
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				3	3	3	2	2	0	0	2	2
Cap, veh/h				48	1	204	515	1029	0	0	574	486
Arrive On Green				0.16	0.16	0.16	0.08	0.55	0.00	0.00	0.32	0.32
Sat Flow, veh/h				295	9	1258	1781	1870	0	0	1776	1505
Grp Volume(v), veh/h				180	0	0	89	339	0	0	275	344
Grp Sat Flow(s),veh/h/ln				1561	0	0	1781	1870	0	0	1776	1505
Q Serve(g_s), s				3.8	0.0	0.0	1.0	3.5	0.0	0.0	4.3	7.0
Cycle Q Clear(g_c), s				3.8	0.0	0.0	1.0	3.5	0.0	0.0	4.3	7.0
Prop In Lane				0.19		0.81	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				253	0	0	515	1029	0	0	574	486
V/C Ratio(X)				0.71	0.00	0.00	0.17	0.33	0.00	0.00	0.48	0.71
Avail Cap(c_a), veh/h				1124	0	0	624	1616	0	0	1023	867
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	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				13.8	0.0	0.0	5.9	4.3	0.0	0.0	9.4	10.3
Incr Delay (d2), s/veh				3.7	0.0	0.0	0.2	0.2	0.0	0.0	0.6	1.9
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.4	0.0	0.0	0.2	0.7	0.0	0.0	1.3	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				17.5	0.0	0.0	6.1	4.5	0.0	0.0	10.0	12.2
LnGrp LOS				B			A	A			B	B
Approach Vol, veh/h					180			428			619	
Approach Delay, s/veh					17.5			4.8			11.3	
Approach LOS					B			A			B	

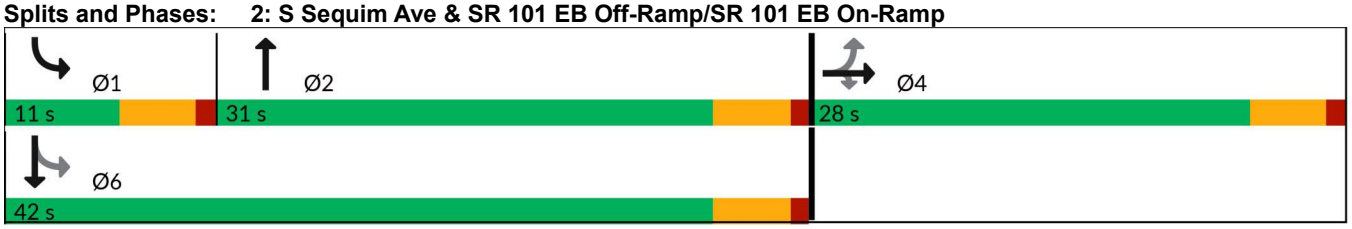
Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	24.1		7.9	16.2		10.6						
Change Period (Y+Rc), s	5.0		5.0	5.0		5.0						
Max Green Setting (Gmax), s	30.0		5.0	20.0		25.0						
Max Q Clear Time (g_c+I1), s	5.5		3.0	9.0		5.8						
Green Ext Time (p_c), s	2.1		0.0	2.2		1.0						

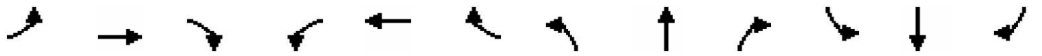
Intersection Summary		
HCM 7th Control Delay, s/veh	9.9	
HCM 7th LOS	A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	254	0	72	0	0	0	0	135	24	204	102	0
Future Volume (vph)	254	0	72	0	0	0	0	135	24	204	102	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			4%			0%			0%	
Storage Length (ft)	0		280	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		401			260			413			416	
Travel Time (s)		10.9			7.1			9.4			9.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	3%	3%	3%	0%	0%	0%	4%	4%	4%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type	Perm	NA	Perm					NA		pm+pt	NA	
Protected Phases		4						2		1	6	
Permitted Phases	4		4							6		
Detector Phase	4	4	4					2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0					5.0		5.0	5.0	
Minimum Split (s)	28.0	28.0	28.0					29.0		10.0	31.0	
Total Split (s)	28.0	28.0	28.0					31.0		11.0	42.0	
Total Split (%)	40.0%	40.0%	40.0%					44.3%		15.7%	60.0%	
Yellow Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0					1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0					5.0		5.0	5.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Recall Mode	None	None	None					Min		None	Min	

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 46.5	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 2: S Sequim Ave & SR 101 EB Off-Ramp/SR 101 EB On-Ramp

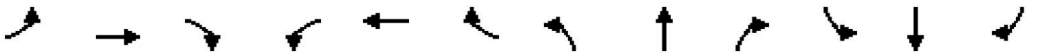




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	254	0	72	0	0	0	0	135	24	204	102	0
Future Volume (veh/h)	254	0	72	0	0	0	0	135	24	204	102	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
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	1856	1856	1856				0	1841	1841	1870	1870	0
Adj Flow Rate, veh/h	289	0	82				0	153	27	232	116	0
Peak Hour Factor	0.88	0.88	0.88				0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3				0	4	4	2	2	0
Cap, veh/h	444	0	395				0	270	48	555	858	0
Arrive On Green	0.25	0.00	0.25				0.00	0.18	0.18	0.14	0.46	0.00
Sat Flow, veh/h	1767	0	1572				0	1523	269	1781	1870	0
Grp Volume(v), veh/h	289	0	82				0	0	180	232	116	0
Grp Sat Flow(s),veh/h/ln	1767	0	1572				0	0	1792	1781	1870	0
Q Serve(g_s), s	5.1	0.0	1.4				0.0	0.0	3.2	3.2	1.2	0.0
Cycle Q Clear(g_c), s	5.1	0.0	1.4				0.0	0.0	3.2	3.2	1.2	0.0
Prop In Lane	1.00		1.00				0.00		0.15	1.00		0.00
Lane Grp Cap(c), veh/h	444	0	395				0	0	317	555	858	0
V/C Ratio(X)	0.65	0.00	0.21				0.00	0.00	0.57	0.42	0.14	0.00
Avail Cap(c_a), veh/h	1178	0	1048				0	0	1350	621	2005	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	11.6	0.0	10.2				0.0	0.0	13.0	8.3	5.4	0.0
Incr Delay (d2), s/veh	1.6	0.0	0.3				0.0	0.0	1.6	0.5	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	1.8	0.0	0.4				0.0	0.0	1.1	0.9	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.2	0.0	10.5				0.0	0.0	14.6	8.8	5.5	0.0
LnGrp LOS	B		B						B	A	A	
Approach Vol, veh/h		371						180			348	
Approach Delay, s/veh		12.6						14.6			7.7	
Approach LOS		B						B			A	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	9.7	11.1		13.7		20.8						
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0						
Max Green Setting (Gmax), s	6.0	26.0		23.0		37.0						
Max Q Clear Time (g_c+I1), s	5.2	5.2		7.1		3.2						
Green Ext Time (p_c), s	0.1	0.9		1.9		0.6						

Intersection Summary	
HCM 7th Control Delay, s/veh	11.1
HCM 7th LOS	B



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	8	28	2	10	16	9	69	3	22	88	63
Future Volume (vph)	72	8	28	2	10	16	9	69	3	22	88	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			3%			0%			0%	
Storage Length (ft)	0		0	0		100	0		0	0		0
Storage Lanes	0		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			35			30			30	
Link Distance (ft)		275			224			371			413	
Travel Time (s)		6.3			4.4			8.4			9.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	3%	3%	12%	12%	12%	3%	3%	3%	8%	8%	8%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	72	8	28	2	10	16	9	69	3	22	88	63
Future Vol, veh/h	72	8	28	2	10	16	9	69	3	22	88	63
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	3	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	12	12	12	3	3	3	8	8	8
Mvmt Flow	77	9	30	2	11	17	10	74	3	24	95	68

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	275	273	128	241	305	76	162	0	0	77	0	0
Stage 1	176	176	-	95	95	-	-	-	-	-	-	-
Stage 2	99	97	-	146	210	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.82	7.22	6.62	4.13	-	-	4.18	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.82	6.22	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.82	6.22	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.608	4.108	3.408	2.227	-	-	2.272	-	-
Pot Cap-1 Maneuver	676	633	919	665	563	952	1410	-	-	1484	-	-
Stage 1	824	752	-	874	785	-	-	-	-	-	-	-
Stage 2	905	813	-	813	686	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	635	617	919	619	549	952	1410	-	-	1484	-	-
Mov Cap-2 Maneuver	635	617	-	619	549	-	-	-	-	-	-	-
Stage 1	809	738	-	867	779	-	-	-	-	-	-	-
Stage 2	870	807	-	764	674	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/veh	11.29	10.09	0.84	0.95
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	198	-	-	688	619	743	211	-	-
HCM Lane V/C Ratio	0.007	-	-	0.169	0.003	0.038	0.016	-	-
HCM Control Delay (s/veh)	7.6	0	-	11.3	10.8	10	7.5	0	-
HCM Lane LOS	A	A	-	B	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0	0.1	0	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	101	17	0	71	10	0
Future Volume (vph)	101	17	0	71	10	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	4%			-5%	0%	
Link Speed (mph)	30			30	25	
Link Distance (ft)	425			298	228	
Travel Time (s)	9.7			6.8	6.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	3%	3%	2%	3%	3%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	101	17	0	71	10	0
Future Vol, veh/h	101	17	0	71	10	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, %	4	-	-	-5	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	3	3	2	3	3
Mvmt Flow	110	18	0	77	11	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	128	0	196	119
Stage 1	-	-	-	-	119	-
Stage 2	-	-	-	-	77	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1451	-	790	930
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	943	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1451	-	790	930
Mov Cap-2 Maneuver	-	-	-	-	790	-
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	943	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	9.62
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	790	-	-	1451	-
HCM Lane V/C Ratio	0.014	-	-	-	-
HCM Control Delay (s/veh)	9.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Appendix E

Trip Generation Calculations

Bella Vista Estates (Sequim)
Weekday Trip Generation Summary

Land Use	Units [1]	ITE LUC [2]	Trip Rate or Equation [2]	Directional Distribution		Trips Generated		
				In	Out	In	Out	Total
DAILY								
Proposed Use:								
Single Family Detached Housing	25 DU	210	Ln(T) = 0.92Ln(X)+2.68	50%	50%	141	141	282
					New Daily Trips =	**141**	**141**	**282**
AM PEAK HOUR								
Proposed Use:								
Single Family Detached Housing	25 DU	210	Ln(T) = 0.91Ln(X)+0.12	25%	75%	5	16	21
					New AM Peak Hour Trips =	**5**	**16**	**21**
PM PEAK HOUR								
Proposed Use:								
Single Family Detached Housing	25 DU	210	Ln(T) = 0.94Ln(X)+0.27	63%	37%	17	10	27
					New PM Peak Hour Trips =	**17**	**10**	**27**

Notes:

[1] DU = Dwelling Units. Although the current site plan reflects a total of 23 lots, 25 lots are assumed as a conservative measure for the trip generation estimates.

[2] Based on Institute of Transportation Engineers (ITE) *Trip Generation* Manual, 11th Edition, 2021.