April 22, 2025

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Subject: ***Project Peninsula - Noise Analysis***
Port Angeles, Washington

Executive Summary

The purpose of this technical memorandum is to evaluate noise levels associated with the anticipated on-site operations of the proposed Delivery Station in Port Angeles, WA. The proposed facility is approximately 4 miles west of downtown Port Angeles and approximately 9 miles southeast of Joyce. The site is generally located south/west of South Critchfield Road and north of West Edgewood Drive. The site will be located on undeveloped land with a recreation area to the north and the William R. Fairchild International Airport to the northeast. Additionally, residential land uses are located west, northwest, east, and south of the site. The location of the proposed delivery station is shown in **Figure 1**.

Analysis Findings

- *A recreation area is located north of the site with an airport to the northeast. Residential land uses are located west, northwest, east, and south of the site. The closest residence is located approximately 125 feet east of the site. Applicable noise limits, as measured at the receiving noise-sensitive property, are 60 dB(A) during daytime hours and 50 dB(A) during nighttime hours. Unmitigated equivalent operational noise levels at the closest noise-sensitive receptors were estimated to be near or below approximately 49 dB(A) during the peak daytime and nighttime hours; therefore, noise mitigation is not recommended at this time. However, screening should be considered along the eastern edge of the employee parking area.*

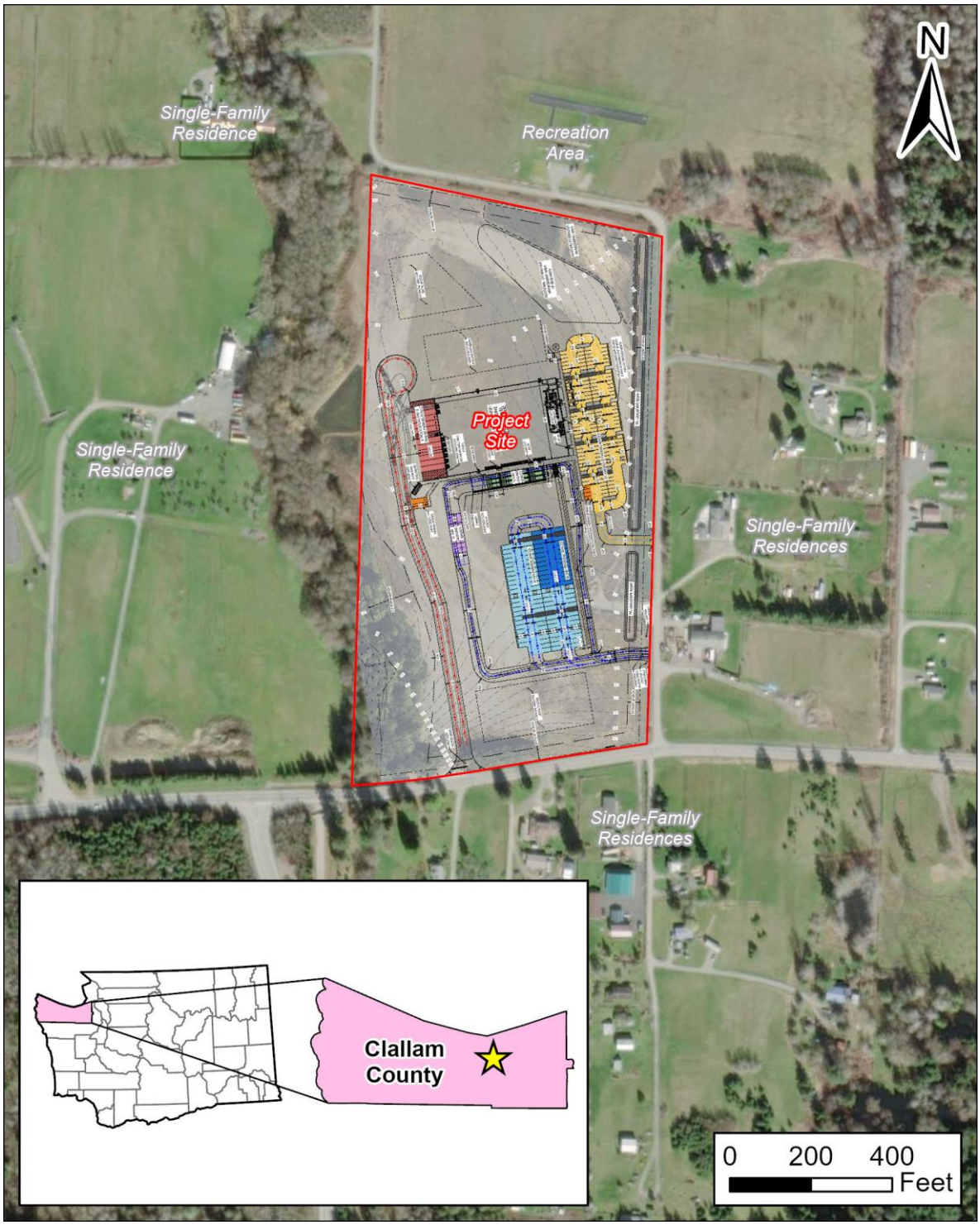
Project Description

The proposed delivery station will consist of an approximately 59,000 square-foot building that is generally located south/west of South Critchfield Road and north of West Edgewood Drive. All vehicles are anticipated to enter and exit the site via driveways off South Critchfield Road and West Edgewood Drive.

Once on site, trucks will travel to loading docks on the western façade of the building, delivery vehicles will travel to the parking and queuing/loading areas on the southern façade and south of the building, and employees/guests will travel to the parking area on the eastern façade of the building.

Operations at the site are anticipated to occur throughout the day and night with one nighttime peak period occurring between 2 – 3 am and one daytime peak period occurring between 8 – 9 am. Throughout the rest of the day, intermittent trucks, delivery vehicles, and employee/guest vehicles will arrive to and depart from the facility. The speed limit on the site was assumed to be 15 miles per hour (mph) for employee/guest and delivery vehicles and 10 mph for trucks.

Figure 1: Site Location and Vicinity



Characteristics of Noise

Noise is generally defined as unwanted sound. It is emitted from many natural and man-made sources. Sound pressure levels are usually measured and expressed in decibels (dB). The decibel scale is logarithmic and expresses the ratio of the sound pressure unit being measured to a standard reference level. Most sounds occurring in the environment do not consist of a single frequency, but rather a broad band of differing frequencies. The intensities of each frequency add together to generate sound. Because the human ear does not respond to all frequencies equally, the method commonly used to quantify environmental noise consists of evaluating all of the frequencies of a sound according to a weighting system. It has been found that the A-weighted decibel [dB(A)] filter on a sound level meter, which includes circuits to differentially measure selected audible frequencies, best approximates the frequency response of the human ear.

The degree of disturbance from exposure to unwanted sound – noise – depends upon three factors:

1. The amount, nature, and duration of the intruding noise
2. The relationship between the intruding noise and the existing sound environment; and
3. The situation in which the disturbing noise is heard

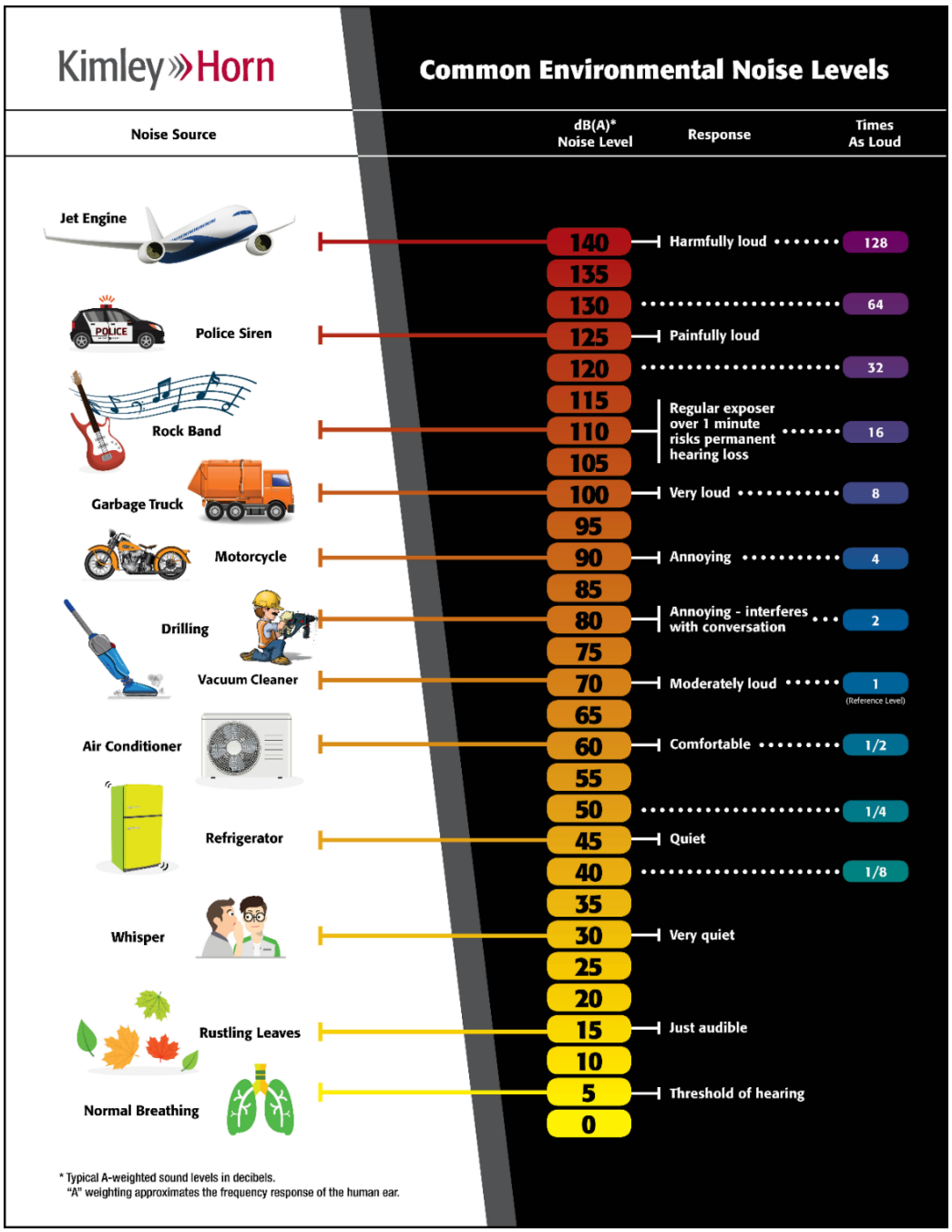
In considering the first of these factors, it is important to note that individuals have varying sensitivity to noise. Loud noises bother some people more than other people, and some individuals become increasingly upset if an unwanted noise persists. The time patterns and durations of noise(s) also affect perception as to whether or not it is offensive. For example, noises that occur during nighttime (sleeping) hours are typically considered to be more offensive than the same noises in the daytime.

With regard to the second factor, individuals tend to judge the annoyance of an unwanted noise in terms of its relationship to noise from other sources (background noise). A car horn blowing at night when background noise levels are low would generally be more objectionable than one blowing in the afternoon when background noise levels are typically higher. The response to noise stimulus is analogous to the response to turning on an interior light. During the daytime an illuminated bulb simply adds to the ambient light, but when eyes are conditioned to the dark of night, a suddenly illuminated bulb can be temporarily blinding.

The third factor – situational noise – is related to the interference of noise with activities of individuals. In a 60 dB(A) environment such as is commonly found in a large business office, normal conversation would be possible, while sleep might be difficult. Loud noises may easily interrupt activities that require a quiet setting for greater mental concentration or rest; however, the same loud noises may not interrupt activities requiring less mental focus or tranquility.

As shown in **Figure 2**, most individuals are exposed to fairly high noise levels from many sources on a regular basis. To perceive sounds of greatly varying pressure levels, human hearing has a non-linear sensitivity to sound pressure exposure. Doubling the sound pressure results in a three decibel change in the noise level; however, variations of three decibels [3 dB(A)] or less are commonly considered “barely perceptible” to normal human hearing. A five decibel [5 dB(A)] change is more readily noticeable. A ten-fold increase in the sound pressure level correlates to a 10 decibel [10 dB(A)] noise level increase; however, it is judged by most people as only sounding “twice as loud”.

Figure 2: Common Noise Levels



Over time, individuals tend to accept the noises that intrude into their lives on a regular basis. However, exposure to prolonged and/or extremely loud noise(s) can prevent use of exterior and interior spaces and has been theorized to pose health risks.

Noise Regulations and Goals

The site is located in Port Angeles, WA. Title 15, Chapter 15.16, Section 15.16.010 of the Port Angeles Code of Ordinances states "The following chapters of Title 173, Washington Administrative Code [WAC], as now existing, and all future amendments, additions and new sections, are hereby adopted by reference:

A. Chapter 173-58 WAC – Sound Level Measurement Procedures;
B. Chapter 173-60 WAC – Maximum Environmental Noise Levels;
C. Chapter 173-70 WAC – Watercraft Noise Performance Standards."

Title 173, Chapter 173-60, Section 173-60-040 of the WAC states that "no person shall cause or permit noise to intrude into the property of another person which noise exceeds the maximum permissible noise levels set forth below." **Table 1** shows the maximum permissible sound level in the WAC based on the Environmental Designation for Noise Abatement (EDNA) of the noise source and the receiving property. EDNA Class A lands are categorized as lands where human beings reside and sleep, EDNA Class B lands are categorized as lands requiring protection against noise interference with speech, and EDNA Class C lands are categorized as lands involving economic activities of such a nature that higher noise levels than experienced in other areas is normally anticipated.

Table 1. Maximum Permissible Noise Levels in the Washington Administrative Code (WAC)

EDNA of Noise Source	EDNA of Receiving Property		
	Class A	**Class B**	**Class C**
Class A	55 dB(A)	57 dB(A)	60 dB(A)
Class B	57 dB(A)	60 dB(A)	65 dB(A)
Class C	60 dB(A)	65 dB(A)	70 dB(A)

Title 173, Chapter 173-60, Section 173-60-040 of the WAC also states that "between the hours of 10:00 p.m. and 7:00 a.m. the noise limitations of the foregoing table shall be reduced by 10 dBA for receiving property within Class A EDNAs." The site would be classified as a Class C EDNA, and the nearest noise sensitive receptors are residences, which would be classified as Class A EDNAs. As a result, the applicable daytime and nighttime noise level limits, based on the WAC, are 60 dB(A) and 50 dB(A), respectively, at the surrounding residential land uses.

Lastly, Title 173, Chapter 173-60, Section 173-60-040 of the WAC states that "at any hour of the day or night the applicable noise limitations above may be exceeded for any receiving property by no more than:

i. 5 dBA for a total of 15 minutes in any one-hour period; or
ii. 10 dBA for a total of 5 minutes in any one-hour period; or
iii. 15 dBA for a total of 1.5 minutes in any one-hour period."

The WAC noise level limits of 60 dB(A) during daytime hours and 50 dB(A) during nighttime hours were used for the residential land uses surrounding the site.

Noise Analysis

Noise levels from the proposed delivery station were evaluated using SoundPLAN. This program computes predicted noise levels at noise-sensitive areas through a series of adjustments to reference sound levels. SoundPLAN also accounts for topography, groundcover type, and intervening structures. Sound levels generated from employee/guest, delivery vehicles, and truck movements are anticipated to be the dominant source of noise from the proposed delivery station.

It should be noted that noise from surrounding roadways was not modeled in this analysis, although South Critchfield Road, West Edgewood Drive, and other adjacent roadways are anticipated to contribute to the ambient noise environment throughout the entire day. Since the proposed delivery station will operate throughout the majority of the day, it may be a noticeable generator of noise during nighttime hours. It should also be noted that the proposed site is within approximately 1,900 feet southeast of the main runway at the William R. Fairchild International Airport.

Rooftop HVAC Units

Rooftop HVAC equipment can generate steady, unvarying noise that may create issues when located near noise-sensitive uses. It was assumed that the rooftop HVAC units would be evenly distributed on the roof of the proposed delivery station building. The reference sound level for each HVAC unit was assumed to be 60 dB(A) at 50 feet without any reductions from shielding. The noise from the operation of the HVAC units was calculated at noise-sensitive receptors using SoundPLAN.

Noise generated from the HVAC units is not anticipated to significantly contribute to the operational site noise and is expected to be kept in control by the shielding provided by the roof edge as well as distance. Noise mitigation measures for rooftop HVAC units do not need to be considered unless the installed equipment is not acoustically similar to the assumed equipment (i.e., 60 dB(A) at 50 feet).

Delivery and Employee/Guest Vehicles

Noise from delivery and employee/guest vehicle movements on the proposed site were modeled in SoundPLAN. Most of the employee/guest vehicles accessing the site are anticipated to occur during normal daytime hours; however, some employee/guest trips will occur during nighttime hours (e.g., between the hours of 10:00 pm and 7:00 am). It should be noted that delivery vehicle movements on the proposed site are not anticipated during nighttime hours.

According to the site-specific traffic volumes prepared for the site, the daytime peak period is expected to occur from 8 – 9 am and have a maximum of fifty-six (56) employee/guest vehicles accessing the site and twenty-three (23) employee/guest vehicles exiting the site. The nighttime peak period is expected to occur from 2 – 3 am and have twenty-three (23) employee/guest vehicles accessing the site.

To account for the anticipated worst-case noise scenario from delivery vehicle and employee/guest trips at the site, a total of seventy-nine (79) employee/guest vehicles were modeled during the daytime peak hour, and a total of twenty-three (23) employee/guest vehicles were modeled during the nighttime peak hour. These vehicle movements were modeled as a combination of line sources of

noise at 15 mph along the site access roads as well as area sources of noise within the designated parking areas around the building. This represents the anticipated worst-case peak daytime and nighttime traffic conditions based on provided traffic volume data.

Delivery Trucks

Noise from the proposed delivery station will involve truck deliveries (i.e., mobile noise source) and truck loading/unloading (i.e., stationary noise source) during on-site operations. According to the site-specific traffic volumes prepared for the site, a total of one (1) line-haul truck is anticipated to access the site during the daytime peak hour, and two (2) line-haul trucks are anticipated to access the site during the nighttime peak hour and three (3) line-haul trucks are anticipated to exit the site during the nighttime peak hour.

Delivery trucks will access the site from a driveway off West Edgewood Drive and will travel to the truck court located on the western façade of the building for loading and unloading. The primary noise sources associated with delivery trucks are the air brakes, engine idling, back up alarms, engine ignition, and acceleration. Noise associated with truck operations was modeled in SoundPLAN.

To account for the anticipated worst-case noise scenario from delivery truck operations, one (1) line-haul truck was modeled during peak daytime hour, and five (5) line-haul trucks were modeled during peak nighttime hour as line sources of noise at 10 mph. This represents the anticipated worst-case traffic conditions based on provided traffic data. To account for noise generated from the truck court, loading/unloading operations were modeled as an area source for the trucks that are anticipated during the daytime and nighttime peak hours.

Results

Utilizing the input data described above, SoundPLAN was used to calculate anticipated operational noise levels at the closest noise-sensitive land uses west, northwest, north, east, and south of the delivery station property. It should be noted that predicted noise levels are conservative estimates since it was assumed that all equipment and operational activity at the proposed site would occur in a constant, simultaneous manner. In reality, it is anticipated that these noise sources would occur intermittently throughout the day and night (except for rooftop HVAC which would operate in a steady-state manner).

The SoundPLAN-predicted maximum equivalent operational noise levels at the closest noise-sensitive land uses were estimated to be near or below approximately 49 dB(A) during the peak daytime hour and the peak nighttime hour. The anticipated operational noise levels at the nearest noise-sensitive land uses in a Class A EDNA are anticipated to remain below the maximum permissible noise levels established in the Washington Administrative Code; therefore, noise mitigation is not needed at this time. However, screening should be considered along the eastern edge of the employee parking area as a conservative measure.

The anticipated daytime equivalent operational noise contours are shown in **Figure 3**, and the anticipated equivalent nighttime operational noise contours are shown in **Figure 4**.

Figure 3: Anticipated Daytime Operational Noise Contours

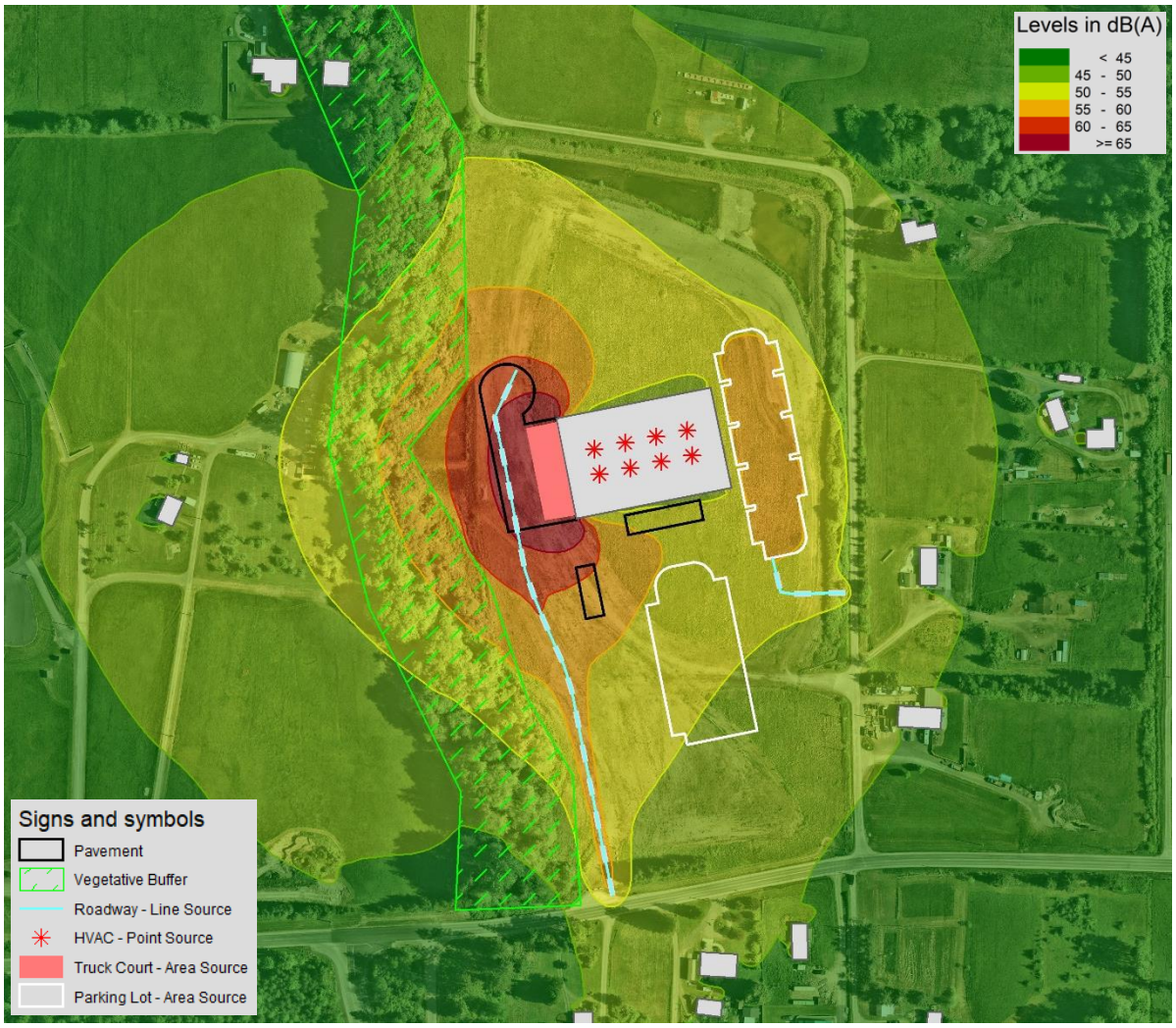
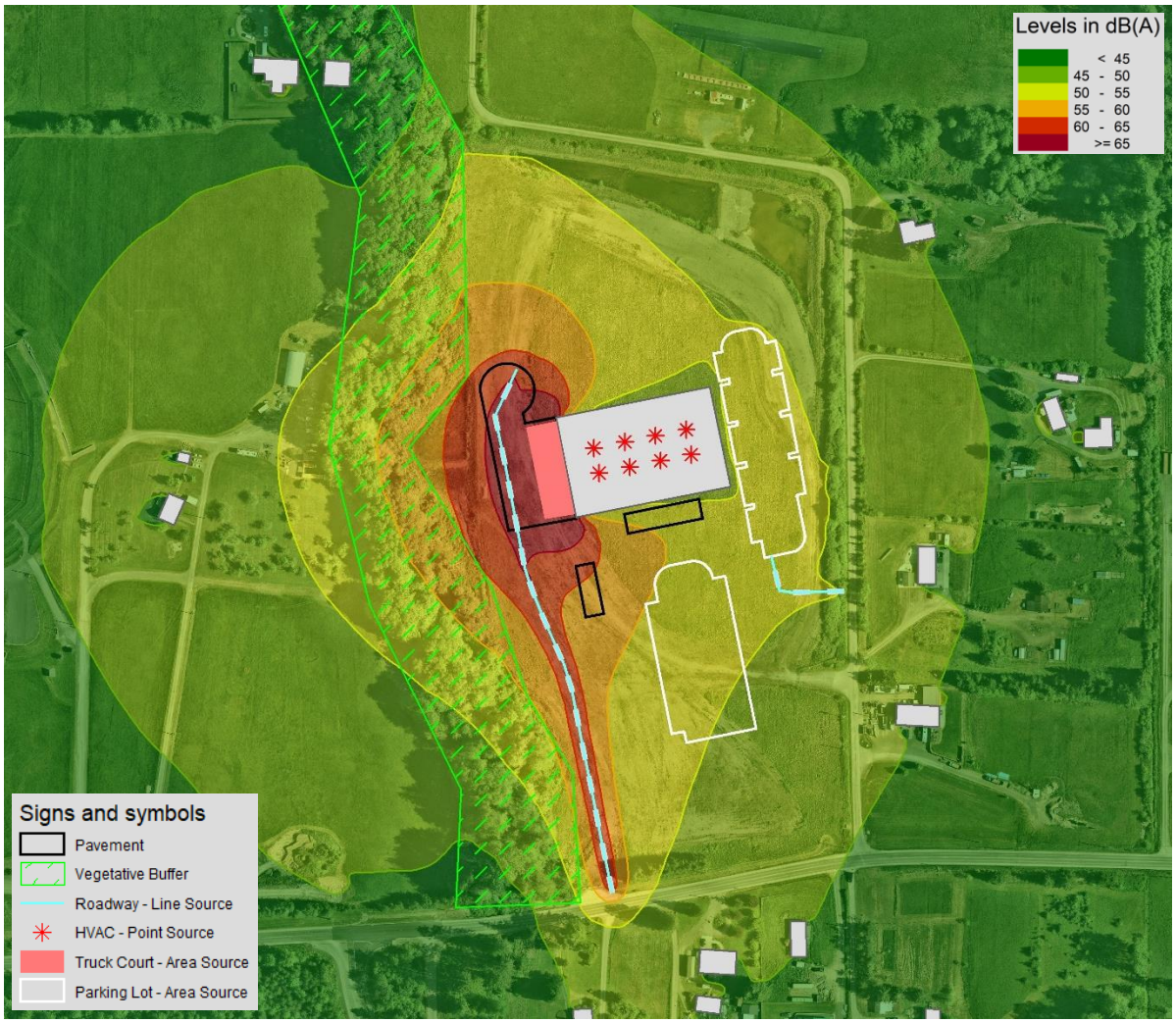


Figure 4: Anticipated Nighttime Operational Noise Contours



Conclusions

The site is generally located south/west of South Critchfield Road and north of West Edgewood Drive. The site will be located on undeveloped land with a recreation area to the north and the William R. Fairchild International Airport to the northeast. Additionally, residential land uses are located west, northwest, east, and south of the site.

After modeling and analyzing the anticipated worst-case operational scenarios at the proposed Delivery Station, it was determined that on-site operational noise levels are anticipated to remain near or below the nighttime noise level limit established in the WAC at the closest residential land uses. As a result, noise mitigation is not needed at this time. However, screening should be considered along the eastern edge of the employee parking area as a conservative measure.

TRAFFIC IMPACT ANALYSIS

PROJECT PENINSULA

JURISDICTION: CITY OF PORT ANGELES, WA
LOCATION: S AIRPORT ROAD, WEST OF W EDGEWOOD DRIVE

Prepared for:
Third Party Reliance:
8888 Keystone Crossing
Suite 1150
Indianapolis, Indiana 46240

Prepared by:
Kimley»Horn

May 2025
KH 014645003

TRAFFIC IMPACT ANALYSIS

FOR

PROJECT PENINSULA

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1. DEVELOPMENT IDENTIFICATION

Kimley-Horn and Associates, Inc. (Kimley-Horn) has been retained to analyze the traffic impacts of the proposed Project Peninsula Development (Development). This report is intended to provide the City of Port Angeles (City) with the necessary traffic generation, trip distribution, and level of service analysis to facilitate their review of the Development. Brad Lincoln, responsible for this report and traffic analysis, is a licensed professional engineer (Civil) in the State of Washington and member of the Washington State section of Institute of Transportation Engineers (ITE).

The Development is proposed to include an approximately 58,996 square-foot (SF) distribution and fulfillment center. The Development is located on parcel 073012120075 on the north side of W Edgewood Drive, west of S Critchfield Road. A site vicinity map is included in **Figure 1**. The site is currently listed as unoccupied and vacant per the Clallam County (County) Assessor & Treasurer web portal, but is occasionally used as an overflow parking area for the Extreme Sports Park to the west of the site. The site will access the City street network via three proposed full access driveways, two on the east side of the site to connect with S Critchfield Road, and one on the south side of the site to connect to W Edgewood Drive.

2. METHODOLOGY

2.1. General

The trip generation calculations for the Development have been performed using the anticipated operations of the site rather than the trip generation data contained in the ITE (2021) *Trip Generation Manual,* 11th Edition. The distribution of trips generated by the site is based on scoping discussions with the City.

2.2. Scoping of Analysis

The analysis has been performed for the 2025 existing, 2026 no-build, and 2026 build conditions to account for full buildout of the site. The level of service analysis has been performed at the following intersections during the AM and PM peak hour, based on discussions with City staff:

1. S Critchfield Road/S Hedin Road at W Edgewood Drive
2. S Dry Creek Road at W Edgewood Drive
3. S Dry Creek Road at US-101
4. S Airport Road at US-101
5. W Edgewood Drive/W Lauridsen Boulevard at S Airport Road
6. S Tumwater Truck Route (SR-117) at W Lauridsen Boulevard
7. S Lincoln Street at E Lauridsen Boulevard
8. Marine Drive at S Tumwater Truck Route (SR-117)
9. S Lincoln Street at E 1st Street
10. S Lincoln Street at E Front Street
11. S Golf Course Road/E Front Street at E 1st Street/US-101

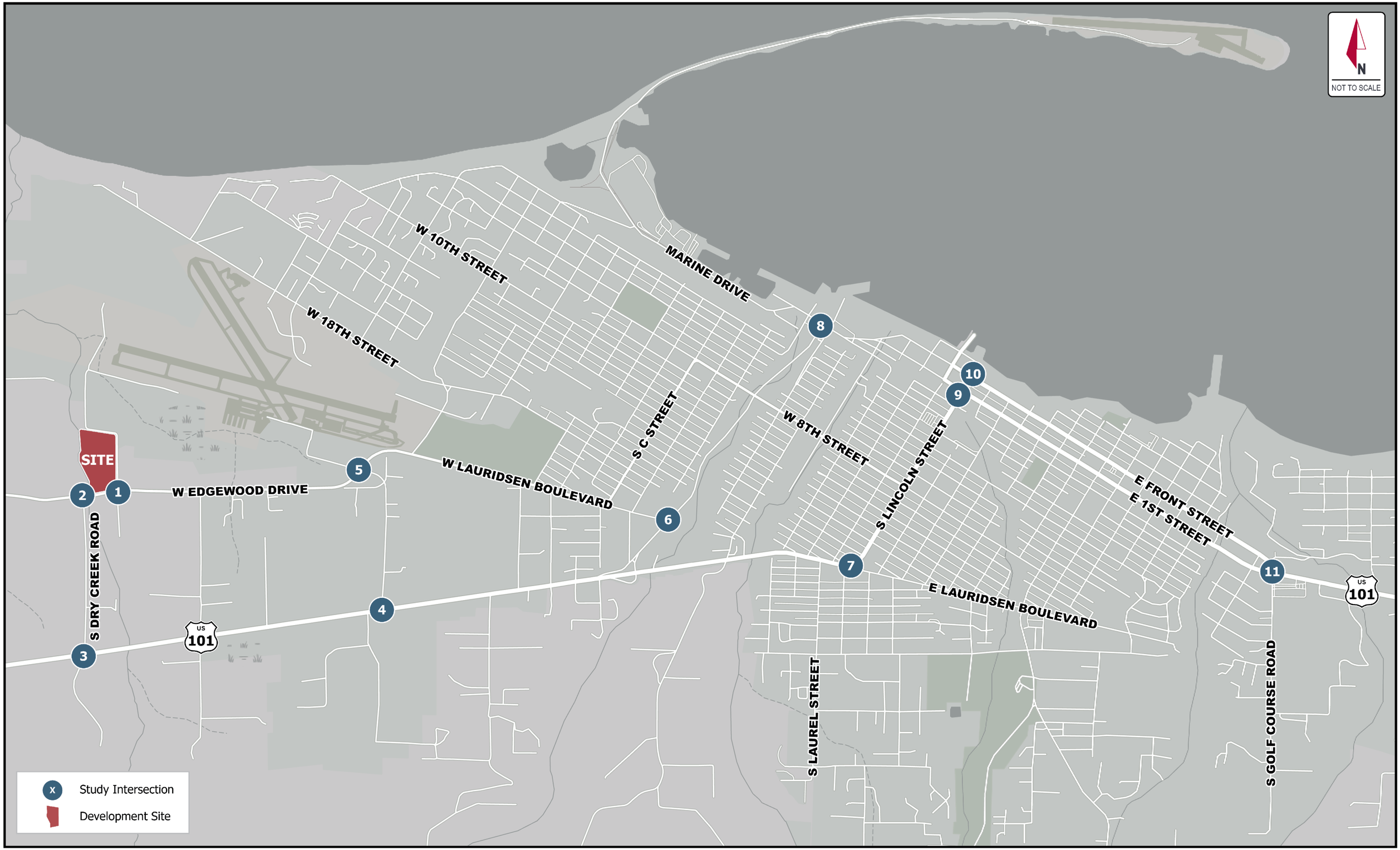

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FIGURE 1: SITE VICINITY MAP

PROJECT PENINSULA - CITY OF PORT ANGELES, WA

Congestion at intersections and along roadway is generally measured in terms of level of service (LOS). In accordance with the Transportation Research Board (2022) *Highway Capacity Manual (HCM),* 7th Edition, road facilities and intersections are rated between LOS A and LOS F, with LOS A being free flow and LOS F being forced flow or over-capacity conditions. The LOS at signalized, roundabout, and all-way stop-controlled intersections is based on the average delay of all approaches. The LOS for two-way stop-controlled intersections is based on average delays for the critical stopped approach. Geometric characteristics and conflicting traffic movements are taken into consideration when determining LOS values. A summary of the intersection LOS criteria is included in **Table 1**.

Table 1: Level of Service Criteria

Level of Service[1]	Expected Delay	Intersection Control Delay (Seconds per Vehicle)	
		Unsignalized Intersections	Signalized Intersections
A	Little/No Delay	≤10	≤10
B	Short Delays	>10 and ≤15	>10 and ≤20
C	Average Delays	>15 and ≤25	>20 and ≤35
D	Long Delays	>25 and ≤35	>35 and ≤55
E	Very Long Delays	>35 and ≤50	>55 and ≤80
F	Extreme Delays[2]	>50	>80

The City's *2023 Amended Comprehensive Plan* states in Policies P-8B.01 and P-8B.08 that all arterial streets and Highways of Statewide Significance (HSS) shall function at an average daily LOS D or better, consistent with the Regional Transportation Plan (RTP).

[1] **Source:** *Highway Capacity Manual,* 7th Edition.
LOS A: Free-flow traffic conditions, with minimal delay to stopped vehicles (no vehicle is delayed longer than one cycle at signalized intersection).
LOS B: Generally stable traffic flow conditions.
LOS C: Occasional back-ups may develop but delay to vehicles is short term and still tolerable.
LOS D: During short periods of the peak hour, delays to approaching vehicles may be substantial but are tolerable during times of less demand (i.e., vehicles delayed one cycle or less at signal).
LOS E: Intersections operate at or near capacity, with long queues developing on all approaches and long delays.
LOS F: Jammed conditions on all approaches with excessively long delays and vehicles unable to move at times.
[2] When demand volume exceeds the capacity of the lane, extreme delays will be encountered with queuing which may cause severe congestion affecting other traffic movements in the intersection.

3. TRIP GENERATION

Trip generation calculations for the proposed Development are based on the anticipated operations of the site and are significantly different during the PM peak hour than standard data published by the ITE. These operations are designed to reduce trips during the weekday PM peak hour, which results in significantly fewer PM peak hour trips being generated be the Development than what ITE data identifies. The use of this site specific data was requested from the City and County staff during the scoping process. The applicant provided trip generation data based on similar sites is summarized in **Table 2**.

Table 2: Trip Generation Summary

58,996 SF High-Cube Fulfillment (Sort)	Average Daily Trips (ADTs)			AM Peak Hour Trips			PM Peak Hour Trips		
	In	Out	Total	In	Out	Total	In	Out	Total
Generation Rate	9.628 trips per 1,000 SF			1.373 trips per 1,000 SF			0.203 trips per 1,000 SF		
Splits	50%	50%	100%	69%	31%	100%	17%	83%	100%
Passenger Trips	272	272	544	56	25	81	2	10	12
Linehaul Truck Trips	12	12	24	0	0	0	0	0	0

The Development is anticipated to generate approximately 568 new ADTs with approximately 81 new AM peak hour trips and approximately 12 new PM peak hour trips. The applicant provided trip generation summary is provided in **Appendix A**.

4. TRIP DISTRIBUTION

The distribution of trips generated by the Development is primarily based on surrounding land. The trip distribution is:

- 65% to and from the southeast along US-101
- 25% to and from the east along E Lauridsen Boulevard
- 10% to and from the southwest along US-101

Local roadways to the north and south could be impacted by a limited number of trips based on the number of local deliveries to that area. A detailed trip distribution of the applicant provided volumes for the AM and PM peak hour is displayed in Error! Reference source not found. for passenger car trips and Error! Reference source not found. for linehaul truck trips, respectively. It should be noted that linehaul truck activities will occur outside the typical AM and PM peak hours. Therefore, these anticipated truck trips are displayed to have no volumes during these periods.

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FIGURE 2: PASSENGER CAR TRIP DISTRIBUTION - AM(PM) PEAK HOUR

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FIGURE 3: LINEHAUL TRUCK TRIP DISTRIBUTION - AM(PM) PEAK HOUR

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5. INTERSECTION LEVEL OF SERVICE ANALYSIS

The following intersections have been analyzed as part of this report based on scoping discussions with City staff:

1. S Critchfield Road/S Hedin Road at W Edgewood Drive
2. S Dry Creek Road at W Edgewood Drive
3. S Dry Creek Road at US-101
4. S Airport Road at US-101
5. W Edgewood Drive/W Lauridsen Boulevard at S Airport Road
6. S Tumwater Truck Route (SR-117) at W Lauridsen Boulevard
7. S Lincoln Street at E Lauridsen Boulevard
8. Marine Drive at S Tumwater Truck Route (SR-117)
9. S Lincoln Street at E 1st Street
10. S Lincoln Street at E Front Street
11. S Golf Course Road/E Front Street at E 1st Street/US-101

The intersections have been analyzed for the weekday AM and PM peak hours.

5.1. Turning Movement Calculations

The existing AM peak hour and PM peak hour turning movements at the study intersections were collected by the independent count firm IDAX in April 2025. The 2025 existing turning movements at the study intersections are shown in **Figure 4**. The existing count data is included in **Appendix B**.

The year 2026 was used to forecast future volume projections based on the anticipated completion of the Development. The 2026 no-build turning movements have been calculated by applying a 1.5% annually compounding growth rate to the 2025 existing turning. The growth rate is noted in the Port Angeles Comprehensive Plan and remains in line with local population growth projections. The 2026 no-build turning movements at the study intersections are shown in **Figure 5**.

The 2026 build turning movements at the study intersections have been calculated by adding the trips generated by the Development to the 2026 no-build turning movements. The 2026 build turning movements are shown in **Figure 6**. The turning movement calculations are included in **Appendix C**.

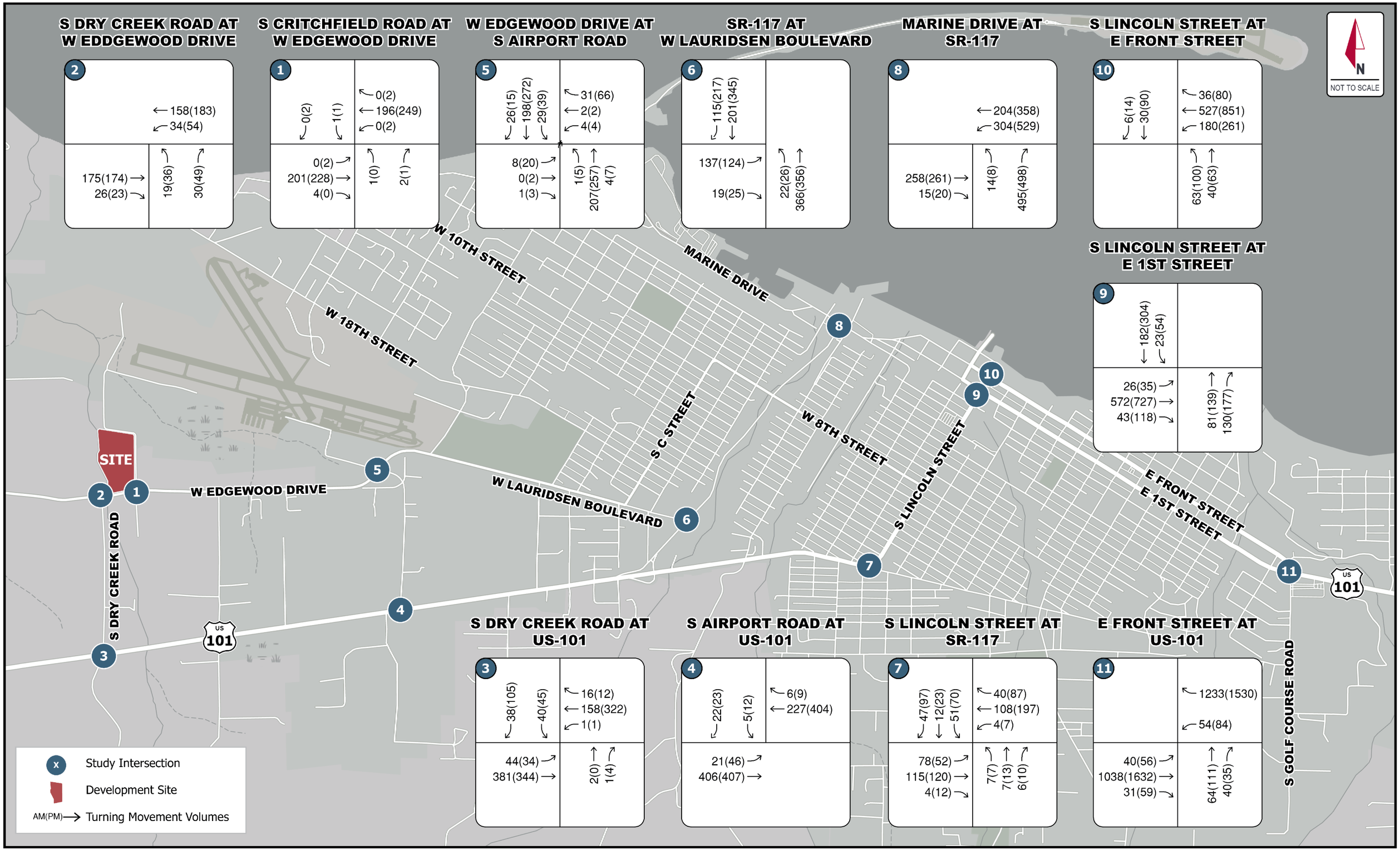

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FIGURE 4: 2025 EXISTING TURNING MOVEMENTS

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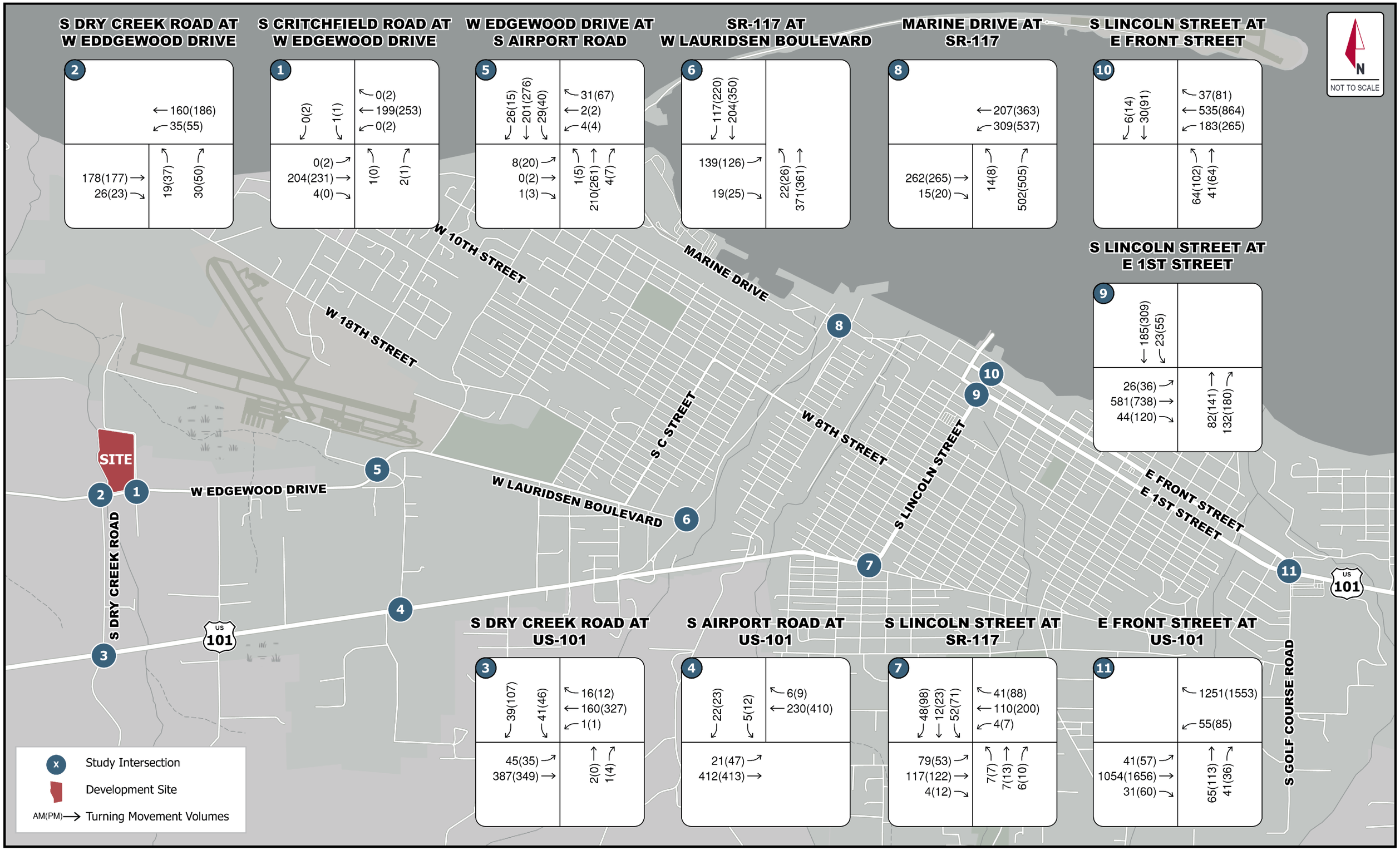

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FIGURE 5: 2026 NO-BUILD TURNING MOVEMENTS

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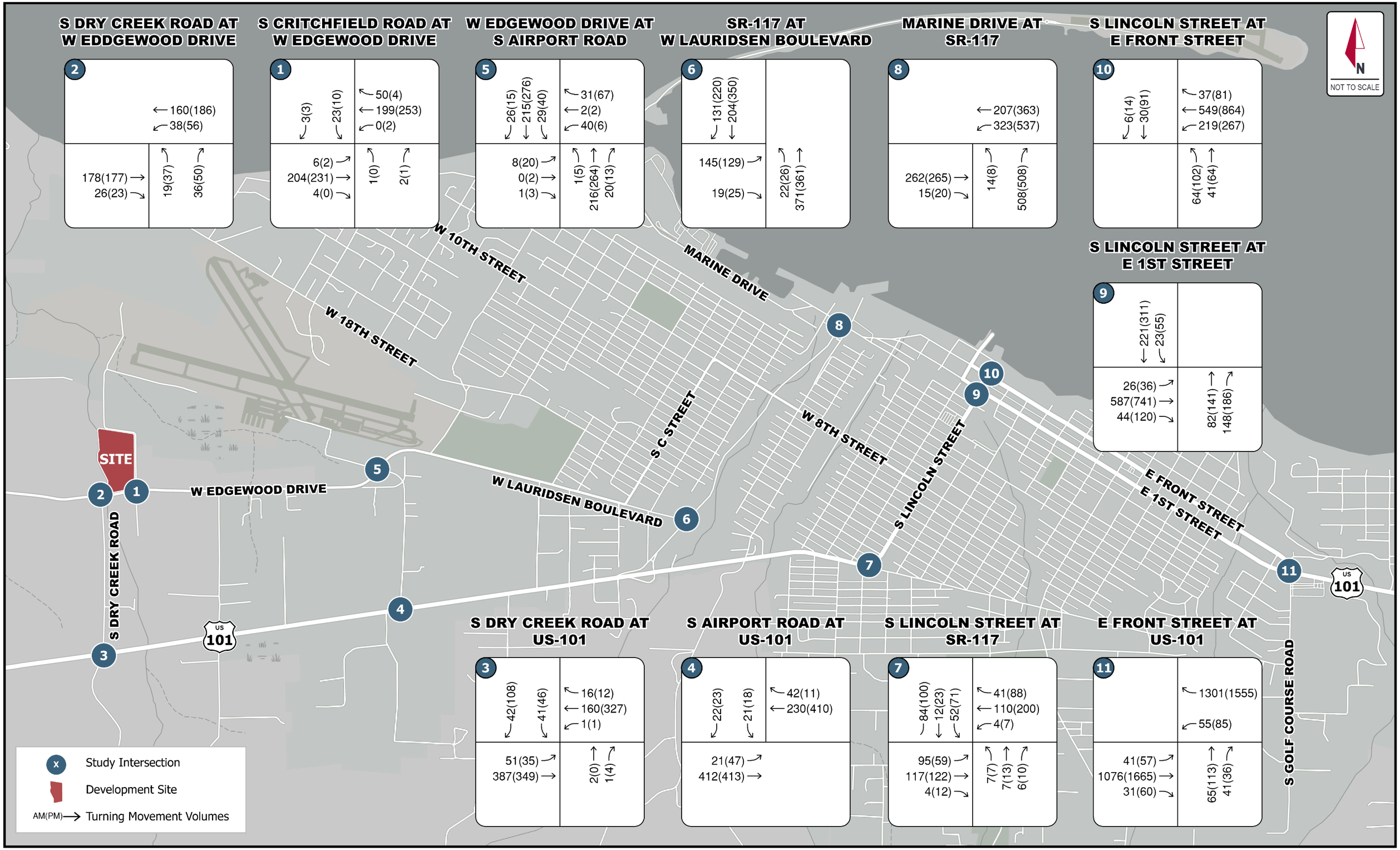

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FIGURE 6: 2026 BUILD TURNING MOVEMENTS

PROJECT PENINSULA - CITY OF PORT ANGELES, WA

5.2. Level of Service Calculations

The 2025 existing LOS calculations have been performed using the existing channelization, existing intersection control, signal timing data from the City and the Washington State Department of Transportation (WSDOT), peak hour factors, and heavy vehicle factors from the 2025 turning movement counts. The 2026 no-build and build LOS calculations include the existing channelization. The LOS summary for the AM peak hour is included in **Table 3** and the LOS summary for the PM peak hour is included in

Table 4.

Table 3: Level of Service Summary – AM Peak Hour

Intersection	Control	2025 Existing Conditions		2026 No-Build Conditions		2026 Build Conditions	
		LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
1. S Critchfield Road at W Edgewood Drive	Two-Way Stop Control	B	13.4	B	13.5	B	14.7
2. S Dry Creek Road at W Edgewood Drive	Two-Way Stop Control	B	11.6	B	11.7	B	11.6
3. S Dry Creek Road at US-101	Two-Way Stop Control	B	11.3	B	11.4	B	11.4
4. S Airport Road at US-101	Two-Way Stop Control	B	10.7	B	10.8	B	12.0
5. W Edgewood Drive/W Lauridsen Boulevard at S Airport Road	Two-Way Stop Control	C	15.2	C	15.3	C	15.7
6. W Lauridsen Boulevard at S Tumwater Truck Route (SR-117)	Two-Way Stop Control	C	17.9	C	18.3	C	18.8
7. S Lincoln Street at E Lauridsen Boulevard	Signal	B	16.8	B	16.9	B	16.9
8. S Tumwater Truck Route (SR-117) at Marine Drive	Signal	B	16.7	B	17.0	B	17.5
9. N Lincoln Street at E 1st Street	Signal	A	9.1	A	9.1	B	10.2
10. N Lincoln Street at E Front Street	Signal	A	6.2	A	6.3	A	6.3
11. S Golf Course Road at E Front Street/E 1st Street	Signal	A	8.7	A	9.0	A	9.2

Table 4: Level of Service Summary – PM Peak Hour

Intersection	Control	2025 Existing Conditions		2026 No-Build Conditions		2026 Build Conditions	
		LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
1. S Critchfield Road at W Edgewood Drive	Two-Way Stop Control	B	11.3	B	11.3	B	13.3
2. S Dry Creek Road at W Edgewood Drive	Two-Way Stop Control	B	10.9	B	11.0	B	11.0
3. S Dry Creek Road at US-101	Two-Way Stop Control	B	11.8	B	11.9	B	11.9
4. S Airport Road at US-101	Two-Way Stop Control	B	12.5	B	12.6	B	13.1
5. W Edgewood Drive/W Lauridsen Boulevard at S Airport Road	Two-Way Stop Control	C	16.4	C	16.7	C	16.7
6. W Lauridsen Boulevard at S Tumwater Truck Route (SR-117)	Two-Way Stop Control	C	21.4	C	24.9	D	25.3
7. S Lincoln Street at E Lauridsen Boulevard	Signal	B	10.6	B	10.4	B	10.4
8. S Tumwater Truck Route (SR-117) at Marine Drive	Signal	D	40.5	D	43.2	D	43.1
9. N Lincoln Street at E 1st Street	Signal	B	12.3	B	12.4	B	12.4
10. N Lincoln Street at E Front Street	Signal	A	8.6	A	8.7	A	8.7
11. S Golf Course Road at E Front Street/E 1st Street	Signal	B	15.0	B	15.6	B	15.8

The analysis shows that the study intersections currently operate at LOS C or better during the AM peak hour and LOS D or better during the PM peak hour. The study intersections are anticipated to remain at LOS C or better during the AM peak hour and LOS D during the PM peak hour under the 2026 no-build and build conditions. Future improvements to the study intersections should therefore not be a condition of mitigation for the Development. The intersection LOS calculations are provided in the **Appendix D**.

6. SITE ACCESS

The Development is proposed to include three access driveways, two along S Critchfield Road and one along W Edgewood Drive. It is anticipated that the majority of the trips generated by the Development will travel to and from the east along US-101, split along S Lincoln Street and S Tumwater Truck Route (SR-117). The posted speed limit in the site vicinity is 25 miles per hour (mph) along S Critchfield Road and 45 mph along W Edgewood Drive. The section of S Critchfield Road is not classified according to the WSDOT Functional Classification Map and is assumed to be a local roadway. W Edgewood Drive is assumed to be a collector roadway based on discussions with County staff.

The required stopping and intersection sight distances have been based on the American Association of State Highway and Transportation Officials (AASHTO) for a speed limit of 25 mph, which are 155 feet and 280 feet, and a speed limit of 45 mph, which are 360 feet and 500 feet, respectively. The site accesses are anticipated to meet City sight distance requirements, having at least 300 feet of clear line of sight in both directions along S Critchfield Road and over 500 feet of sight distance in both directions along W Edgewood Drive with vegetation maintenance within the public right-of-way.

7. COLLISION ANALYSIS

Collision data was obtained from WSDOT for the time period between January 1, 2019, through June 31, 2024. The data shows a total of 93 collisions at the study intersections over the study period. The collision data is provided in **Appendix E**.

7.1. Collision Severity

The number of collisions by severity are summarized by year in **Table 5**.

Table 5: Collision Severity by Year

Severity	2019	2020	2021	2022	2023	2024	Total
(K) Fatal Injury	0	0	0	0	0	0	**0**
(A) Suspected Serious Injury	0	0	0	0	0	0	**0**
(B) Suspected Minor Injury	0	2	2	1	2	1	**8**
(C) Possible Injury	6	3	3	1	2	2	**17**
(O) No Apparent Injury	16	4	15	13	16	4	**68**
Total	**22**	**9**	**20**	**15**	**20**	**7**	**93**

The 5 ½-year collision data shows that there no fatal or serious injury collisions (0.0% of collisions), eight suspected minor injury collisions (8.6% of collisions), 17 possible injury collisions (18.3% of collisions), and 68 no apparent injury/property damage only collisions (73.1% of collisions).

7.2. Collision Types

The number of collisions and types of collisions for the study intersections are summarized in **Table 6**.

Table 6: Collision Type Summary

Intersection	Rear-End	At-Angle	Fixed Object	Left Turn	Ped/Bike	Side swipe	Other	Total Collisions	Collisions/ Year
1. S Critchfield Road at W Edgewood Drive	0	0	0	0	0	0	0	0	0.0
2. S Dry Creek Road at W Edgewood Drive	0	0	0	1	0	0	0	1	0.2
3. S Dry Creek Road at US-101	3	8	0	0	0	0	1	12	2.2
4. S Airport Road at US-101	0	1	1	0	0	0	0	2	0.4
5. W Edgewood Drive/W Lauridsen Boulevard at S Airport Road	0	2	1	0	0	0	0	3	0.5
6. W Lauridsen Boulevard at S Tumwater Truck Route (SR-117)	1	3	1	0	0	0	0	5	0.9
7. S Lincoln Street at E Lauridsen Boulevard	2	3	2	3	0	3	1	14	2.5
8. S Tumwater Truck Route (SR-117) at Marine Drive	2	0	3	3	2	2	1	13	2.4
9. N Lincoln Street at E 1st Street	4	4	0	0	3	0	1	12	2.2
10. N Lincoln Street at E Front Street	6	0	3	3	3	0	0	15	2.7
11. S Golf Course Road at E Front Street/E 1st Street	10	5	1	0	0	0	0	16	2.9

The collision types are consistent with the anticipated collisions for the study intersections. Rear-end and at-angle collision are the most common collision types. Rear-end collisions primarily occurred at the S Golf Course Road at E Front Street/E 1st Street intersection primarily caused by following too closely and distracted driving.

7.3. Collision Rates

The collision rates at the study intersections have also been evaluated. The collisions per million entering vehicles (MEV) is the standard rate for intersections. The ADTs at the study intersection have been estimated using a rate of ten daily trips to one PM peak-hour trip. The collision rates at the study intersections are summarized in **Table 7**.

Table 7: Collision Rate Summary

Intersection	PM Peak Hour Intersection Volume	K-Factor	Total Collisions	Years	Collision Rate
1. S Critchfield Road at W Edgewood Drive	487	10	0	5.5	0.00
2. S Dry Creek Road at W Edgewood Drive	519	10	1	5.5	0.10
3. S Dry Creek Road at US-101	867	10	12	5.5	0.69
4. S Airport Road at US-101	901	10	2	5.5	0.11
5. W Edgewood Drive/W Lauridsen Boulevard at S Airport Road	692	10	3	5.5	0.22
6. W Lauridsen Boulevard at S Tumwater Truck Route (SR-117)	1,093	10	5	5.5	0.23
7. S Lincoln Street at E Lauridsen Boulevard	695	10	14	5.5	1.00
8. S Tumwater Truck Route (SR-117) at Marine Drive	1,674	10	13	5.5	0.39
9. N Lincoln Street at E 1st Street	1,554	10	12	5.5	0.38
10. N Lincoln Street at E Front Street	1,459	10	15	5.5	0.51
11. S Golf Course Road at E Front Street/E 1st Street	3,507	10	16	5.5	0.23

8. CONCLUSIONS

The Development is proposed to include an approximately 58,996 SF distribution and fulfillment center. The site is currently unoccupied and vacant. The Development is anticipated to generate approximately 568 new ADTs with approximately 81 new AM peak hour trips and approximately 12 new PM peak hour trips. The study intersections currently operate at LOS D or better and are anticipated to remain at acceptable LOS D or better under the 2026 build conditions. The site is anticipated to have acceptable sight distances in both directions along S Critchfield Road and W Edgewood Drive.

APPENDIX A

TRIP GENERATION SUMMARY

Traffic Schedule

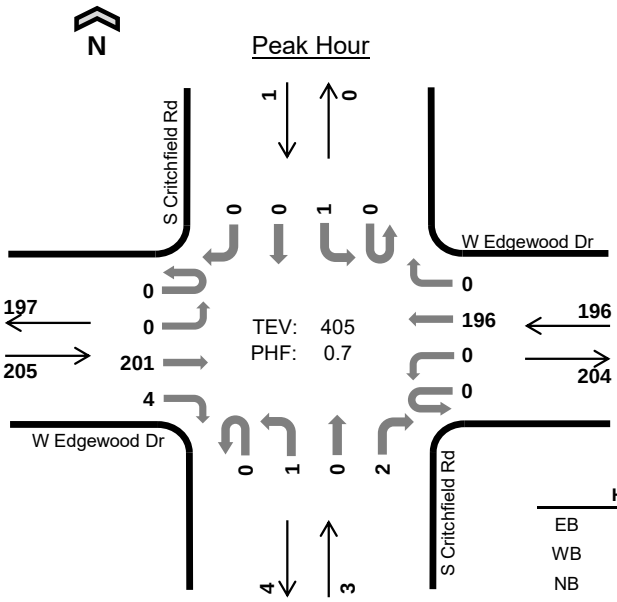
	Autos (Passenger)			Box Trucks			Vans			Other Vehicles			Line-Haul Trucks			Total		
Time	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	1	1	2
00:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	1	1	2
01:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1
02:00	25	0	25	0	0	0	0	0	0	0	0	0	2	1	3	27	1	28
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	2	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	1	1	2
04:00	2	5	7	2	0	2	0	0	0	0	0	0	0	2	2	4	7	11
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	0	2	2	0	2	0	0	0	0	0	0	1	0	1	5	0	5
05:30	8	0	8	0	0	0	0	0	0	0	0	0	0	1	1	8	1	9
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	11	0	11	0	0	0	0	0	0	0	0	0	0	1	1	11	1	12
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	38	25	63	0	0	0	0	0	0	0	0	0	0	0	0	38	25	63
08:30	18	0	18	0	0	0	0	0	0	0	0	0	0	0	0	18	0	18
09:00	18	0	18	0	0	0	0	18	18	0	0	0	0	0	0	18	18	36
09:30	17	0	17	0	0	0	0	18	18	0	0	0	0	0	0	17	18	35
10:00	0	11	11	0	0	0	0	18	18	0	0	0	0	0	0	0	29	29
10:30	0	0	0	0	0	0	0	17	17	24	0	24	0	0	0	24	17	41
11:00	0	12	12	0	0	0	0	0	0	19	0	19	0	0	0	19	12	31
11:30	0	0	0	0	0	0	0	0	0	0	24	24	0	0	0	0	24	24
12:00	0	0	0	0	0	0	0	0	0	0	19	19	0	0	0	0	19	19
12:30	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	2	2	0	2	2	0	0	0	0	0	0	0	0	0	0	4	4
16:00	0	2	2	0	2	2	0	0	0	0	0	0	0	0	0	0	4	4
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	2	10	12	0	0	0	0	0	0	0	0	0	0	0	0	2	10	12
18:00	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
18:30	0	0	0	0	0	0	18	0	18	0	0	0	0	0	0	18	0	18
19:00	0	18	18	0	0	0	18	0	18	0	0	0	0	0	0	18	18	36
19:30	0	18	18	0	0	0	18	0	18	0	0	0	0	0	0	18	18	36
20:00	0	18	18	0	0	0	17	0	17	0	0	0	0	0	0	17	18	35
20:30	0	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	25	25
21:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
21:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	5	0	5	0	0	0	0	0	0	0	0	0	1	0	1	6	0	6
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1
Total	154	154	308	4	4	8	71	71	142	43	43	86	12	12	24	284	284	568

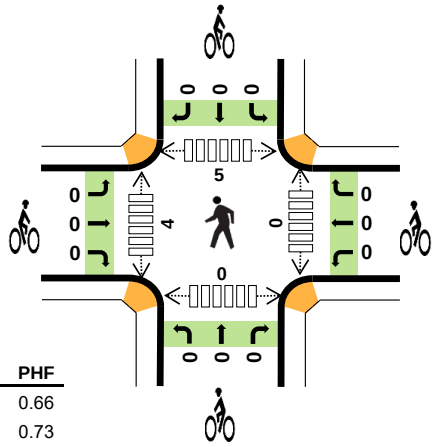
APPENDIX B

COUNT DATA

S Critchfield Rd
W Edgewood Dr

Date: 04/23/2025
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV %:	PHF
EB	3.9%	0.66
WB	5.1%	0.73
NB	0.0%	0.38
SB	0.0%	0.25
TOTAL	4.4%	0.70

Two-Hour Count Summaries

Interval Start	W Edgewood Dr Eastbound				W Edgewood Dr Westbound				S Critchfield Rd Northbound				S Critchfield Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	16	0	0	1	36	0	0	0	0	0	0	1	0	0	54	0
7:15 AM	0	0	19	0	0	1	31	0	0	1	0	2	0	1	0	0	55	0
7:30 AM	0	0	36	0	0	0	38	0	0	0	0	1	0	0	0	0	75	0
7:45 AM	0	0	30	0	0	0	31	1	0	1	0	0	0	0	0	0	63	247
8:00 AM	**0**	**0**	**38**	**1**	**0**	**0**	**33**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**73**	266
8:15 AM	**0**	**0**	**32**	**1**	**0**	**0**	**52**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**86**	297
8:30 AM	**0**	**0**	**77**	**1**	**0**	**0**	**67**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**145**	367
8:45 AM	**0**	**0**	**54**	**1**	**0**	**0**	**44**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**101**	**405**
Count Total	0	0	302	4	0	2	332	1	0	3	0	5	0	3	0	0	652	0
Peak Hour All	**0**	**0**	**201**	**4**	**0**	**0**	**196**	**0**	**0**	**1**	**0**	**2**	**0**	**1**	**0**	**0**	**405**	**0**
Peak Hour HV	**0**	**0**	**8**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**0**
Peak Hour HV%	**-**	**-**	**4%**	**0%**	**-**	**-**	**5%**	**-**	**-**	**0%**	**-**	**0%**	**-**	**0%**	**-**	**-**	**4%**	**0**

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

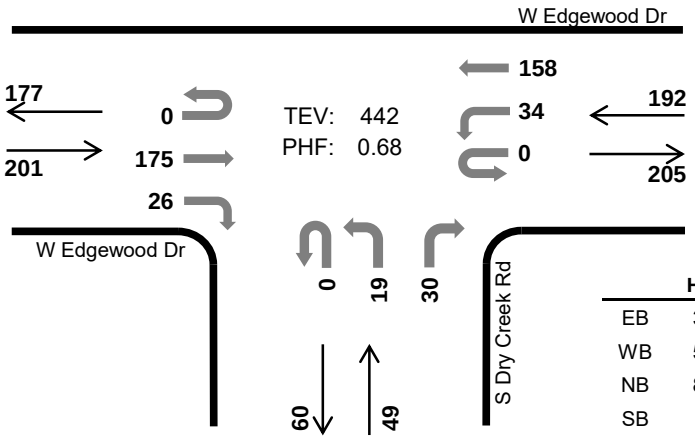
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	3	0	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	3	1	0	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**2**	**2**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**0**	**5**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**4**	**4**	**0**	*8*
8:30 AM	**4**	**2**	**0**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:45 AM	**2**	**1**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***
Count Total	12	15	0	0	*27*	0	0	0	0	*0*	0	4	5	0	*9*
Peak Hour	**8**	**10**	**0**	**0**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**4**	**5**	**0**	***9***

S Dry Creek Rd
W Edgewood Dr

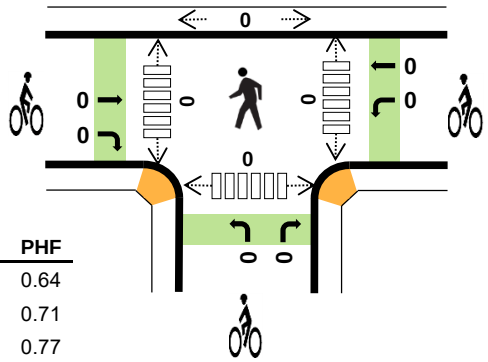
N

Peak Hour

Date: 04/23/2025
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	3.0%	0.64
WB	5.2%	0.71
NB	8.2%	0.77
SB	-	-
TOTAL	4.5%	0.68



Two-Hour Count Summaries

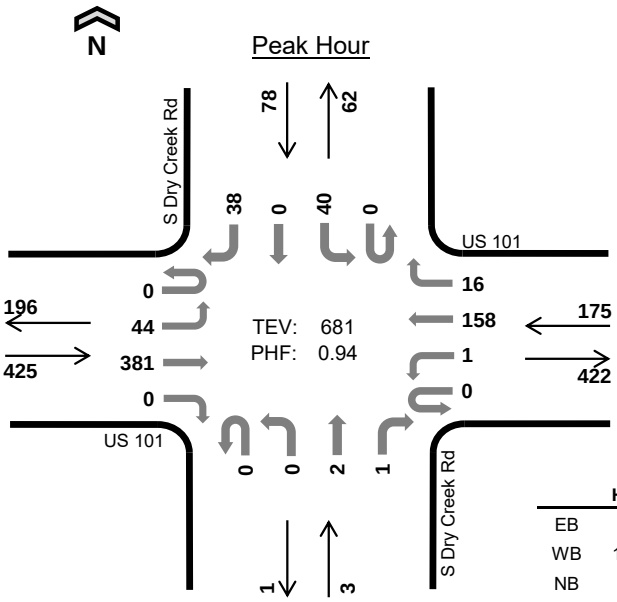
Interval Start	W Edgewood Dr Eastbound				W Edgewood Dr Westbound				S Dry Creek Rd Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	12	3	0	5	31	0	0	2	0	4	0	0	0	0	57	0
7:15 AM	0	0	16	4	0	4	27	0	0	6	0	4	0	0	0	0	61	0
7:30 AM	0	0	36	5	0	12	26	0	0	5	0	4	0	0	0	0	88	0
7:45 AM	0	0	19	2	0	8	25	0	0	5	0	7	0	0	0	0	66	272
8:00 AM	**0**	**0**	**36**	**3**	**0**	**5**	**27**	**0**	**0**	**5**	**0**	**5**	**0**	**0**	**0**	**0**	**81**	296
8:15 AM	**0**	**0**	**27**	**5**	**0**	**7**	**43**	**0**	**0**	**5**	**0**	**3**	**0**	**0**	**0**	**0**	**90**	325
8:30 AM	**0**	**0**	**69**	**9**	**0**	**11**	**57**	**0**	**0**	**5**	**0**	**11**	**0**	**0**	**0**	**0**	**162**	399
8:45 AM	**0**	**0**	**43**	**9**	**0**	**11**	**31**	**0**	**0**	**4**	**0**	**11**	**0**	**0**	**0**	**0**	**109**	**442**
Count Total	0	0	258	40	0	63	267	0	0	37	0	49	0	0	0	0	714	0
Peak Hour All	**0**	**0**	**175**	**26**	**0**	**34**	**158**	**0**	**0**	**19**	**0**	**30**	**0**	**0**	**0**	**0**	**442**	**0**
Peak Hour HV	**0**	**0**	**6**	**0**	**0**	**2**	**8**	**0**	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**20**	**0**
Peak Hour HV%	**-**	**-**	**3%**	**0%**	**-**	**6%**	**5%**	**-**	**-**	**5%**	**-**	**10%**	**-**	**-**	**-**	**-**	**5%**	**0**

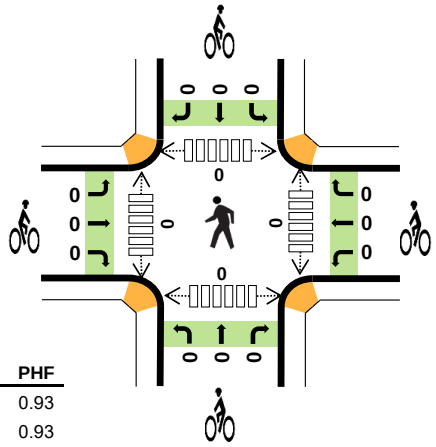
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

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

S Dry Creek Rd
US 101

Date: 04/23/2025
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM





	HV %:	PHF
EB	7.1%	0.93
WB	19.4%	0.93
NB	0.0%	0.38
SB	10.3%	0.85
TOTAL	10.6%	0.94

Two-Hour Count Summaries

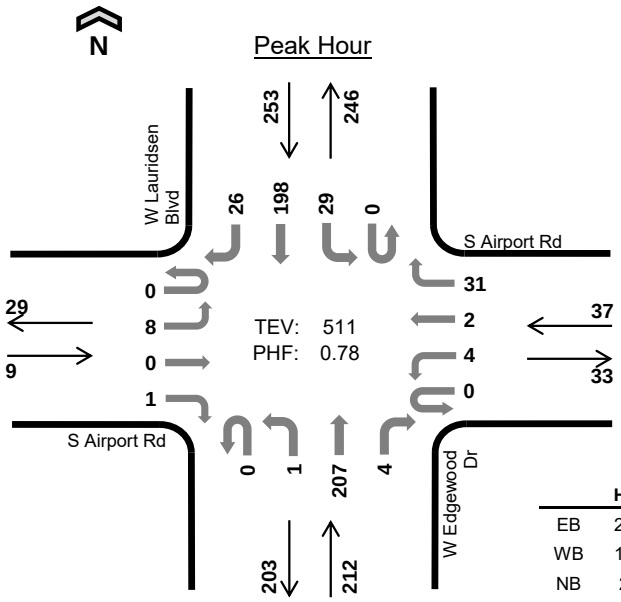
Interval Start		US 101 Eastbound				US 101 Westbound				S Dry Creek Rd Northbound				S Dry Creek Rd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	13	58	0	0	0	46	4	0	1	0	0	0	9	0	14	145	0
7:15 AM		0	14	79	0	0	0	38	3	0	0	0	0	0	11	0	6	151	0
7:30 AM		**0**	**12**	**93**	**0**	**0**	**1**	**35**	**4**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**10**	**165**	0
7:45 AM		**0**	**16**	**94**	**0**	**0**	**0**	**39**	**4**	**0**	**0**	**1**	**0**	**0**	**14**	**0**	**9**	**177**	638
8:00 AM		**0**	**5**	**109**	**0**	**0**	**0**	**43**	**4**	**0**	**0**	**1**	**1**	**0**	**9**	**0**	**9**	**181**	674
8:15 AM		**0**	**11**	**85**	**0**	**0**	**0**	**41**	**4**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**10**	**158**	**681**
8:30 AM		0	8	79	0	0	0	50	5	0	0	0	0	0	7	0	13	162	678
8:45 AM		0	8	86	0	0	0	52	2	0	0	0	0	0	8	0	21	177	678
Count Total		0	87	683	0	0	1	344	30	0	1	2	1	0	75	0	92	1,316	0
Peak Hour	**All**	**0**	**44**	**381**	**0**	**0**	**1**	**158**	**16**	**0**	**0**	**2**	**1**	**0**	**40**	**0**	**38**	**681**	**0**
	HV	**0**	**2**	**28**	**0**	**0**	**0**	**33**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**4**	**72**	**0**
	HV%	**-**	**5%**	**7%**	**-**	**-**	**0%**	**21%**	**6%**	**-**	**-**	**0%**	**0%**	**-**	**10%**	**-**	**11%**	**11%**	**0**

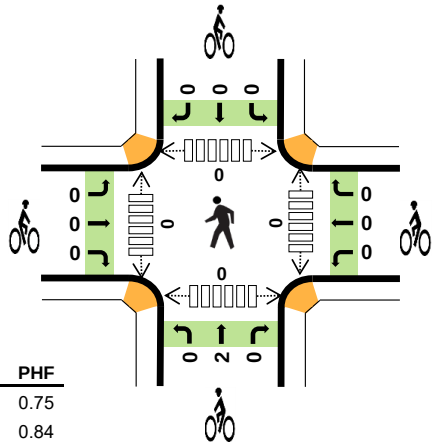
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	4	18	0	4	*26*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	8	15	0	3	*26*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	**4**	**11**	**0**	**2**	***17***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**6**	**9**	**0**	**4**	***19***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**11**	**5**	**0**	**0**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**9**	**9**	**0**	**2**	***20***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:30 AM	5	7	0	1	*13*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	7	10	0	2	*19*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	54	84	0	18	*156*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	**30**	**34**	**0**	**8**	***72***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

W Lauridsen Blvd
S Airport Rd

Date: 04/23/2025
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV %:	PHF
EB	22.2%	0.75
WB	13.5%	0.84
NB	2.8%	0.65
SB	5.9%	0.88
TOTAL	5.5%	0.78

Two-Hour Count Summaries

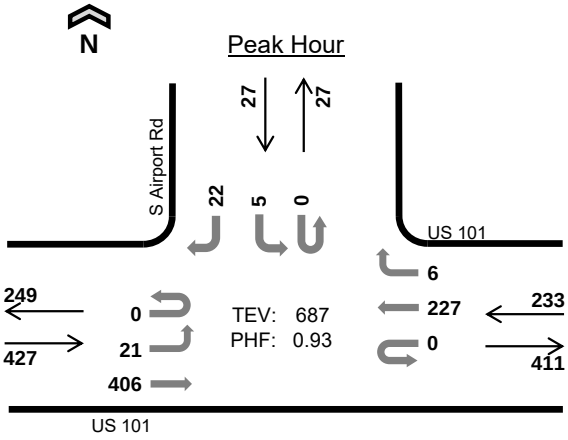
Interval Start		S Airport Rd Eastbound				S Airport Rd Westbound				W Edgewood Dr Northbound				W Lauridsen Blvd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	0	0	0	0	4	0	1	20	1	0	7	40	2	75	0
7:15 AM		0	2	0	0	0	1	0	15	0	2	21	0	0	6	30	6	83	0
7:30 AM		0	1	0	0	0	1	0	10	0	0	38	0	0	8	35	5	98	0
7:45 AM		0	0	0	1	0	0	0	8	0	1	43	2	0	3	39	4	101	357
8:00 AM		**0**	**3**	**0**	**0**	**0**	**1**	**2**	**8**	**0**	**0**	**38**	**0**	**0**	**12**	**37**	**12**	**113**	395
8:15 AM		**0**	**0**	**0**	**0**	**0**	**2**	**0**	**8**	**0**	**0**	**31**	**0**	**0**	**6**	**49**	**5**	**101**	413
8:30 AM		**0**	**2**	**0**	**1**	**0**	**0**	**0**	**7**	**0**	**0**	**78**	**3**	**0**	**4**	**66**	**2**	**163**	478
8:45 AM		**0**	**3**	**0**	**0**	**0**	**1**	**0**	**8**	**0**	**1**	**60**	**1**	**0**	**7**	**46**	**7**	**134**	**511**
Count Total		0	11	0	2	0	6	2	68	0	5	329	7	0	53	342	43	868	0
Peak Hour	**All**	**0**	**8**	**0**	**1**	**0**	**4**	**2**	**31**	**0**	**1**	**207**	**4**	**0**	**29**	**198**	**26**	**511**	**0**
	HV	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**4**	**0**	**0**	**6**	**0**	**0**	**5**	**9**	**1**	**28**	**0**
	HV%	**-**	**13%**	**-**	**100%**	**-**	**25%**	**0%**	**13%**	**-**	**0%**	**3%**	**0%**	**-**	**17%**	**5%**	**4%**	**5%**	**0**

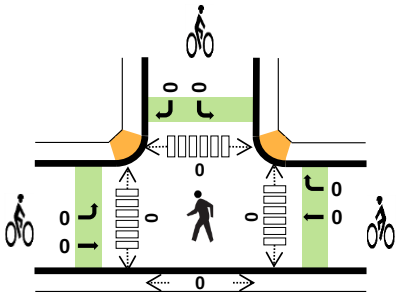
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	1	5	*6*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	3	5	2	*10*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	3	0	2	*5*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	1	2	0	2	*5*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**1**	**2**	**1**	**5**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**0**	**1**	**0**	**6**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:30 AM	**1**	**1**	**4**	**2**	***8***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
8:45 AM	**0**	**1**	**1**	**2**	***4***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
Count Total	3	13	12	26	*54*	0	0	2	0	*2*	0	0	0	0	*0*
Peak Hour	**2**	**5**	**6**	**15**	***28***	**0**	**0**	**2**	**0**	***2***	**0**	**0**	**0**	**0**	***0***

S Airport Rd
US 101

Date: 04/23/2025
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM





	HV %:	PHF
EB	9.6%	0.91
WB	13.3%	0.76
NB	-	-
SB	25.9%	0.75
TOTAL	11.5%	0.93

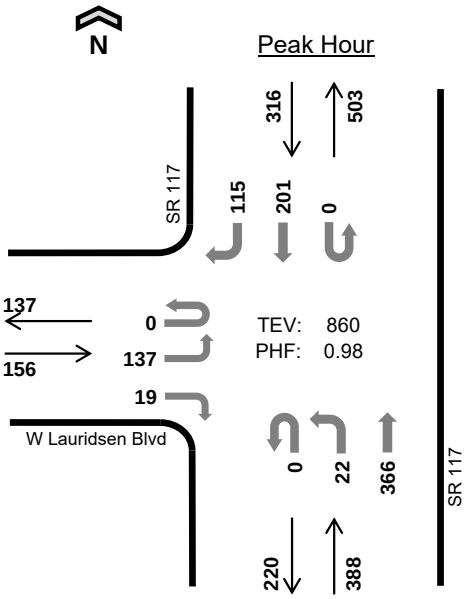
Two-Hour Count Summaries

Interval Start		US 101 Eastbound				US 101 Westbound				0 Northbound				S Airport Rd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	4	65	0	0	0	59	0	0	0	0	0	0	1	0	5	134	0
7:15 AM		0	8	83	0	0	0	43	2	0	0	0	0	0	3	0	3	142	0
7:30 AM		0	5	102	0	0	0	57	0	0	0	0	0	0	2	0	3	169	0
7:45 AM		**0**	**3**	**101**	**0**	**0**	**0**	**53**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**4**	**165**	610
8:00 AM		**0**	**5**	**112**	**0**	**0**	**0**	**49**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**8**	**176**	652
8:15 AM		**0**	**8**	**98**	**0**	**0**	**0**	**48**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**161**	671
8:30 AM		**0**	**5**	**95**	**0**	**0**	**0**	**77**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**5**	**185**	**687**
8:45 AM		0	4	87	0	0	0	52	4	0	0	0	0	0	2	0	5	154	676
Count Total		0	42	743	0	0	0	438	12	0	0	0	0	0	13	0	38	1,286	0
Peak Hour	**All**	**0**	**21**	**406**	**0**	**0**	**0**	**227**	**6**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**22**	**687**	**0**
	HV	**0**	**6**	**35**	**0**	**0**	**0**	**29**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**6**	**79**	**0**
	HV%	**-**	**29%**	**9%**	**-**	**-**	**-**	**13%**	**33%**	**-**	**-**	**-**	**-**	**-**	**20%**	**-**	**27%**	**11%**	**0**

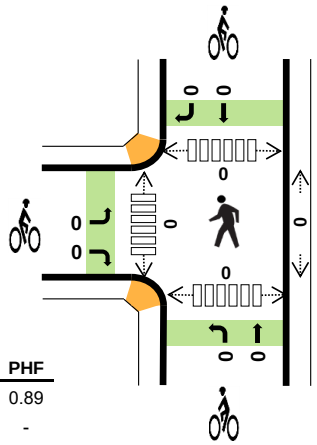
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	5	14	0	1	*20*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	7	9	0	4	*20*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	6	8	0	0	*14*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	**6**	**9**	**0**	**0**	***15***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**11**	**8**	**0**	**2**	***21***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**11**	**7**	**0**	**1**	***19***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:30 AM	**13**	**7**	**0**	**4**	***24***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:45 AM	6	8	0	1	*15*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	65	70	0	13	*148*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hr	**41**	**31**	**0**	**7**	***79***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

SR 117
W Lauridsen Blvd



Date: 04/23/2025
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	9.0%	0.89
WB	-	-
NB	14.7%	0.92
SB	14.2%	0.98
TOTAL	13.5%	0.98

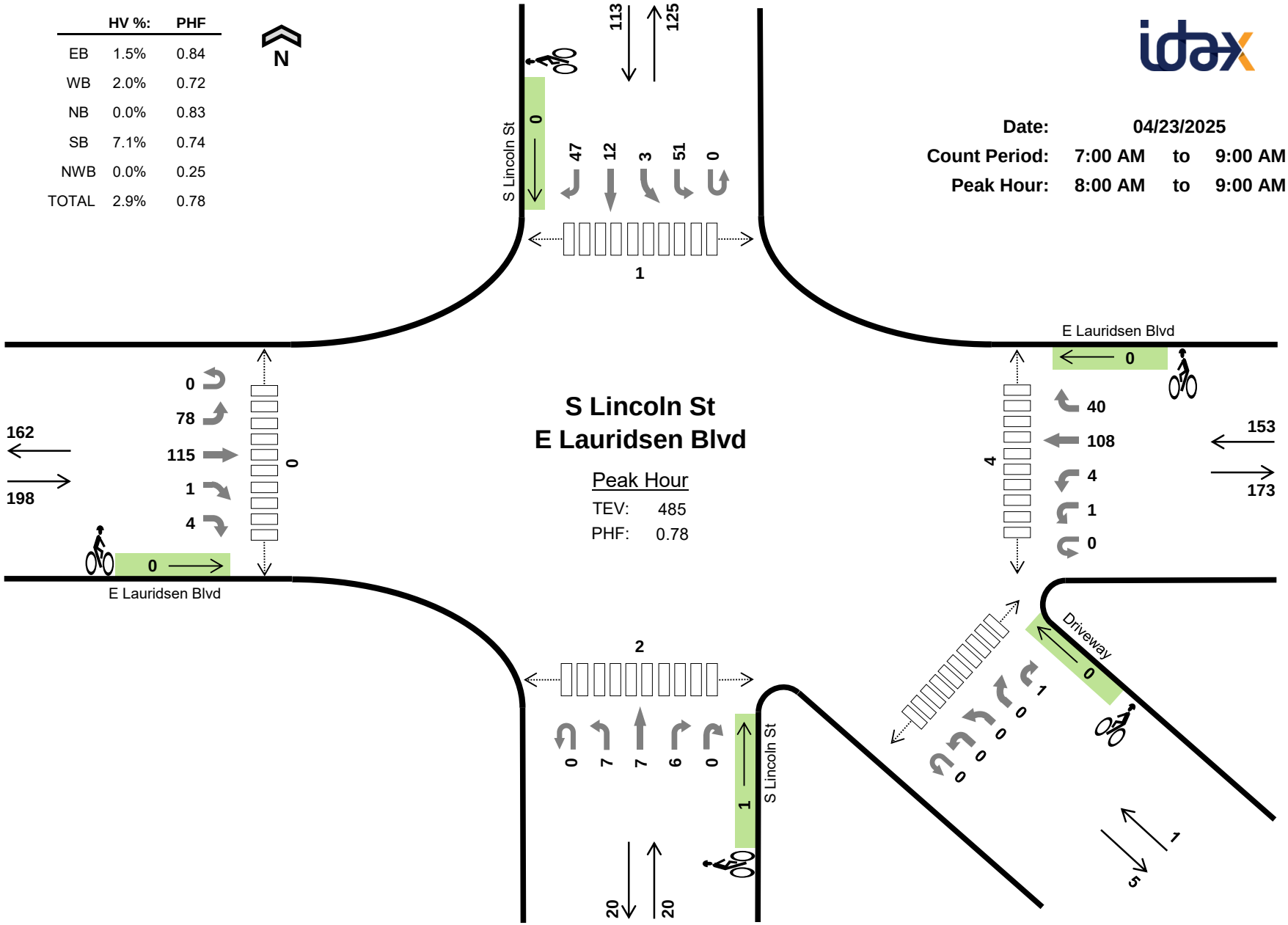
Two-Hour Count Summaries

Interval Start		W Lauridsen Blvd Eastbound				0 Westbound				SR 117 Northbound				SR 117 Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	18	0	8	0	0	0	0	0	3	64	0	0	0	34	17	144	0
7:15 AM		0	42	0	2	0	0	0	0	0	2	74	0	0	0	31	16	167	0
7:30 AM		0	40	0	3	0	0	0	0	0	2	87	0	0	0	45	23	200	0
7:45 AM		**0**	**36**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**6**	**94**	**0**	**0**	**0**	**46**	**35**	**220**	731
8:00 AM		**0**	**32**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**3**	**91**	**0**	**0**	**0**	**50**	**26**	**210**	797
8:15 AM		**0**	**30**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**5**	**100**	**0**	**0**	**0**	**47**	**31**	**216**	846
8:30 AM		**0**	**39**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**8**	**81**	**0**	**0**	**0**	**58**	**23**	**214**	**860**
8:45 AM		0	39	0	7	0	0	0	0	0	6	65	0	0	0	46	27	190	830
Count Total		0	276	0	39	0	0	0	0	0	35	656	0	0	0	357	198	1,561	0
Peak Hour	**All**	**0**	**137**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**22**	**366**	**0**	**0**	**0**	**201**	**115**	**860**	**0**
	HV	**0**	**11**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**4**	**53**	**0**	**0**	**0**	**34**	**11**	**116**	**0**
	HV%	**-**	**8%**	**-**	**16%**	**-**	**-**	**-**	**-**	**-**	**18%**	**14%**	**-**	**-**	**-**	**17%**	**10%**	**13%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	9	0	7	10	*26*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	12	0	12	10	*34*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	5	0	8	11	*24*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	**4**	**0**	**12**	**14**	***30***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**3**	**0**	**11**	**13**	***27***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**5**	**0**	**17**	**8**	***30***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:30 AM	**2**	**0**	**17**	**10**	***29***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:45 AM	6	0	5	12	*23*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	46	0	89	88	*223*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hr	**14**	**0**	**57**	**45**	***116***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

	HV %:	PHF
EB	1.5%	0.84
WB	2.0%	0.72
NB	0.0%	0.83
SB	7.1%	0.74
NWB	0.0%	0.25
TOTAL	2.9%	0.78



S Lincoln St
E Lauridsen Blvd

Peak Hour

TEV: 485

PHF: 0.78

Date: 04/23/2025

Count Period: 7:00 AM to 9:00 AM

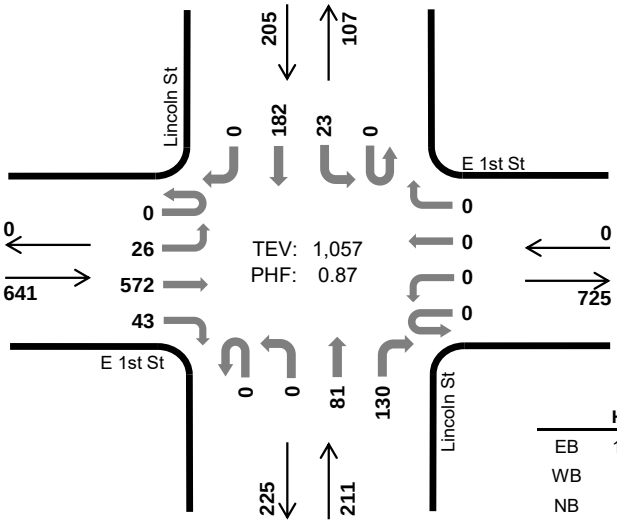
Peak Hour: 8:00 AM to 9:00 AM

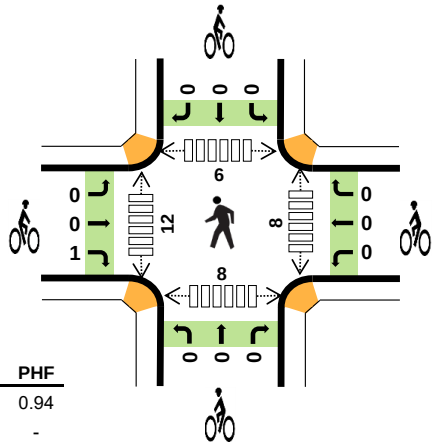
project.manager.wa@idaxdata.com

Lincoln St
E 1st St

Date: 04/23/2025
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

Peak Hour





	HV %:	PHF
EB	10.9%	0.94
WB	-	-
NB	5.7%	0.73
SB	8.3%	0.80
TOTAL	9.4%	0.87

Two-Hour Count Summaries

Interval Start	E 1st St Eastbound				E 1st St Westbound				Lincoln St Northbound				Lincoln St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	5	110	6	0	0	0	0	0	0	16	13	0	4	21	0	175	0
7:15 AM	0	8	123	5	0	0	0	0	0	0	17	25	0	7	22	0	207	0
7:30 AM	0	3	162	6	0	0	0	0	0	0	12	25	0	4	40	0	252	0
7:45 AM	0	6	148	10	0	0	0	0	0	0	23	25	0	6	47	0	265	899
8:00 AM	**0**	**5**	**137**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**25**	**0**	**3**	**49**	**0**	**236**	960
8:15 AM	**0**	**9**	**146**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**38**	**0**	**5**	**38**	**0**	**270**	1,023
8:30 AM	**0**	**3**	**142**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**24**	**0**	**5**	**41**	**0**	**247**	1,018
8:45 AM	**0**	**9**	**147**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**43**	**0**	**10**	**54**	**0**	**304**	**1,057**
Count Total	0	48	1,115	70	0	0	0	0	0	0	149	218	0	44	312	0	1,956	0
Peak Hour All	**0**	**26**	**572**	**43**	**0**	**0**	**0**	**0**	**0**	**0**	**81**	**130**	**0**	**23**	**182**	**0**	**1,057**	**0**
Peak Hour HV	**0**	**8**	**59**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**2**	**0**	**2**	**15**	**0**	**99**	**0**
Peak Hour HV%	**-**	**31%**	**10%**	**7%**	**-**	**-**	**-**	**-**	**-**	**-**	**12%**	**2%**	**-**	**9%**	**8%**	**-**	**9%**	**0**

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

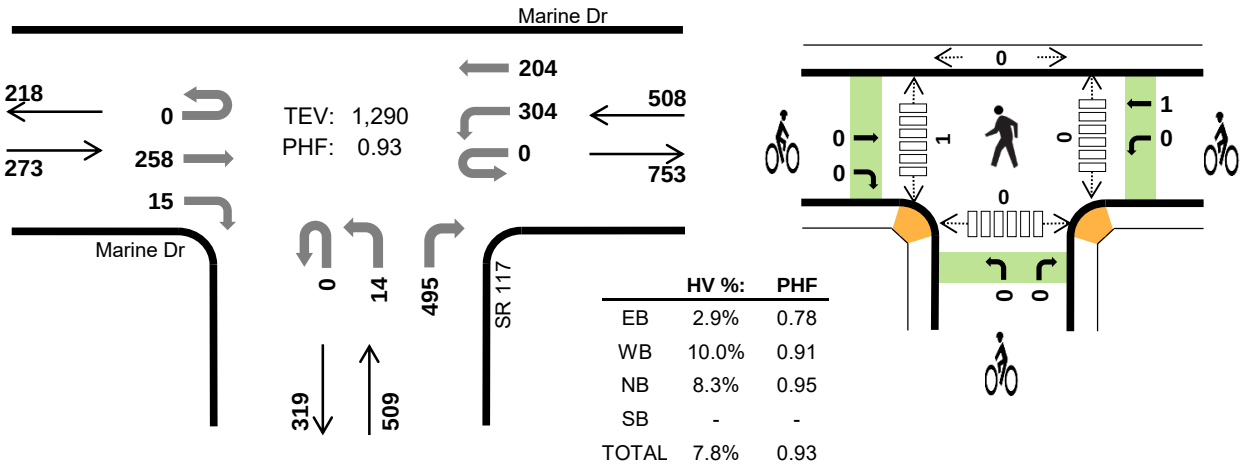
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	14	0	2	2	*18*	0	0	0	0	*0*	1	3	1	0	*5*
7:15 AM	21	0	5	2	*28*	0	0	0	0	*0*	0	5	1	1	*7*
7:30 AM	10	0	2	0	*12*	0	0	0	0	*0*	1	3	0	2	*6*
7:45 AM	14	0	1	4	*19*	0	0	1	1	*2*	3	4	0	2	*9*
8:00 AM	**15**	**0**	**2**	**3**	***20***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	*1*
8:15 AM	**22**	**0**	**4**	**5**	***31***	**0**	**0**	**0**	**0**	***0***	**5**	**3**	**2**	**6**	*16*
8:30 AM	**12**	**0**	**2**	**4**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**6**	**3**	**2**	*11*
8:45 AM	**21**	**0**	**4**	**5**	***30***	**1**	**0**	**0**	**0**	***1***	**3**	**3**	**0**	**0**	***6***
Count Total	129	0	22	25	*176*	1	0	1	1	*3*	13	27	8	13	*61*
Peak Hour	**70**	**0**	**12**	**17**	***99***	**1**	**0**	**0**	**0**	***1***	**8**	**12**	**6**	**8**	***34***

SR 117
Marine Dr

N

Peak Hour

Date: 04/23/2025
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



Two-Hour Count Summaries

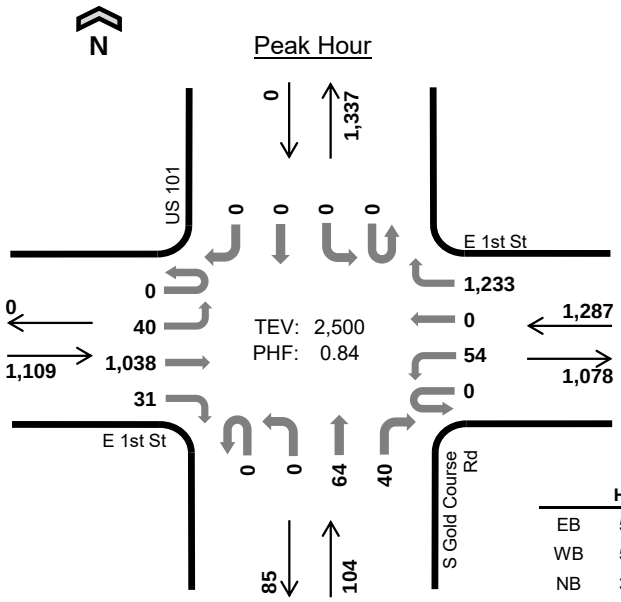
Interval Start	Marine Dr Eastbound				Marine Dr Westbound				SR 117 Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	44	0	0	48	35	0	0	8	0	74	0	0	0	0	209	0
7:15 AM	0	0	51	1	0	46	50	0	0	9	0	105	0	0	0	0	262	0
7:30 AM	**0**	**0**	**62**	**4**	**0**	**75**	**65**	**0**	**0**	**3**	**0**	**120**	**0**	**0**	**0**	**0**	**329**	0
7:45 AM	**0**	**0**	**83**	**4**	**0**	**84**	**51**	**0**	**0**	**4**	**0**	**122**	**0**	**0**	**0**	**0**	**348**	1,148
8:00 AM	**0**	**0**	**57**	**1**	**0**	**68**	**34**	**0**	**0**	**2**	**0**	**124**	**0**	**0**	**0**	**0**	**286**	1,225
8:15 AM	**0**	**0**	**56**	**6**	**0**	**77**	**54**	**0**	**0**	**5**	**0**	**129**	**0**	**0**	**0**	**0**	**327**	**1,290**
8:30 AM	0	0	69	2	0	83	38	0	0	5	0	103	0	0	0	0	300	1,261
8:45 AM	0	0	77	5	0	82	47	0	0	1	0	115	0	0	0	0	327	1,240
Count Total	0	0	499	23	0	563	374	0	0	37	0	892	0	0	0	0	2,388	0
Peak Hour All	**0**	**0**	**258**	**15**	**0**	**304**	**204**	**0**	**0**	**14**	**0**	**495**	**0**	**0**	**0**	**0**	**1,290**	**0**
Peak Hour HV	**0**	**0**	**4**	**4**	**0**	**47**	**4**	**0**	**0**	**1**	**0**	**41**	**0**	**0**	**0**	**0**	**101**	**0**
Peak Hour HV%	**-**	**-**	**2%**	**27%**	**-**	**15%**	**2%**	**-**	**-**	**7%**	**-**	**8%**	**-**	**-**	**-**	**-**	**8%**	**0**

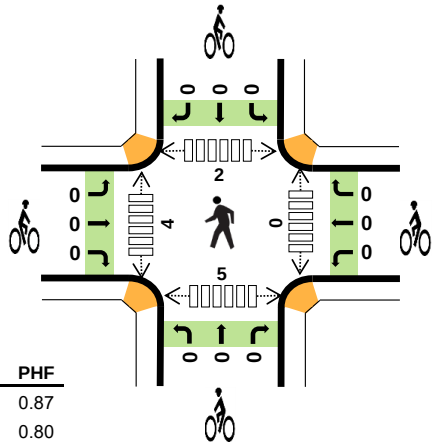
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	9	10	0	*19*	0	1	0	0	*1*	0	0	0	0	*0*
7:15 AM	0	11	20	0	*31*	0	1	0	0	*1*	0	0	0	1	*1*
7:30 AM	**3**	**18**	**4**	**0**	***25***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**2**	**13**	**10**	**0**	***25***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	*1*
8:00 AM	**1**	**11**	**12**	**0**	***24***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**2**	**9**	**16**	**0**	***27***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:30 AM	1	12	13	0	*26*	0	0	0	0	*0*	0	1	0	2	*3*
8:45 AM	4	10	10	0	*24*	1	0	1	0	*2*	0	0	0	1	*1*
Count Total	13	93	95	0	*201*	1	3	1	0	*5*	0	2	0	4	*6*
Peak Hr	**8**	**51**	**42**	**0**	***101***	**0**	**1**	**0**	**0**	***1***	**0**	**1**	**0**	**0**	***1***

US 101
E 1st St

Date: 04/23/2025
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV %:	PHF
EB	5.6%	0.87
WB	5.5%	0.80
NB	3.8%	0.79
SB	-	-
TOTAL	5.5%	0.84

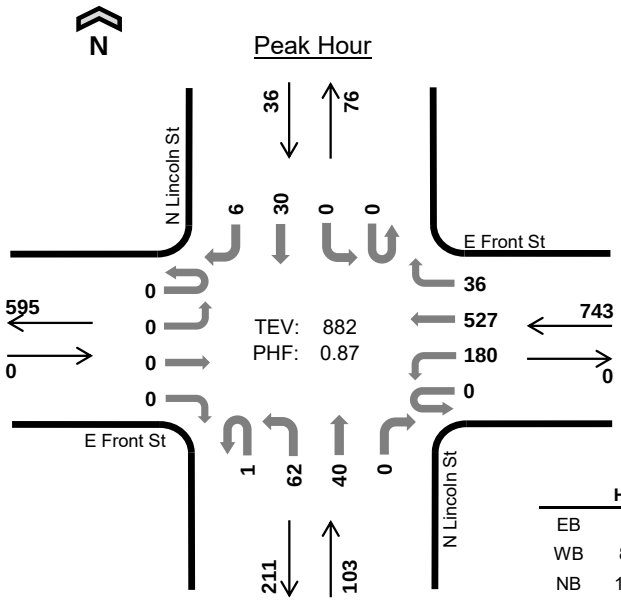
Two-Hour Count Summaries

Interval Start	E 1st St Eastbound				E 1st St Westbound				S Gold Course Rd Northbound				US 101 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	9	199	1	0	4	0	166	0	0	7	9	0	0	0	0	395	0
7:15 AM	0	3	253	3	0	2	0	267	0	0	10	5	0	0	0	0	543	0
7:30 AM	0	7	279	0	0	5	0	310	0	0	8	6	0	0	0	0	615	0
7:45 AM	0	10	239	7	0	11	0	393	0	0	18	5	0	0	0	0	683	2,236
8:00 AM	**0**	**7**	**212**	**9**	**0**	**8**	**0**	**272**	**0**	**0**	**9**	**6**	**0**	**0**	**0**	**0**	**523**	2,364
8:15 AM	**0**	**8**	**272**	**4**	**0**	**13**	**0**	**312**	**0**	**0**	**20**	**13**	**0**	**0**	**0**	**0**	**642**	2,463
8:30 AM	**0**	**11**	**265**	**4**	**0**	**10**	**0**	**268**	**0**	**0**	**17**	**12**	**0**	**0**	**0**	**0**	**587**	2,435
8:45 AM	**0**	**14**	**289**	**14**	**0**	**23**	**0**	**381**	**0**	**0**	**18**	**9**	**0**	**0**	**0**	**0**	**748**	**2,500**
Count Total	0	69	2,008	42	0	76	0	2,369	0	0	107	65	0	0	0	0	4,736	0
Peak Hour All	**0**	**40**	**1,038**	**31**	**0**	**54**	**0**	**1,233**	**0**	**0**	**64**	**40**	**0**	**0**	**0**	**0**	**2,500**	**0**
Peak Hour HV	**0**	**3**	**56**	**3**	**0**	**3**	**0**	**68**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**137**	**0**
Peak Hour HV%	**-**	**8%**	**5%**	**10%**	**-**	**6%**	**-**	**6%**	**-**	**-**	**5%**	**3%**	**-**	**-**	**-**	**-**	**5%**	**0**

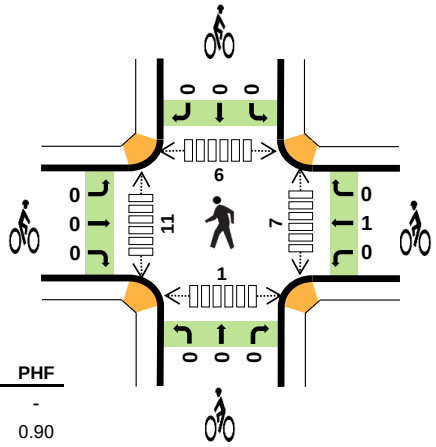
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	13	8	0	0	*21*	0	0	0	0	*0*	0	4	0	1	*5*
7:15 AM	22	17	1	0	*40*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	10	16	0	0	*26*	0	0	0	0	*0*	0	1	0	0	*1*
7:45 AM	14	19	0	0	*33*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**15**	**14**	**2**	**0**	***31***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**20**	**18**	**1**	**0**	***39***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**0**	**1**	*3*
8:30 AM	**14**	**17**	**1**	**0**	***32***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**2**	**2**	*5*
8:45 AM	**13**	**22**	**0**	**0**	***35***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**2**	***3***
Count Total	121	131	5	0	*257*	0	0	0	0	*0*	0	9	2	6	*17*
Peak Hour	**62**	**71**	**4**	**0**	***137***	**0**	**0**	**0**	**0**	***0***	**0**	**4**	**2**	**5**	***11***

N Lincoln St
E Front St



Date: 04/23/2025
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	-	-
WB	8.3%	0.90
NB	15.5%	0.76
SB	19.4%	0.64
TOTAL	9.6%	0.87

Two-Hour Count Summaries

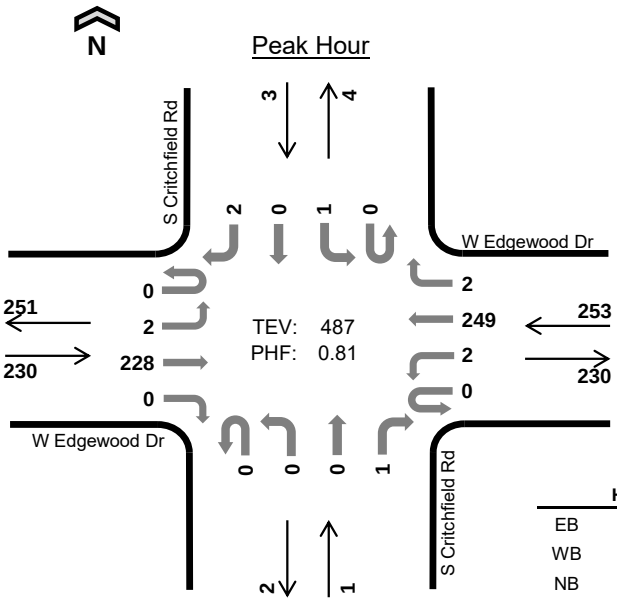
Interval Start	E Front St Eastbound				E Front St Westbound				N Lincoln St Northbound				N Lincoln St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	24	85	8	0	12	8	0	0	0	3	5	145	0
7:15 AM	0	0	0	0	0	24	122	11	0	13	11	0	0	0	7	2	190	0
7:30 AM	0	0	0	0	0	46	148	11	0	8	6	0	0	0	7	3	229	0
7:45 AM	0	0	0	0	0	34	149	6	0	15	11	0	0	0	8	5	228	792
8:00 AM	**0**	**0**	**0**	**0**	**0**	**49**	**119**	**9**	**1**	**8**	**6**	**0**	**0**	**0**	**4**	**2**	**198**	845
8:15 AM	**0**	**0**	**0**	**0**	**0**	**35**	**127**	**13**	**0**	**17**	**12**	**0**	**0**	**0**	**8**	**1**	**213**	868
8:30 AM	**0**	**0**	**0**	**0**	**0**	**43**	**139**	**3**	**0**	**17**	**8**	**0**	**0**	**0**	**5**	**2**	**217**	856
8:45 AM	**0**	**0**	**0**	**0**	**0**	**53**	**142**	**11**	**0**	**20**	**14**	**0**	**0**	**0**	**13**	**1**	**254**	**882**
Count Total	0	0	0	0	0	308	1,031	72	1	110	76	0	0	0	55	21	1,674	0
Peak Hour All	**0**	**0**	**0**	**0**	**0**	**180**	**527**	**36**	**1**	**62**	**40**	**0**	**0**	**0**	**30**	**6**	**882**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**10**	**46**	**6**	**0**	**9**	**7**	**0**	**0**	**0**	**7**	**0**	**85**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**-**	**6%**	**9%**	**17%**	**0%**	**15%**	**18%**	**-**	**-**	**-**	**23%**	**0%**	**10%**	**0**

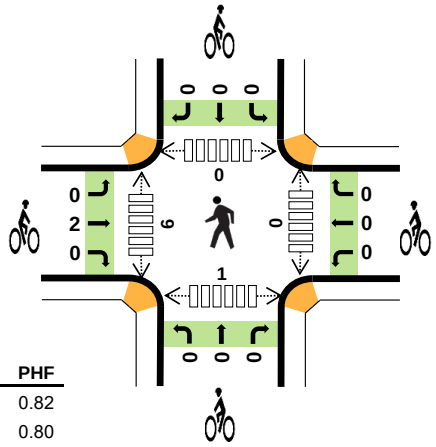
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	11	3	1	*15*	0	0	0	1	*1*	1	8	1	0	*10*
7:15 AM	0	16	6	2	*24*	0	0	0	0	*0*	0	2	0	0	*2*
7:30 AM	0	15	1	1	*17*	0	2	0	0	*2*	1	2	0	0	*3*
7:45 AM	0	14	4	4	*22*	0	1	0	1	*2*	3	6	1	0	*10*
8:00 AM	**0**	**12**	**2**	**1**	***15***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**0**	**20**	**7**	**2**	***29***	**0**	**0**	**0**	**0**	***0***	**5**	**1**	**3**	**0**	*9*
8:30 AM	**0**	**16**	**2**	**2**	***20***	**0**	**0**	**0**	**0**	***0***	**1**	**7**	**1**	**0**	*9*
8:45 AM	**0**	**14**	**5**	**2**	***21***	**0**	**1**	**0**	**0**	***1***	**1**	**3**	**2**	**1**	***7***
Count Total	0	118	30	15	*163*	0	4	0	2	*6*	12	29	8	1	*50*
Peak Hour	**0**	**62**	**16**	**7**	***85***	**0**	**1**	**0**	**0**	***1***	**7**	**11**	**6**	**1**	***25***

S Critchfield Rd
W Edgewood Dr

Date: 04/23/2025
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM





	HV %:	PHF
EB	0.9%	0.82
WB	0.8%	0.80
NB	0.0%	0.25
SB	0.0%	0.75
TOTAL	0.8%	0.81

Two-Hour Count Summaries

Interval Start		W Edgewood Dr Eastbound				W Edgewood Dr Westbound				S Critchfield Rd Northbound				S Critchfield Rd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	48	0	0	1	68	2	0	0	0	0	0	0	0	0	119	0
4:15 PM		0	0	57	1	0	0	61	0	0	0	0	2	0	1	0	2	124	0
4:30 PM		0	0	64	0	0	1	49	0	0	0	0	1	0	0	0	0	115	0
4:45 PM		**0**	**1**	**57**	**0**	**0**	**2**	**54**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**115**	473
5:00 PM		**0**	**0**	**47**	**0**	**0**	**0**	**59**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**107**	461
5:15 PM		**0**	**1**	**54**	**0**	**0**	**0**	**57**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**114**	451
5:30 PM		**0**	**0**	**70**	**0**	**0**	**0**	**79**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**151**	**487**
5:45 PM		0	0	57	0	0	1	52	1	0	0	0	0	0	0	0	0	111	483
Count Total		0	2	454	1	0	5	479	5	0	0	0	4	0	2	0	4	956	0
Peak Hour	**All**	**0**	**2**	**228**	**0**	**0**	**2**	**249**	**2**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**2**	**487**	**0**
	HV	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**
	HV%	**-**	**0%**	**1%**	**-**	**-**	**0%**	**1%**	**0%**	**-**	**-**	**-**	**0%**	**-**	**0%**	**-**	**0%**	**1%**	**0**

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

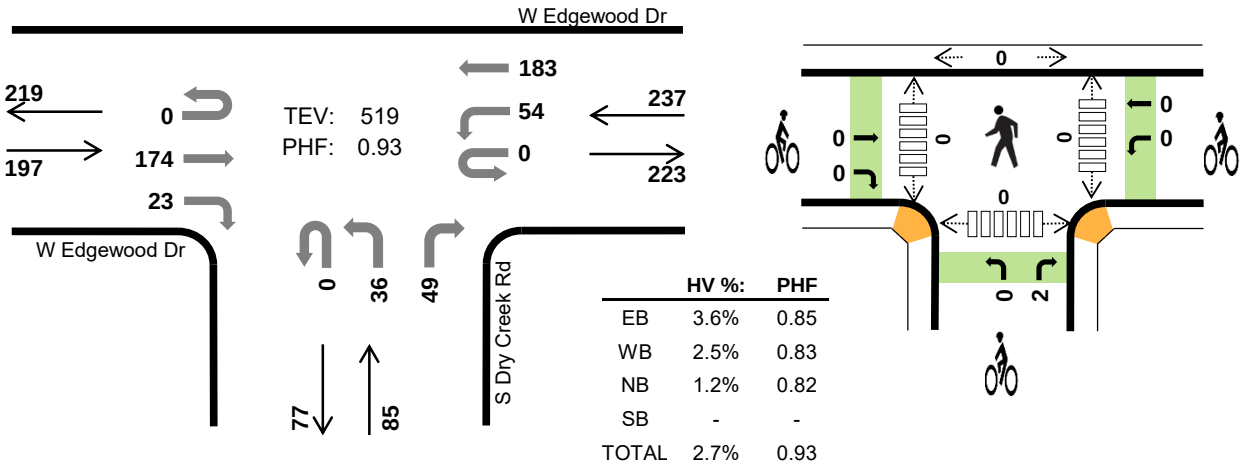
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	4	0	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	4	2	0	1	*7*	1	0	0	0	*1*	0	0	0	0	*0*
4:30 PM	1	1	0	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	**0**	**0**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

S Dry Creek Rd
W Edgewood Dr

N

Peak Hour

Date: 04/23/2025
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



Two-Hour Count Summaries

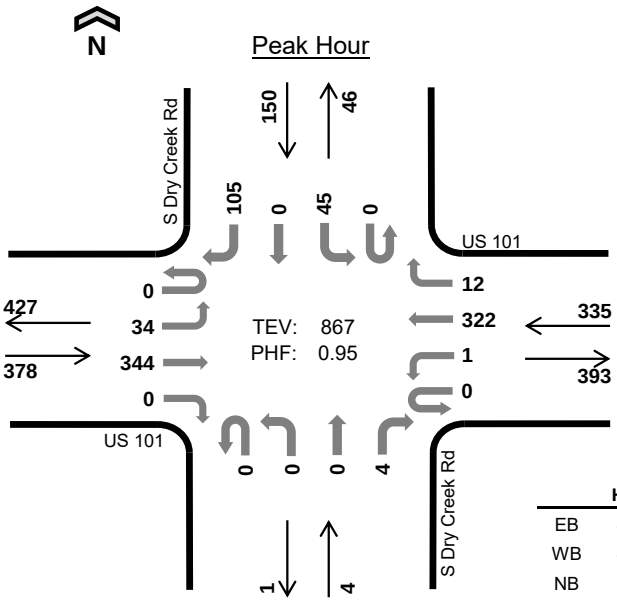
Interval Start	W Edgewood Dr Eastbound				W Edgewood Dr Westbound				S Dry Creek Rd Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**30**	**6**	**0**	**13**	**58**	**0**	**0**	**6**	**0**	**16**	**0**	**0**	**0**	**0**	**129**	0
4:15 PM	**0**	**0**	**45**	**5**	**0**	**18**	**45**	**0**	**0**	**12**	**0**	**14**	**0**	**0**	**0**	**0**	**139**	0
4:30 PM	**0**	**0**	**51**	**7**	**0**	**17**	**33**	**0**	**0**	**10**	**0**	**11**	**0**	**0**	**0**	**0**	**129**	0
4:45 PM	**0**	**0**	**48**	**5**	**0**	**6**	**47**	**0**	**0**	**8**	**0**	**8**	**0**	**0**	**0**	**0**	**122**	**519**
5:00 PM	0	0	35	2	0	15	45	0	0	5	0	8	0	0	0	0	110	500
5:15 PM	0	0	42	4	0	3	55	0	0	4	0	15	0	0	0	0	123	484
5:30 PM	0	0	53	5	0	17	63	0	0	10	0	14	0	0	0	0	162	517
5:45 PM	0	0	42	0	0	8	40	0	0	6	0	16	0	0	0	0	112	507
Count Total	0	0	346	34	0	97	386	0	0	61	0	102	0	0	0	0	1,026	0
Peak Hour All	**0**	**0**	**174**	**23**	**0**	**54**	**183**	**0**	**0**	**36**	**0**	**49**	**0**	**0**	**0**	**0**	**519**	**0**
Peak Hour HV	**0**	**0**	**6**	**1**	**0**	**2**	**4**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**14**	**0**
Peak Hour HV%	**-**	**-**	**3%**	**4%**	**-**	**4%**	**2%**	**-**	**-**	**0%**	**-**	**2%**	**-**	**-**	**-**	**-**	**3%**	**0**

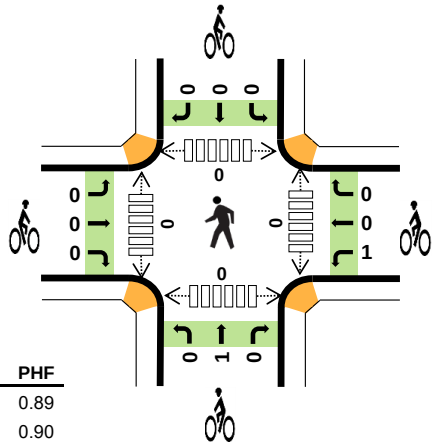
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

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	**1**	**3**	**1**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:15 PM	**6**	**2**	**0**	**0**	***8***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
4:30 PM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
5:00 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	1	1	0	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	1	2	0	0	*3*	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	*0*
Count Total	9	9	2	0	*20*	0	0	2	0	*2*	0	0	0	0	*0*
Peak Hr	**7**	**6**	**1**	**0**	***14***	**0**	**0**	**2**	**0**	***2***	**0**	**0**	**0**	**0**	***0***

S Dry Creek Rd
US 101

Date: 04/23/2025
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM





	HV %:	PHF
EB	4.5%	0.89
WB	4.2%	0.90
NB	0.0%	0.25
SB	3.3%	0.89
TOTAL	4.2%	0.95

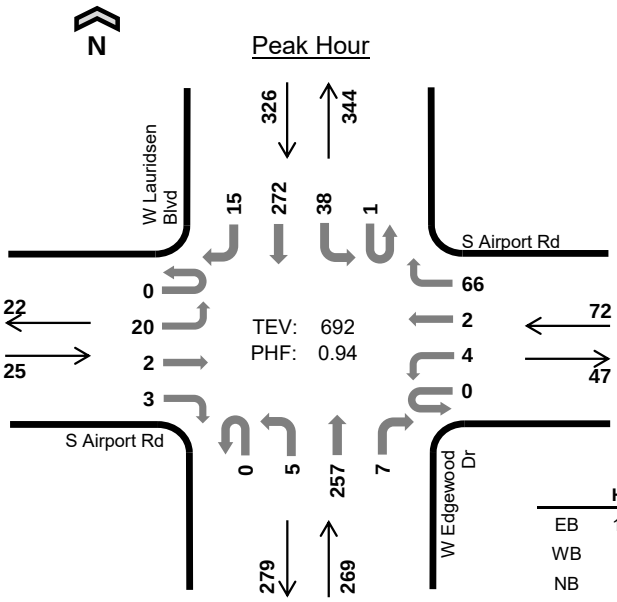
Two-Hour Count Summaries

Interval Start	US 101 Eastbound				US 101 Westbound				S Dry Creek Rd Northbound				S Dry Creek Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	11	86	0	0	3	75	8	0	0	2	0	0	17	1	20	223	0
4:15 PM	0	16	85	0	0	0	78	6	0	0	0	0	0	12	0	15	212	0
4:30 PM	**0**	**9**	**78**	**0**	**0**	**0**	**79**	**5**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**24**	**205**	0
4:45 PM	**0**	**8**	**98**	**0**	**0**	**0**	**72**	**3**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**32**	**223**	863
5:00 PM	**0**	**6**	**81**	**0**	**0**	**0**	**82**	**1**	**0**	**0**	**0**	**4**	**0**	**14**	**0**	**24**	**212**	852
5:15 PM	**0**	**11**	**87**	**0**	**0**	**1**	**89**	**3**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**25**	**227**	**867**
5:30 PM	0	12	72	0	0	0	77	2	0	0	0	1	0	14	0	20	198	860
5:45 PM	0	9	67	0	0	0	76	2	0	0	2	4	0	10	0	16	186	823
Count Total	0	82	654	0	0	4	628	30	0	0	4	9	0	98	1	176	1,686	0
Peak Hour All	**0**	**34**	**344**	**0**	**0**	**1**	**322**	**12**	**0**	**0**	**0**	**4**	**0**	**45**	**0**	**105**	**867**	**0**
Peak Hour HV	**0**	**0**	**17**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	**36**	**0**
Peak Hour HV%	**-**	**0%**	**5%**	**-**	**-**	**0%**	**4%**	**0%**	**-**	**-**	**-**	**0%**	**-**	**4%**	**-**	**3%**	**4%**	**0**

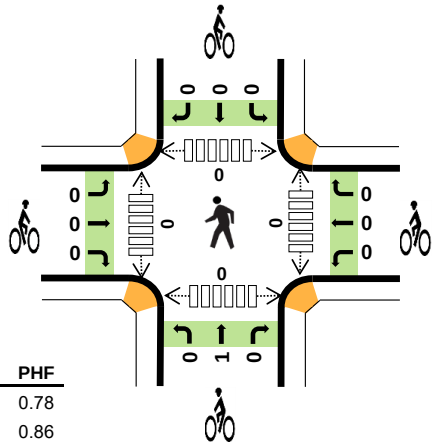
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	7	5	0	2	*14*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	5	2	0	1	*8*	0	0	0	1	*1*	0	0	0	0	*0*
4:30 PM	**5**	**2**	**0**	**4**	***11***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**4**	**4**	**0**	**0**	***8***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**5**	**3**	**0**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**3**	**5**	**0**	**1**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:30 PM	3	1	0	1	*5*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	1	2	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	33	24	0	9	*66*	0	1	1	1	*3*	0	0	0	0	*0*
Peak Hour	**17**	**14**	**0**	**5**	***36***	**0**	**1**	**1**	**0**	***2***	**0**	**0**	**0**	**0**	***0***

W Lauridsen Blvd
S Airport Rd



Date: 04/23/2025
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	12.0%	0.78
WB	0.0%	0.86
NB	2.2%	0.92
SB	2.1%	0.86
TOTAL	2.3%	0.94

Two-Hour Count Summaries

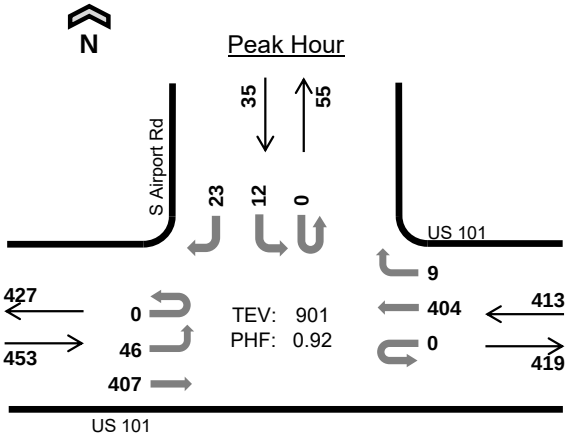
Interval Start		S Airport Rd Eastbound				S Airport Rd Westbound				W Edgewood Dr Northbound				W Lauridsen Blvd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		**0**	**6**	**1**	**1**	**0**	**2**	**1**	**17**	**0**	**2**	**56**	**3**	**0**	**7**	**82**	**6**	**184**	0
4:15 PM		**0**	**2**	**0**	**1**	**0**	**0**	**0**	**21**	**0**	**0**	**64**	**2**	**0**	**10**	**66**	**3**	**169**	0
4:30 PM		**0**	**5**	**1**	**0**	**0**	**2**	**1**	**10**	**0**	**1**	**71**	**1**	**1**	**9**	**72**	**4**	**178**	0
4:45 PM		**0**	**7**	**0**	**1**	**0**	**0**	**0**	**18**	**0**	**2**	**66**	**1**	**0**	**12**	**52**	**2**	**161**	**692**
5:00 PM		0	8	1	1	0	0	0	11	0	0	50	0	1	11	78	3	164	672
5:15 PM		0	3	0	1	0	0	0	7	0	0	57	0	0	9	63	0	140	643
5:30 PM		0	0	0	0	0	0	0	11	0	1	83	0	0	7	80	2	184	649
5:45 PM		0	6	0	1	0	0	1	7	0	0	63	0	0	7	57	1	143	631
Count Total		0	37	3	6	0	4	3	102	0	6	510	7	2	72	550	21	1,323	0
Peak Hour	**All**	**0**	**20**	**2**	**3**	**0**	**4**	**2**	**66**	**0**	**5**	**257**	**7**	**1**	**38**	**272**	**15**	**692**	**0**
	HV	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**1**	**6**	**0**	**16**	**0**
	HV%	**-**	**10%**	**0%**	**33%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**2%**	**0%**	**0%**	**3%**	**2%**	**0%**	**2%**	**0**

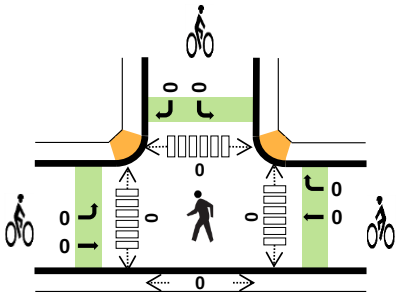
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	**2**	**0**	**2**	**3**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:15 PM	**1**	**0**	**4**	**2**	***7***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
4:30 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**0**	**0**	**0**	**2**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	0	0	1	2	*3*	0	0	1	0	*1*	0	0	0	0	*0*
5:15 PM	0	0	1	3	*4*	0	0	1	0	*1*	0	0	0	0	*0*
5:30 PM	0	0	1	1	*2*	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	*0*
Count Total	3	0	9	13	*25*	0	0	3	0	*3*	0	0	0	0	*0*
Peak Hour	**3**	**0**	**6**	**7**	***16***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***

S Airport Rd
US 101

Date: 04/23/2025
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM





	HV %:	PHF
EB	4.6%	0.85
WB	4.1%	0.90
NB	-	-
SB	2.9%	0.88
TOTAL	4.3%	0.92

Two-Hour Count Summaries

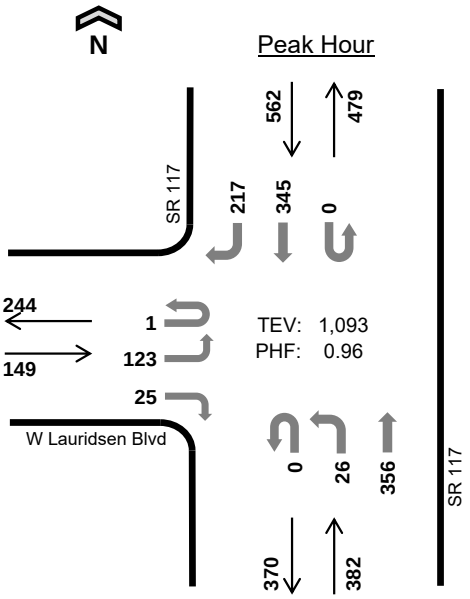
Interval Start		US 101 Eastbound				US 101 Westbound				0 Northbound				S Airport Rd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		**0**	**11**	**98**	**0**	**0**	**0**	**114**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**4**	**232**	0
4:15 PM		**0**	**9**	**97**	**0**	**0**	**0**	**104**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**7**	**222**	0
4:30 PM		**0**	**12**	**92**	**0**	**0**	**0**	**86**	**3**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**8**	**203**	0
4:45 PM		**0**	**14**	**120**	**0**	**0**	**0**	**100**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**4**	**244**	**901**
5:00 PM		0	4	102	0	0	0	102	2	0	0	0	0	0	2	0	3	215	884
5:15 PM		0	7	97	0	0	0	114	2	0	0	0	0	0	0	0	6	226	888
5:30 PM		0	6	85	0	0	0	87	3	0	0	0	0	0	2	0	6	189	874
5:45 PM		0	5	78	0	0	0	92	0	0	0	0	0	0	0	0	4	179	809
Count Total		0	68	769	0	0	0	799	16	0	0	0	0	0	16	0	42	1,710	0
Peak Hour	**All**	**0**	**46**	**407**	**0**	**0**	**0**	**404**	**9**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**23**	**901**	**0**
	HV	**0**	**0**	**21**	**0**	**0**	**0**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**39**	**0**
	HV%	**-**	**0%**	**5%**	**-**	**-**	**-**	**4%**	**11%**	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**4%**	**4%**	**0**

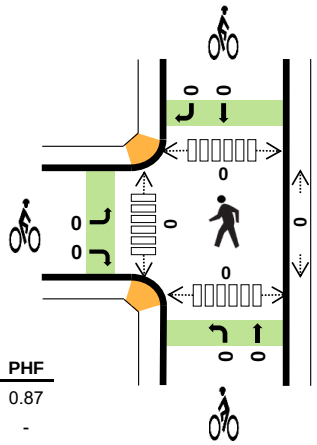
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	**4**	**8**	**0**	**0**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:15 PM	**4**	**3**	**0**	**0**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:30 PM	**9**	**3**	**0**	**0**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**4**	**3**	**0**	**1**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	4	7	0	0	*11*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	1	5	0	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	2	1	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	1	6	0	0	*7*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	29	36	0	1	*66*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hr	**21**	**17**	**0**	**1**	***39***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

SR 117
W Lauridsen Blvd

Date: 04/23/2025
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM





	HV %:	PHF
EB	6.7%	0.87
WB	-	-
NB	7.9%	0.88
SB	4.1%	0.93
TOTAL	5.8%	0.96

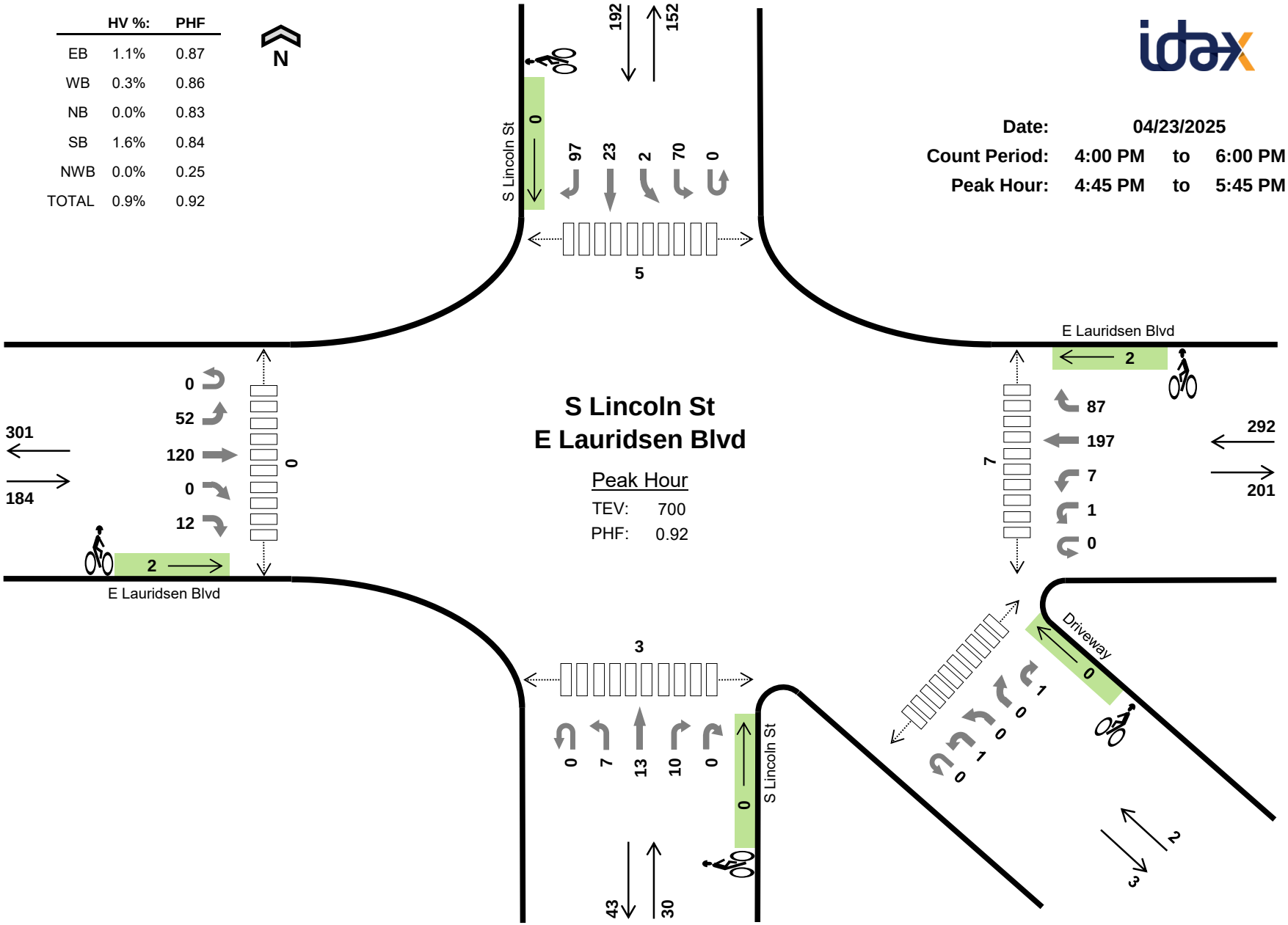
Two-Hour Count Summaries

Interval Start		W Lauridsen Blvd Eastbound				0 Westbound				SR 117 Northbound				SR 117 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	26	0	4	0	0	0	0	0	6	80	0	0	0	94	46	256	0
4:15 PM		0	30	0	6	0	0	0	0	0	6	97	0	0	0	84	35	258	0
4:30 PM		0	49	0	3	0	0	0	0	0	6	75	0	0	0	82	43	258	0
4:45 PM		**1**	**33**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**4**	**104**	**0**	**0**	**0**	**84**	**42**	**276**	1,048
5:00 PM		**0**	**29**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**7**	**95**	**0**	**0**	**0**	**96**	**55**	**285**	1,077
5:15 PM		**0**	**25**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**7**	**78**	**0**	**0**	**0**	**91**	**54**	**262**	1,081
5:30 PM		**0**	**36**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**8**	**79**	**0**	**0**	**0**	**74**	**66**	**270**	**1,093**
5:45 PM		0	35	0	2	0	0	0	0	0	5	70	0	0	0	75	61	248	1,065
Count Total		1	263	0	40	0	0	0	0	0	49	678	0	0	0	680	402	2,113	0
Peak Hour	**All**	**1**	**123**	**0**	**25**	**0**	**0**	**0**	**0**	**0**	**26**	**356**	**0**	**0**	**0**	**345**	**217**	**1,093**	**0**
	HV	**0**	**6**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**29**	**0**	**0**	**0**	**16**	**7**	**63**	**0**
	HV%	**0%**	**5%**	**-**	**16%**	**-**	**-**	**-**	**-**	**-**	**4%**	**8%**	**-**	**-**	**-**	**5%**	**3%**	**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	1	0	5	14	*20*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	2	0	11	11	*24*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	2	0	14	4	*20*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	**3**	**0**	**11**	**5**	***19***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**2**	**0**	**8**	**9**	***19***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**2**	**0**	**8**	**4**	***14***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:30 PM	**3**	**0**	**3**	**5**	***11***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:45 PM	1	0	8	7	*16*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	16	0	68	59	*143*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hr	**10**	**0**	**30**	**23**	***63***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

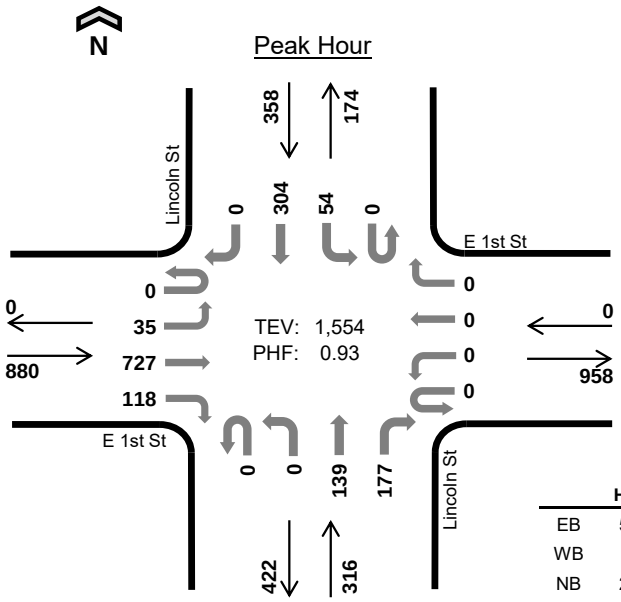
	HV %:	PHF
EB	1.1%	0.87
WB	0.3%	0.86
NB	0.0%	0.83
SB	1.6%	0.84
NWB	0.0%	0.25
TOTAL	0.9%	0.92

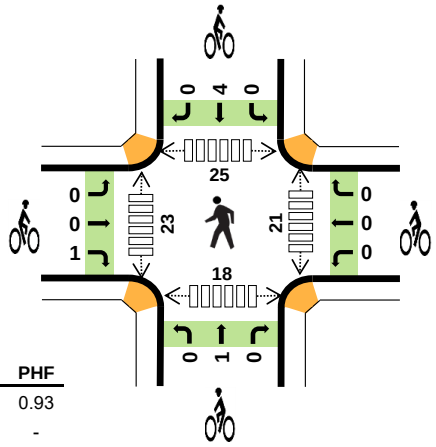


Date: 04/23/2025
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM

Lincoln St
E 1st St

Date: 04/23/2025
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM





	HV %:	PHF
EB	5.8%	0.93
WB	-	-
NB	2.5%	0.90
SB	2.8%	0.96
TOTAL	4.4%	0.93

Two-Hour Count Summaries

Interval Start		E 1st St Eastbound				E 1st St Westbound				Lincoln St Northbound				Lincoln St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	7	162	31	0	0	0	0	0	0	30	46	0	16	60	0	352	0
4:15 PM		**0**	**7**	**179**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**45**	**0**	**8**	**83**	**0**	**384**	0
4:30 PM		**0**	**7**	**183**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**43**	**0**	**13**	**73**	**0**	**369**	0
4:45 PM		**0**	**8**	**176**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**47**	**40**	**0**	**14**	**74**	**0**	**383**	1,488
5:00 PM		**0**	**13**	**189**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**49**	**0**	**19**	**74**	**0**	**418**	**1,554**
5:15 PM		0	7	161	23	0	0	0	0	0	0	24	35	0	7	55	0	312	1,482
5:30 PM		0	10	161	25	0	0	0	0	0	0	29	37	0	28	74	0	364	1,477
5:45 PM		0	19	160	28	0	0	0	0	0	0	39	26	0	41	68	0	381	1,475
Count Total		0	78	1,371	225	0	0	0	0	0	0	261	321	0	146	561	0	2,963	0
Peak Hour	**All**	**0**	**35**	**727**	**118**	**0**	**0**	**0**	**0**	**0**	**0**	**139**	**177**	**0**	**54**	**304**	**0**	**1,554**	**0**
	HV	**0**	**4**	**46**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**1**	**0**	**1**	**9**	**0**	**69**	**0**
	HV%	**-**	**11%**	**6%**	**1%**	**-**	**-**	**-**	**-**	**-**	**-**	**5%**	**1%**	**-**	**2%**	**3%**	**-**	**4%**	**0**

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

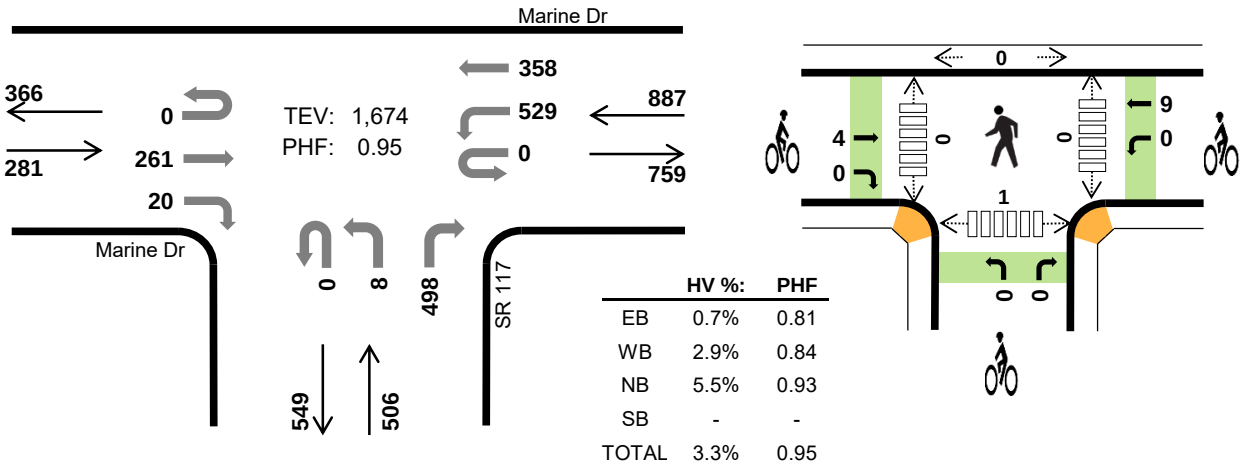
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	8	0	1	3	*12*	0	0	1	1	*2*	4	8	2	2	*16*
4:15 PM	**11**	**0**	**1**	**1**	***13***	**0**	**0**	**0**	**0**	***0***	**7**	**7**	**5**	**7**	*26*
4:30 PM	**17**	**0**	**2**	**2**	***21***	**1**	**0**	**0**	**2**	***3***	**4**	**5**	**6**	**0**	*15*
4:45 PM	**11**	**0**	**4**	**2**	***17***	**0**	**0**	**1**	**2**	***3***	**6**	**6**	**8**	**5**	*25*
5:00 PM	**12**	**0**	**1**	**5**	***18***	**0**	**0**	**0**	**0**	***0***	**4**	**5**	**6**	**6**	***21***
5:15 PM	9	0	2	0	*11*	3	0	0	2	*5*	6	7	2	1	*16*
5:30 PM	8	0	1	3	*12*	0	0	0	1	*1*	2	10	6	4	*22*
5:45 PM	4	0	4	1	*9*	0	0	0	0	*0*	3	22	1	7	*33*
Count Total	80	0	16	17	*113*	4	0	2	8	*14*	36	70	36	32	*174*
Peak Hour	**51**	**0**	**8**	**10**	***69***	**1**	**0**	**1**	**4**	***6***	**21**	**23**	**25**	**18**	***87***

SR 117
Marine Dr

N

Peak Hour

Date: 04/23/2025
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	0.7%	0.81
WB	2.9%	0.84
NB	5.5%	0.93
SB	-	-
TOTAL	3.3%	0.95

Two-Hour Count Summaries

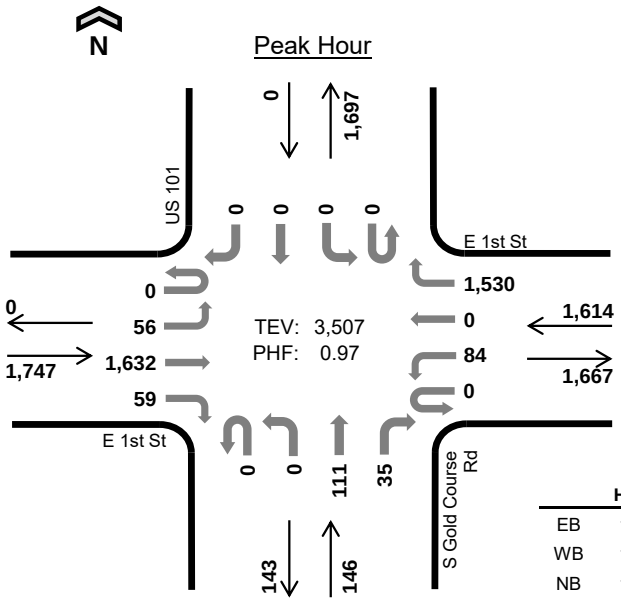
Interval Start		Marine Dr Eastbound				Marine Dr Westbound				SR 117 Northbound				0 Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	64	4	0	136	80	0	0	1	0	117	0	0	0	0	402	0
4:15 PM		0	0	53	4	0	106	74	0	0	2	0	118	0	0	0	0	357	0
4:30 PM		**0**	**0**	**78**	**9**	**0**	**115**	**84**	**0**	**0**	**3**	**0**	**133**	**0**	**0**	**0**	**0**	**422**	0
4:45 PM		**0**	**0**	**56**	**6**	**0**	**122**	**71**	**0**	**0**	**2**	**0**	**128**	**0**	**0**	**0**	**0**	**385**	1,566
5:00 PM		**0**	**0**	**60**	**2**	**0**	**149**	**83**	**0**	**0**	**2**	**0**	**132**	**0**	**0**	**0**	**0**	**428**	1,592
5:15 PM		**0**	**0**	**67**	**3**	**0**	**143**	**120**	**0**	**0**	**1**	**0**	**105**	**0**	**0**	**0**	**0**	**439**	**1,674**
5:30 PM		0	0	53	6	0	134	110	0	0	2	0	105	0	0	0	0	410	1,662
5:45 PM		0	0	58	3	0	141	70	0	0	3	0	111	0	0	0	0	386	1,663
Count Total		0	0	489	37	0	1,046	692	0	0	16	0	949	0	0	0	0	3,229	0
Peak Hour	**All**	**0**	**0**	**261**	**20**	**0**	**529**	**358**	**0**	**0**	**8**	**0**	**498**	**0**	**0**	**0**	**0**	**1,674**	**0**
	HV	**0**	**0**	**2**	**0**	**0**	**22**	**4**	**0**	**0**	**0**	**0**	**28**	**0**	**0**	**0**	**0**	**56**	**0**
	HV%	**-**	**-**	**1%**	**0%**	**-**	**4%**	**1%**	**-**	**-**	**0%**	**-**	**6%**	**-**	**-**	**-**	**-**	**3%**	**0**

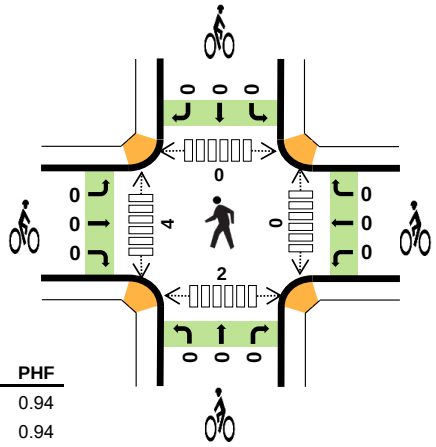
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

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	2	17	4	0	*23*	1	1	0	0	*2*	0	0	0	0	*0*
4:15 PM	0	8	9	0	*17*	0	2	0	0	*2*	0	0	0	1	*1*
4:30 PM	**1**	**5**	**12**	**0**	***18***	**2**	**3**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**0**	**4**	**7**	**0**	***11***	**0**	**3**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**1**	**13**	**5**	**0**	***19***	**1**	**3**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**0**	**4**	**4**	**0**	***8***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**1**	***1***
5:30 PM	0	6	5	0	*11*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	6	4	0	*10*	0	1	0	0	*1*	0	0	0	1	*1*
Count Total	4	63	50	0	*117*	5	13	0	0	*18*	0	0	0	3	*3*
Peak Hr	**2**	**26**	**28**	**0**	***56***	**4**	**9**	**0**	**0**	***13***	**0**	**0**	**0**	**1**	***1***

US 101
E 1st St

Date: 04/23/2025
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM





	HV %:	PHF
EB	1.9%	0.94
WB	1.9%	0.94
NB	1.4%	0.76
SB	-	-
TOTAL	1.9%	0.97

Two-Hour Count Summaries

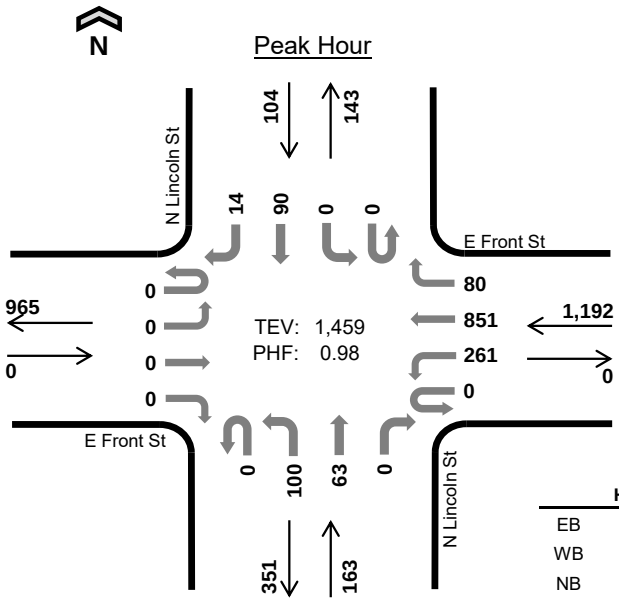
Interval Start		E 1st St Eastbound				E 1st St Westbound				S Gold Course Rd Northbound				US 101 Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	23	396	15	0	22	0	315	0	0	29	17	0	0	0	0	817	0
4:15 PM		0	19	366	11	0	19	0	339	0	0	25	10	0	0	0	0	789	0
4:30 PM		**0**	**17**	**391**	**19**	**0**	**20**	**0**	**368**	**0**	**0**	**30**	**11**	**0**	**0**	**0**	**0**	**856**	0
4:45 PM		**0**	**17**	**429**	**17**	**0**	**17**	**0**	**394**	**0**	**0**	**20**	**8**	**0**	**0**	**0**	**0**	**902**	3,364
5:00 PM		**0**	**16**	**430**	**11**	**0**	**30**	**0**	**358**	**0**	**0**	**39**	**9**	**0**	**0**	**0**	**0**	**893**	3,440
5:15 PM		**0**	**6**	**382**	**12**	**0**	**17**	**0**	**410**	**0**	**0**	**22**	**7**	**0**	**0**	**0**	**0**	**856**	**3,507**
5:30 PM		0	24	326	13	0	20	0	408	0	0	42	11	0	0	0	0	844	3,495
5:45 PM		0	21	349	9	0	16	0	355	0	0	14	7	0	0	0	0	771	3,364
Count Total		0	143	3,069	107	0	161	0	2,947	0	0	221	80	0	0	0	0	6,728	0
Peak Hour	**All**	**0**	**56**	**1,632**	**59**	**0**	**84**	**0**	**1,530**	**0**	**0**	**111**	**35**	**0**	**0**	**0**	**0**	**3,507**	**0**
	HV	**0**	**1**	**31**	**1**	**0**	**2**	**0**	**29**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**66**	**0**
	HV%	**-**	**2%**	**2%**	**2%**	**-**	**2%**	**-**	**2%**	**-**	**-**	**2%**	**0%**	**-**	**-**	**-**	**-**	**2%**	**0**

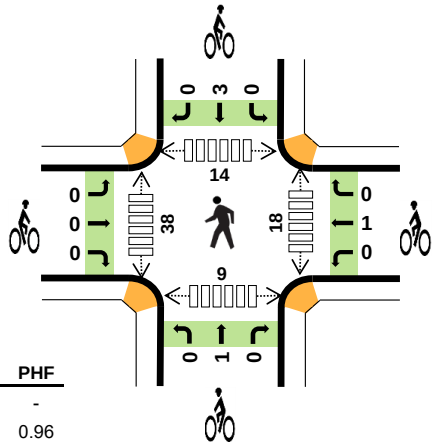
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	12	10	1	0	*23*	0	0	0	0	*0*	0	0	0	1	*1*
4:15 PM	11	14	2	0	*27*	1	0	0	0	*1*	0	0	0	0	*0*
4:30 PM	**9**	**9**	**0**	**0**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	*1*
4:45 PM	**15**	**10**	**0**	**0**	***25***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**2**	*2*
5:00 PM	**6**	**6**	**1**	**0**	***13***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**3**	**6**	**1**	**0**	***10***	**0**	**0**	**0**	**0**	***0***	**0**	**3**	**0**	**0**	***3***
5:30 PM	5	9	0	0	*14*	0	0	0	0	*0*	0	1	0	1	*2*
5:45 PM	5	6	0	0	*11*	0	0	0	0	*0*	0	1	0	2	*3*
Count Total	66	70	5	0	*141*	1	0	0	0	*1*	0	6	0	6	*12*
Peak Hour	**33**	**31**	**2**	**0**	***66***	**0**	**0**	**0**	**0**	***0***	**0**	**4**	**0**	**2**	***6***

N Lincoln St
E Front St

Date: 04/23/2025
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM





	HV %:	PHF
EB	-	-
WB	2.9%	0.96
NB	5.5%	0.87
SB	6.7%	0.60
TOTAL	3.5%	0.98

Two-Hour Count Summaries

Interval Start	E Front St Eastbound				E Front St Westbound				N Lincoln St Northbound				N Lincoln St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	58	190	15	0	20	12	0	0	0	21	2	318	0
4:15 PM	0	0	0	0	0	73	167	20	0	27	12	0	0	0	16	3	318	0
4:30 PM	0	0	0	0	0	76	209	17	0	18	10	0	0	0	13	2	345	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**71**	**219**	**19**	**0**	**29**	**17**	**0**	**0**	**0**	**15**	**2**	**372**	1,353
5:00 PM	**0**	**0**	**0**	**0**	**0**	**70**	**207**	**21**	**0**	**26**	**21**	**0**	**0**	**0**	**24**	**4**	**373**	1,408
5:15 PM	**0**	**0**	**0**	**0**	**0**	**52**	**216**	**21**	**0**	**24**	**12**	**0**	**0**	**0**	**14**	**2**	**341**	1,431
5:30 PM	**0**	**0**	**0**	**0**	**0**	**68**	**209**	**19**	**0**	**21**	**13**	**0**	**0**	**0**	**37**	**6**	**373**	**1,459**
5:45 PM	0	0	0	0	0	65	178	20	0	23	24	0	0	0	41	5	356	1,443
Count Total	0	0	0	0	0	533	1,595	152	0	188	121	0	0	0	181	26	2,796	0
Peak Hour All	**0**	**0**	**0**	**0**	**0**	**261**	**851**	**80**	**0**	**100**	**63**	**0**	**0**	**0**	**90**	**14**	**1,459**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**5**	**24**	**6**	**0**	**4**	**5**	**0**	**0**	**0**	**5**	**2**	**51**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**-**	**2%**	**3%**	**8%**	**-**	**4%**	**8%**	**-**	**-**	**-**	**6%**	**14%**	**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	0	13	1	2	*16*	0	1	1	0	*2*	4	7	6	2	*19*
4:15 PM	0	14	2	0	*16*	0	0	0	0	*0*	6	9	3	0	*18*
4:30 PM	0	6	3	2	*11*	0	1	0	1	*2*	10	6	2	6	*24*
4:45 PM	**0**	**12**	**4**	**0**	***16***	**0**	**0**	**1**	**1**	***2***	**2**	**16**	**5**	**0**	*23*
5:00 PM	**0**	**10**	**3**	**5**	***18***	**0**	**1**	**0**	**0**	***1***	**6**	**5**	**2**	**0**	*13*
5:15 PM	**0**	**7**	**1**	**0**	***8***	**0**	**0**	**0**	**2**	***2***	**0**	**8**	**1**	**6**	*15*
5:30 PM	**0**	**6**	**1**	**2**	***9***	**0**	**0**	**0**	**0**	***0***	**10**	**9**	**6**	**3**	***28***
5:45 PM	0	10	3	1	*14*	0	2	0	0	*2*	1	15	2	2	*20*
Count Total	0	78	18	12	*108*	0	5	2	4	*11*	39	75	27	19	*160*
Peak Hour	**0**	**35**	**9**	**7**	***51***	**0**	**1**	**1**	**3**	***5***	**18**	**38**	**14**	**9**	***79***

APPENDIX C

TURNING MOVEMENTS

1 Critchfield Rd @ Edgewood Dr

Synchro ID: 1

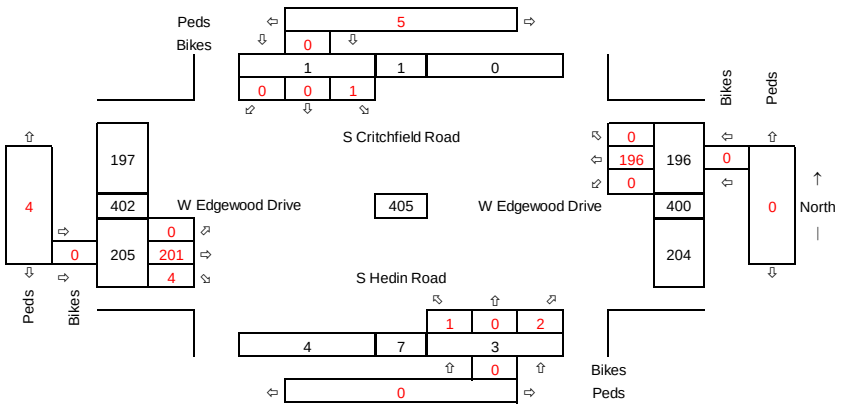
Existing
Average Weekday
AM Peak-Hour

Date: **4/23/2025**

Data Source: **IDAX**

PHF: 0.70

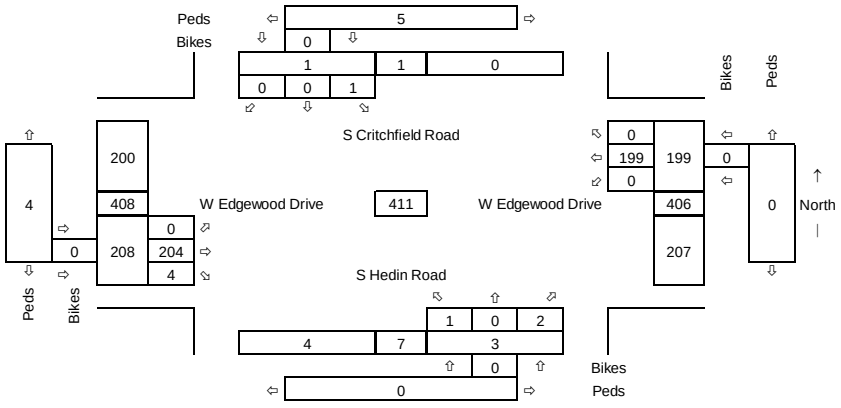
EB HVF= 4%
WB HVF= 5%
NB HVF= 0%
SB HVF= 0%



No-Build
Average Weekday
AM Peak-Hour

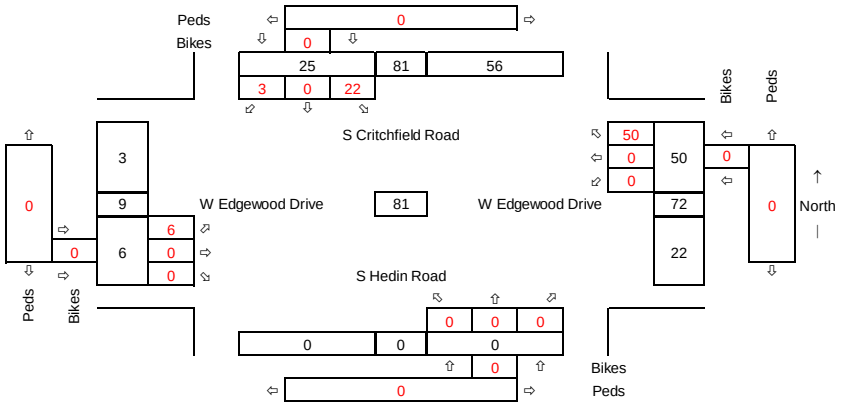
Year: 2026
Years of Growth = 1
Growth Rate = 1.5%
Growth Factor = 1.02

Grow Peds? No
Grow Bikes? No



Development Trips
Average Weekday
AM Peak-Hour

Development



Build Trips
Average Weekday
AM Peak-Hour

---

2 Dry Creek Rd @ Edgewood Dr

Synchro ID: 2

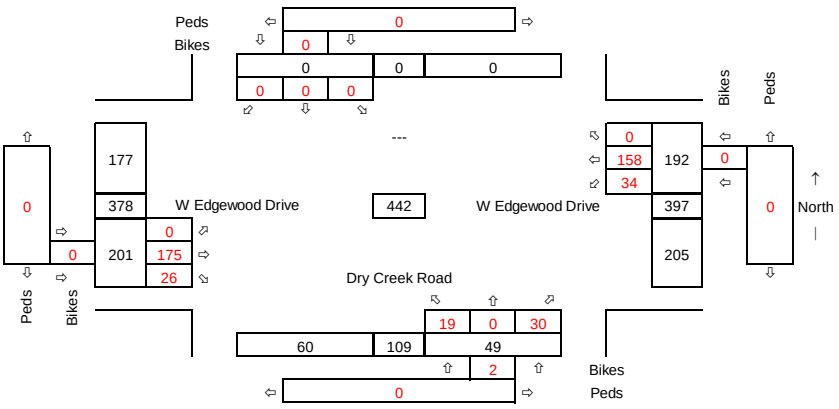
Existing
Average Weekday
AM Peak-Hour

Date: **4/23/2025**

Data Source: **IDAX**

PHF: 0.68

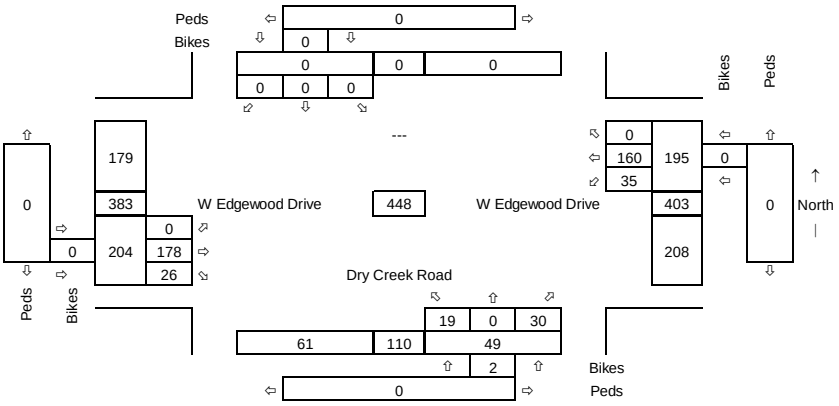
EB HVF= 3%
WB HVF= 5%
NB HVF= 8%
SB HVF= 0%



No-Build
Average Weekday
AM Peak-Hour

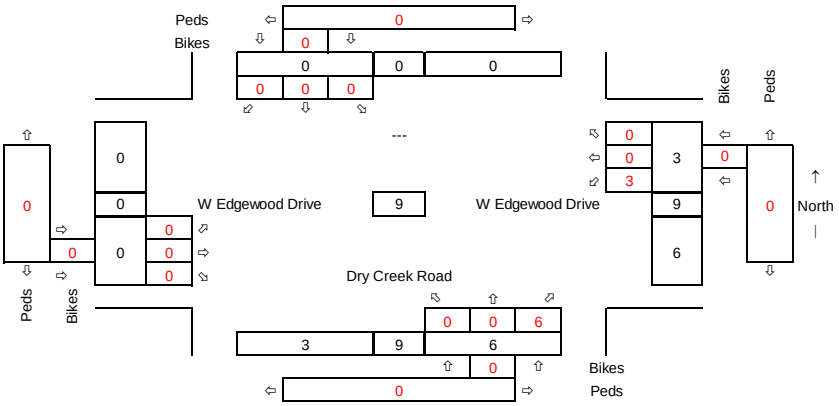
Year: 2026
Years of Growth = 1
Growth Rate = 1.5%
Growth Factor = 1.02

Grow Peds? No
Grow Bikes? No

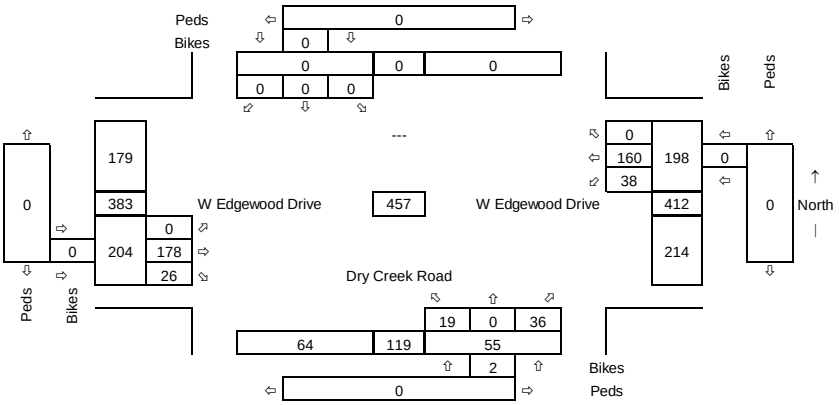


Development Trips
Average Weekday
AM Peak-Hour

Development



Build Trips
Average Weekday
AM Peak-Hour



3 Dry Creek Rd @ US-101

Synchro ID: 3

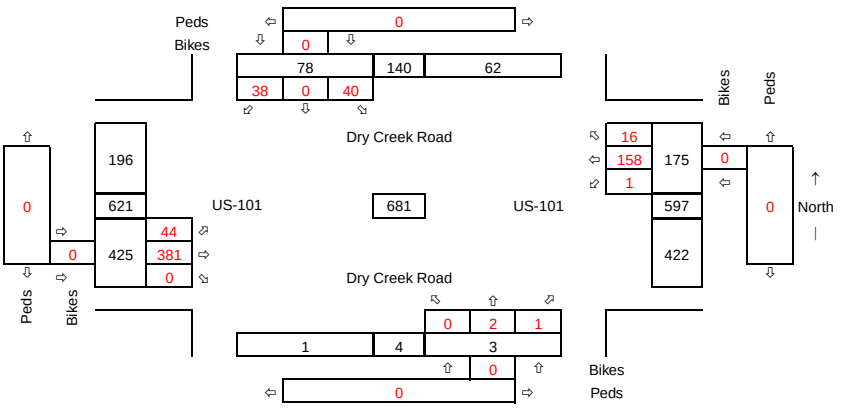
Existing
Average Weekday
AM Peak-Hour

Date: **4/23/2025**

Data Source: **IDAX**

PHF: 0.94

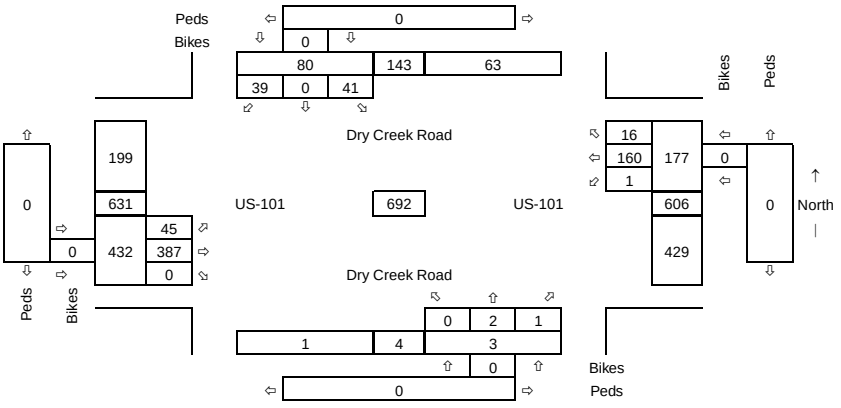
EB HVF= 7%
WB HVF= 19%
NB HVF= 0%
SB HVF= 10%



No-Build
Average Weekday
AM Peak-Hour

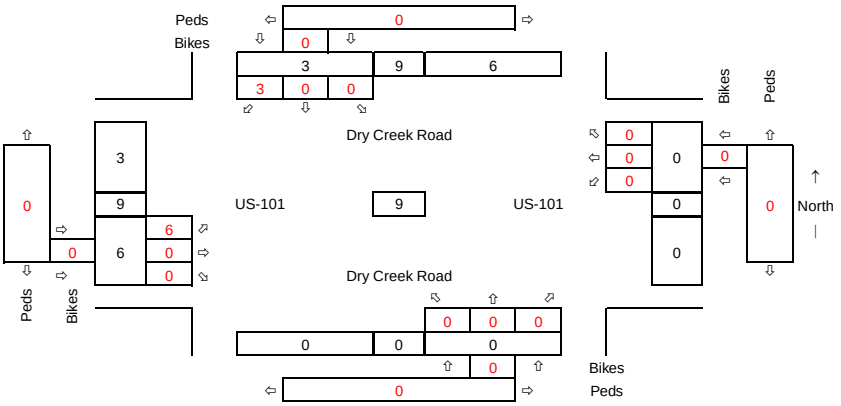
Year: 2026
Years of Growth = 1
Growth Rate = 1.5%
Growth Factor = 1.02

Grow Peds? No
Grow Bikes? No

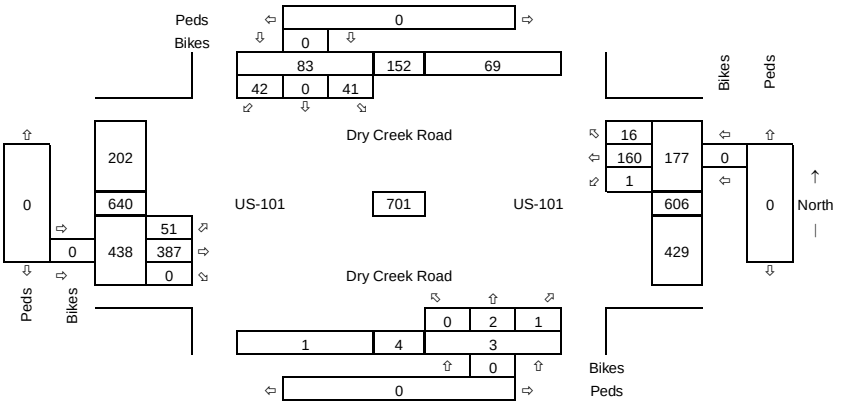


Development Trips
Average Weekday
AM Peak-Hour

Development



Build Trips
Average Weekday
AM Peak-Hour



---

4 S Airport Rd @ US 101

Synchro ID: 4

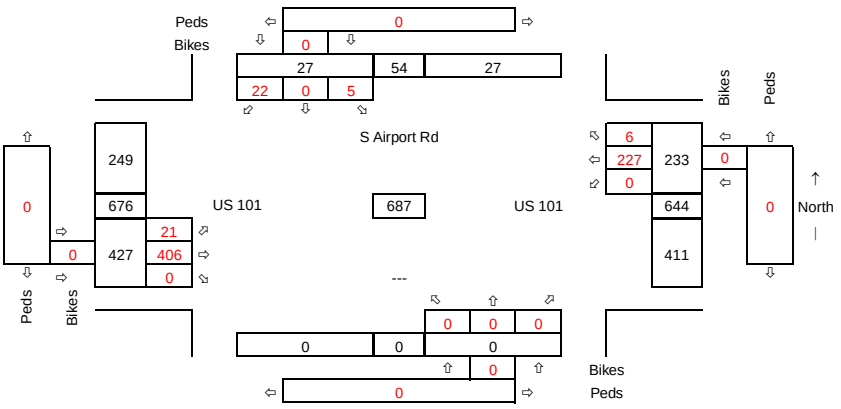
Existing
Average Weekday
AM Peak-Hour

Date: **4/23/2025**

Data Source: **IDAX**

PHF: 0.93

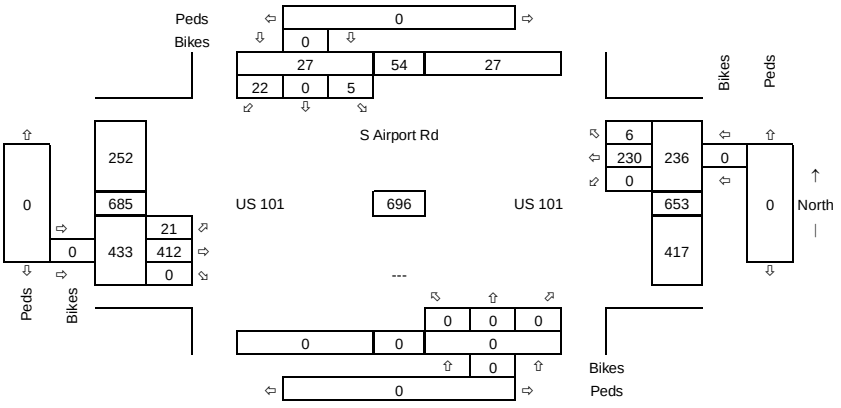
EB HVF= 10%
WB HVF= 13%
NB HVF= 0%
SB HVF= 26%



No-Build
Average Weekday
AM Peak-Hour

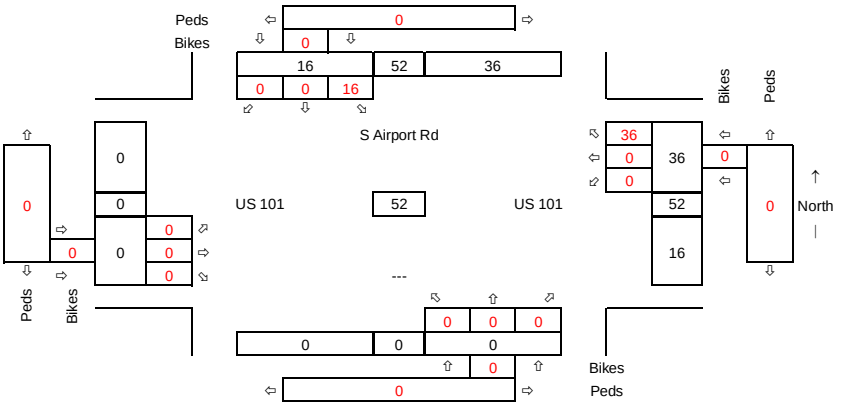
Year: 2026
Years of Growth = 1
Growth Rate = 1.5%
Growth Factor = 1.02

Grow Peds? No
Grow Bikes? No

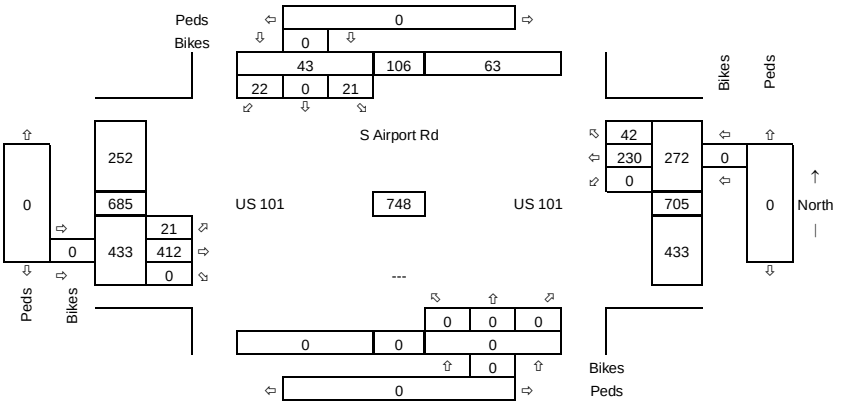


Development Trips
Average Weekday
AM Peak-Hour

Development



Build Trips
Average Weekday
AM Peak-Hour



---

5 Edgewood Dr @ Airport Rd

Synchro ID: 5

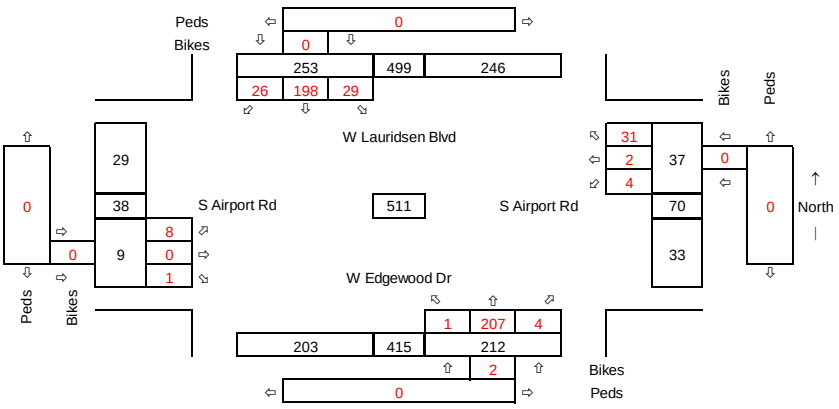
Existing
Average Weekday
AM Peak-Hour

Date: **4/23/2025**

Data Source: **IDAX**

PHF: 0.78

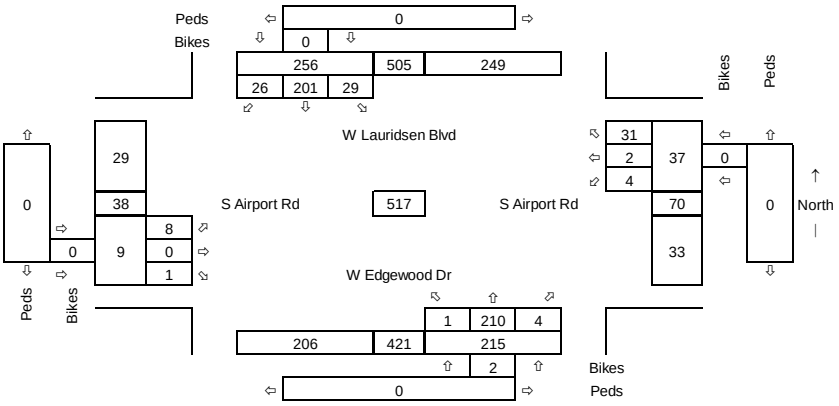
EB HVF= 22%
WB HVF= 14%
NB HVF= 3%
SB HVF= 6%



No-Build
Average Weekday
AM Peak-Hour

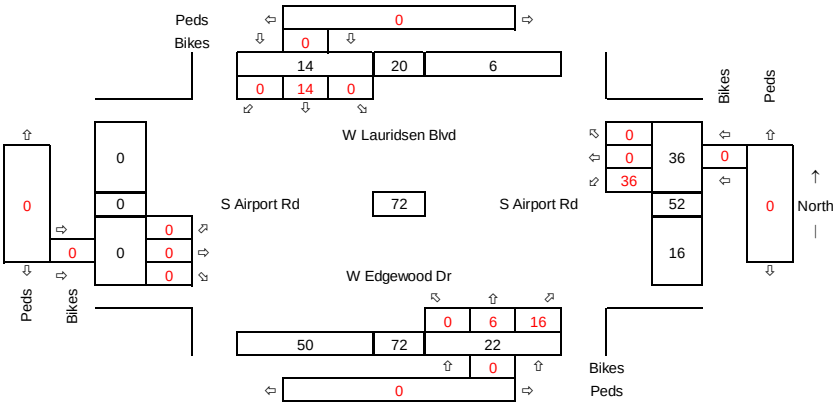
Year: 2026
Years of Growth = 1
Growth Rate = 1.5%
Growth Factor = 1.02

Grow Peds? No
Grow Bikes? No

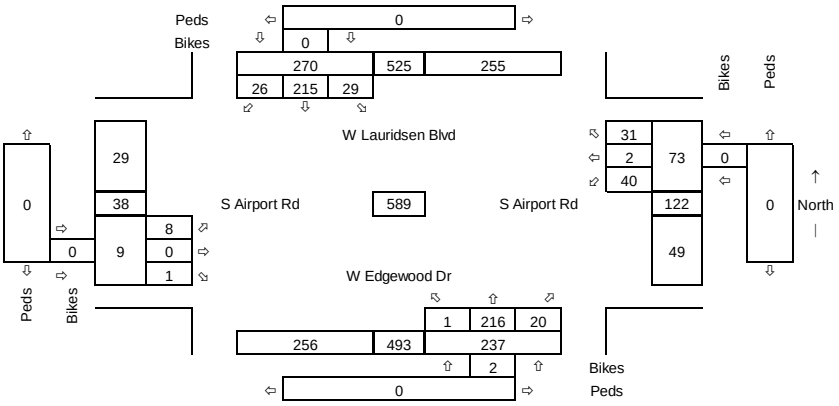


Development Trips
Average Weekday
AM Peak-Hour

Development



Build Trips
Average Weekday
AM Peak-Hour



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6 SR-117 @ Lauridsen Blvd

Synchro ID: 6

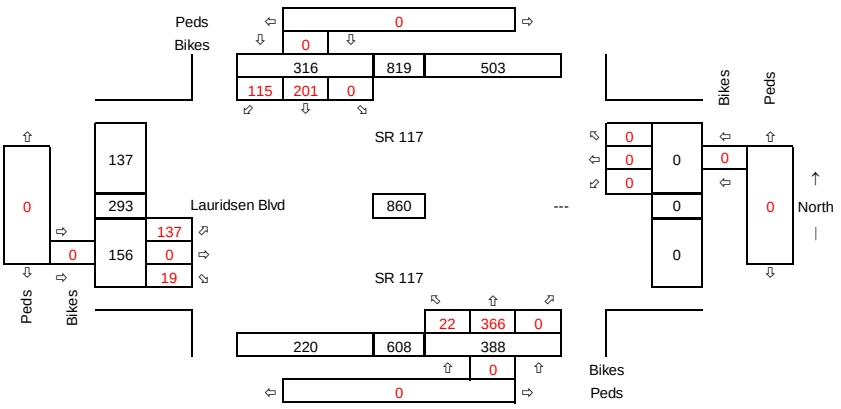
Existing
Average Weekday
AM Peak-Hour

Date: **4/23/2025**

Data Source: **IDAX**

PHF: 0.98

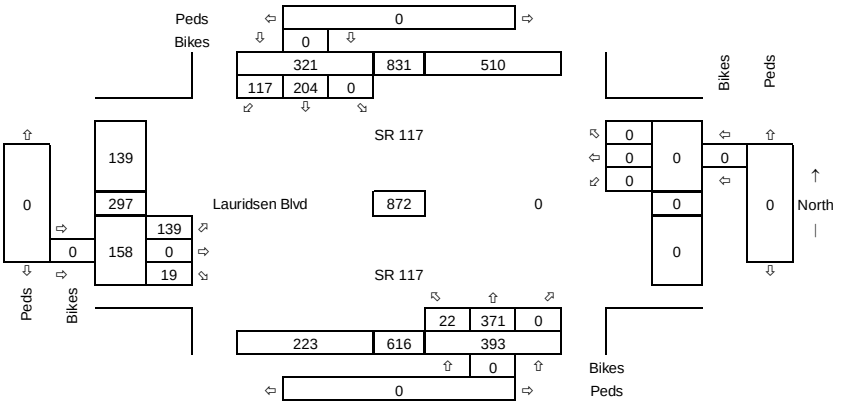
EB HVF= 9%
WB HVF= 0%
NB HVF= 15%
SB HVF= 14%



No-Build
Average Weekday
AM Peak-Hour

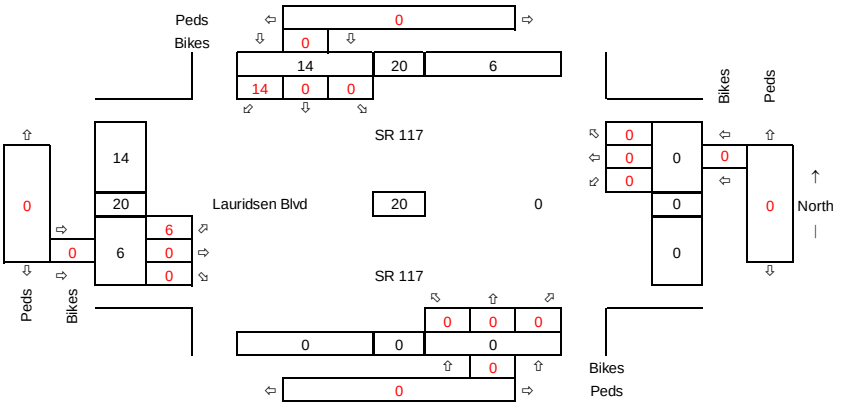
Year: 2026
Years of Growth = 1
Growth Rate = 1.5%
Growth Factor = 1.02

Grow Peds? No
Grow Bikes? No

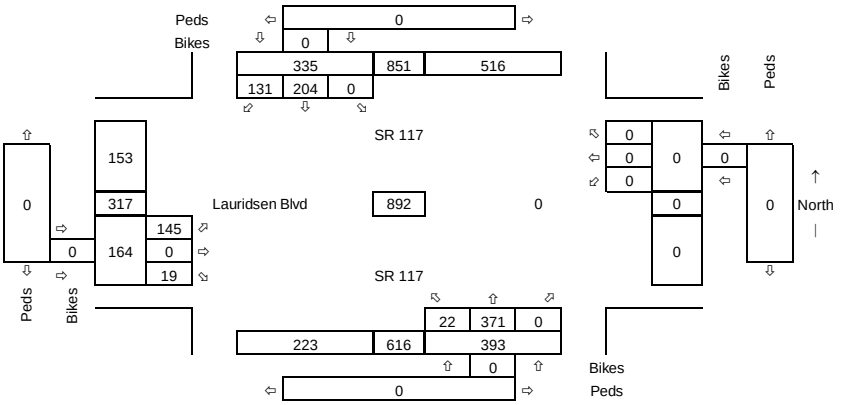


Development Trips
Average Weekday
AM Peak-Hour

Development



Build Trips
Average Weekday
AM Peak-Hour



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7 Lincoln St @ Lauridsen Blvd

Synchro ID: 7

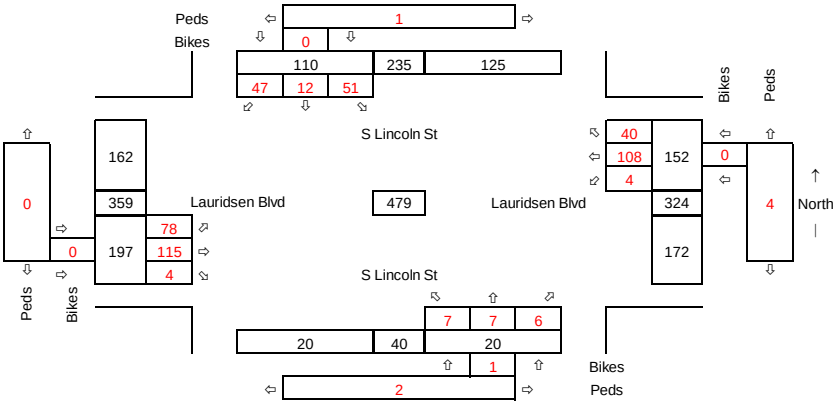
Existing
Average Weekday
AM Peak-Hour

Date: **4/23/2025**

Data Source: **IDAX**

PHF: 0.78

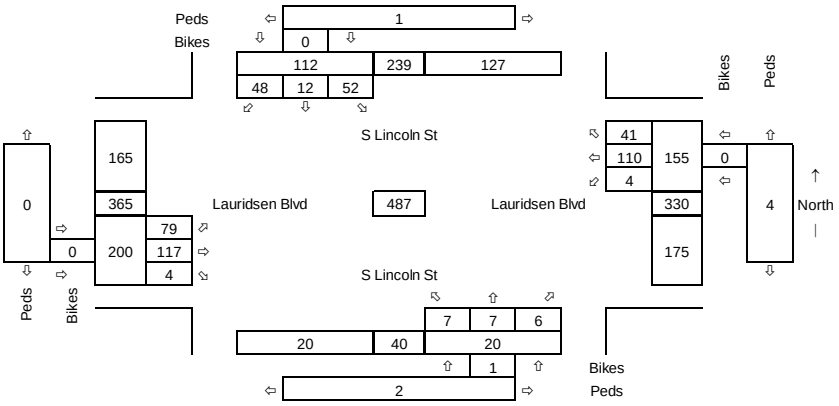
EB HVF= 2%
WB HVF= 2%
NB HVF= 0%
SB HVF= 7%



No-Build
Average Weekday
AM Peak-Hour

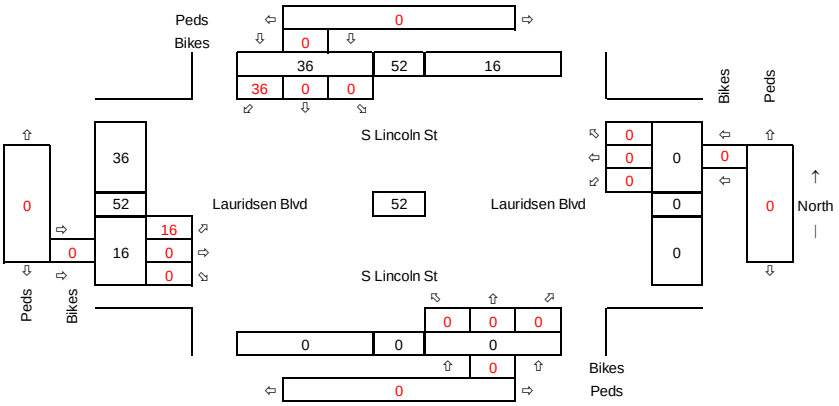
Year: 2026
Years of Growth = 1
Growth Rate = 1.5%
Growth Factor = 1.02

Grow Peds? No
Grow Bikes? No

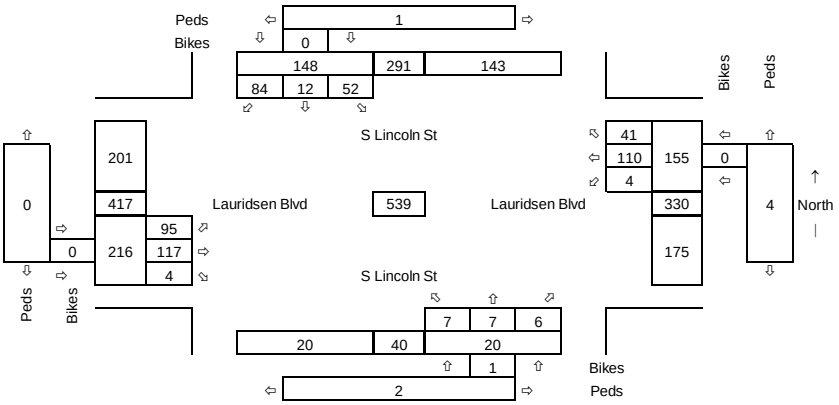


Development Trips
Average Weekday
AM Peak-Hour

Development



Build Trips
Average Weekday
AM Peak-Hour



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8 SR 117 @ Marine Dr

Synchro ID: 8

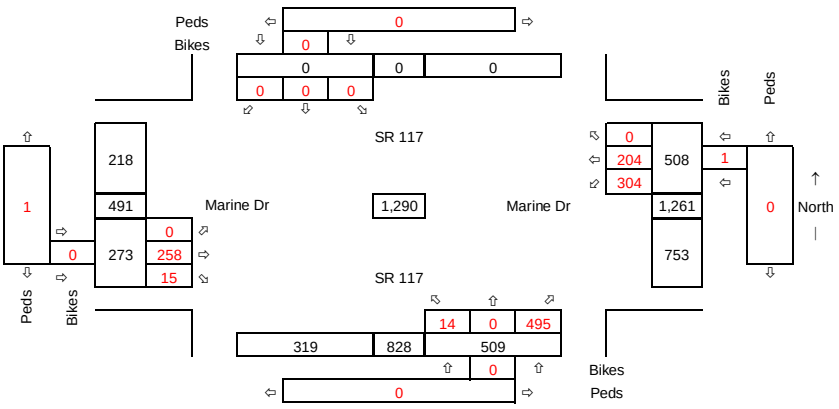
Existing
Average Weekday
AM Peak-Hour

Date: **4/23/2025**

Data Source: **IDAX**

PHF: 0.93

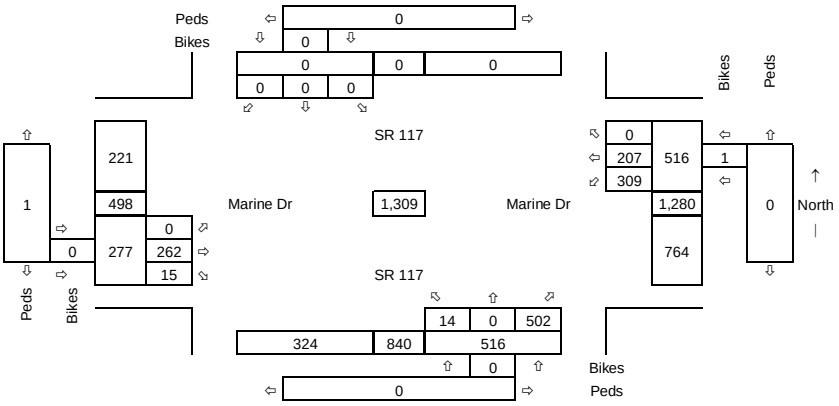
EB HVF= 3%
WB HVF= 10%
NB HVF= 8%
SB HVF= 0%



No-Build
Average Weekday
AM Peak-Hour

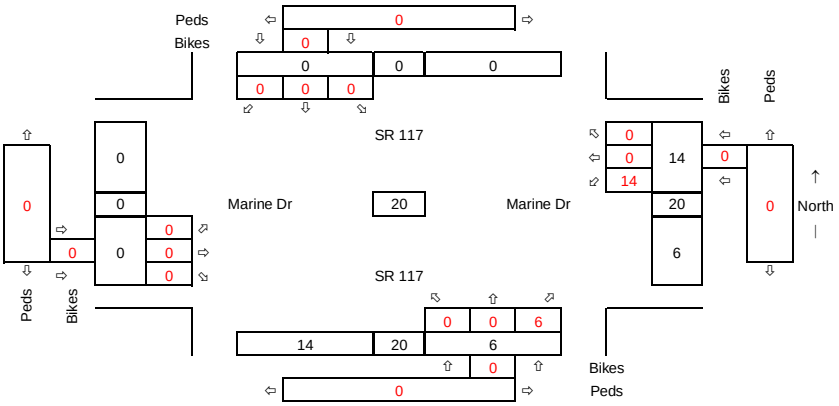
Year: 2026
Years of Growth = 1
Growth Rate = 1.5%
Growth Factor = 1.02

Grow Peds? No
Grow Bikes? No

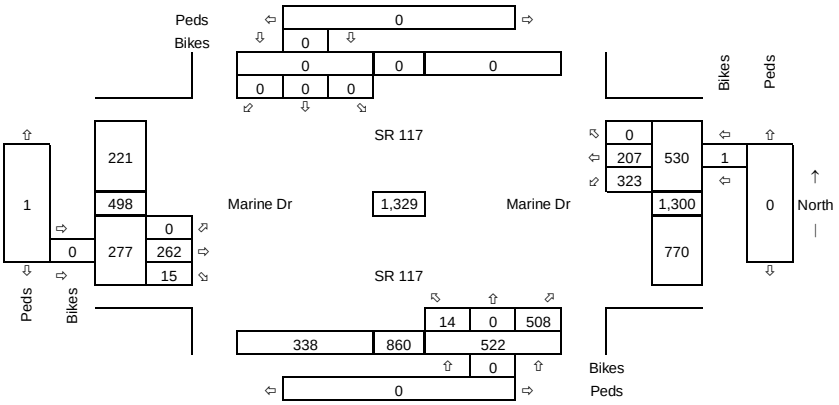


Development Trips
Average Weekday
AM Peak-Hour

Development



Build Trips
Average Weekday
AM Peak-Hour



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9 Lincoln St @ E 1st St

Synchro ID: 9

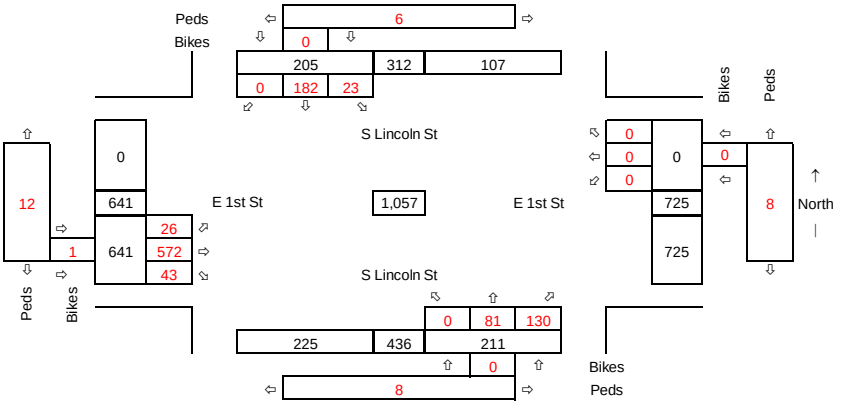
Existing
Average Weekday
AM Peak-Hour

Date: **4/23/2025**

Data Source: **IDAX**

PHF: 0.87

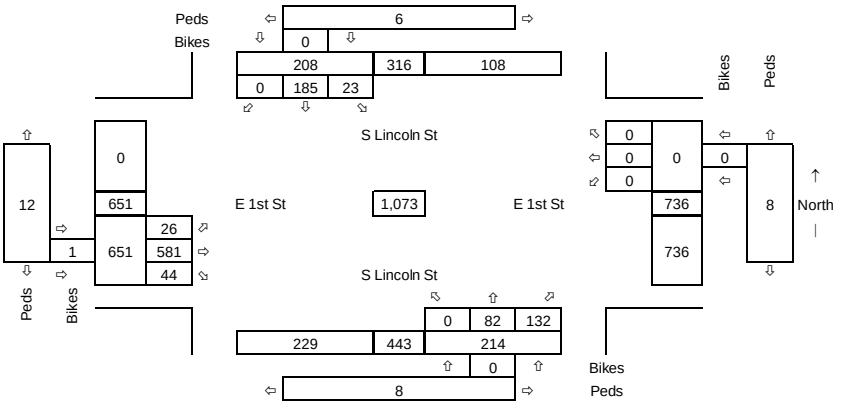
EB HVF= 11%
WB HVF= 0%
NB HVF= 6%
SB HVF= 8%



No-Build
Average Weekday
AM Peak-Hour

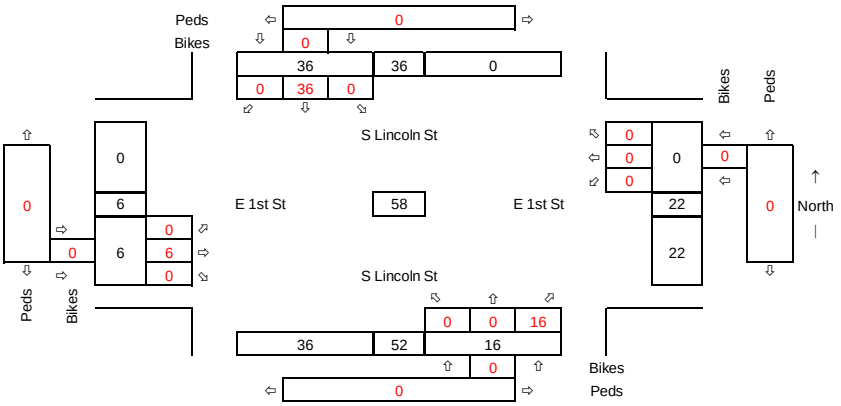
Year: 2026
Years of Growth = 1
Growth Rate = 1.5%
Growth Factor = 1.02

Grow Peds? No
Grow Bikes? No

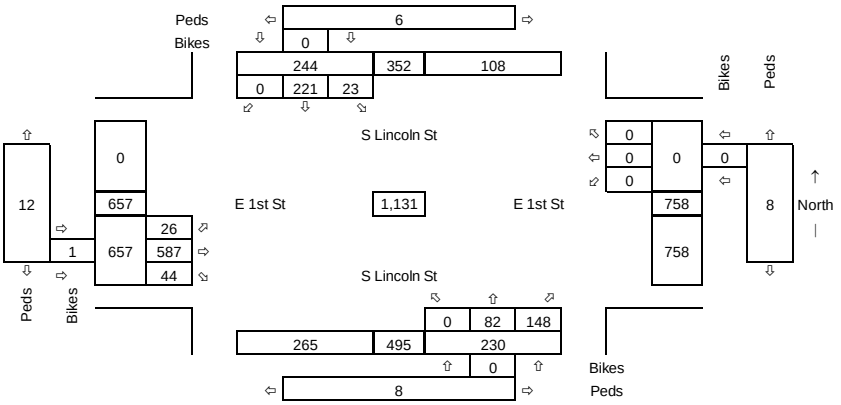


Development Trips
Average Weekday
AM Peak-Hour

Development



Build Trips
Average Weekday
AM Peak-Hour



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10 Lincoln St @ Front St

Synchro ID: 10

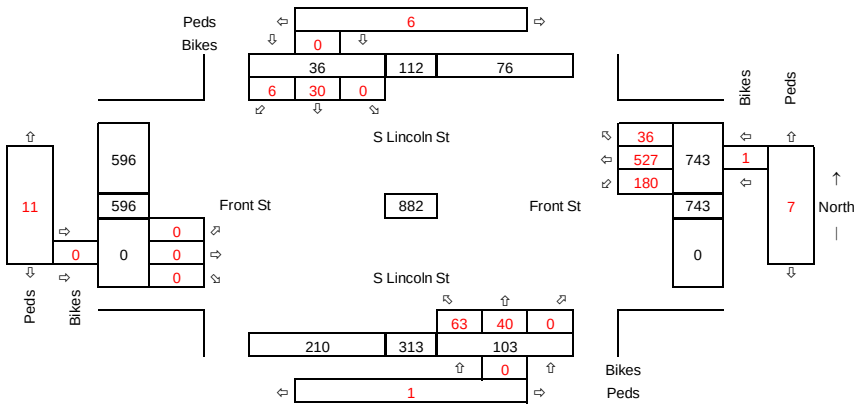
Existing
Average Weekday
AM Peak-Hour

Date: **4/23/2025**

Data Source: **IDAX**

PHF: 0.87

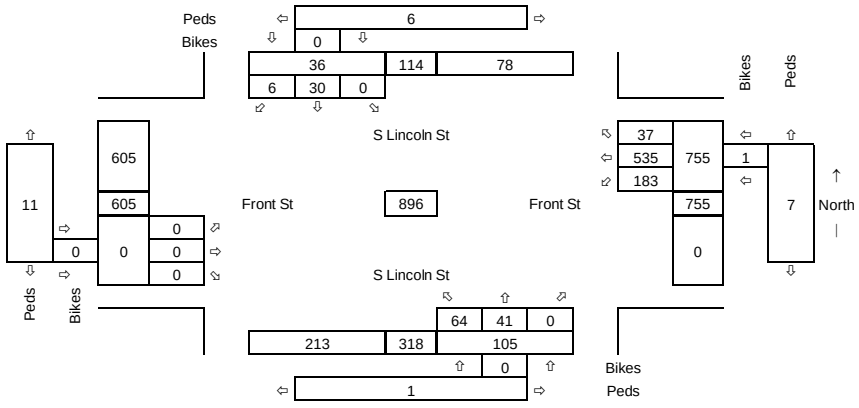
EB HVF= 0%
WB HVF= 8%
NB HVF= 16%
SB HVF= 19%



No-Build
Average Weekday
AM Peak-Hour

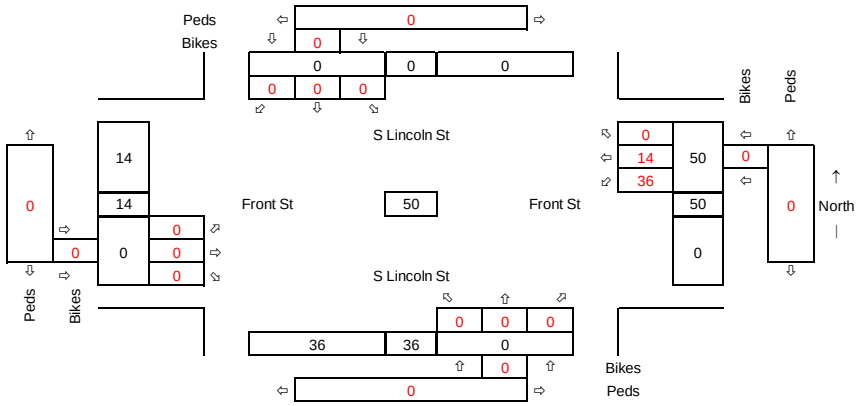
Year: 2026
Years of Growth = 1
Growth Rate = 1.5%
Growth Factor = 1.02

Grow Peds? No
Grow Bikes? No

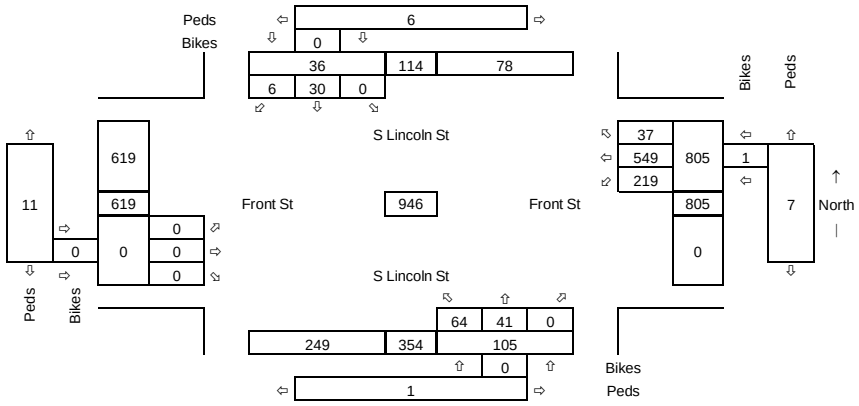


Development Trips
Average Weekday
AM Peak-Hour

Development



Build Trips
Average Weekday
AM Peak-Hour



11 Golf Course Rd @ E 1st St

Synchro ID: 11

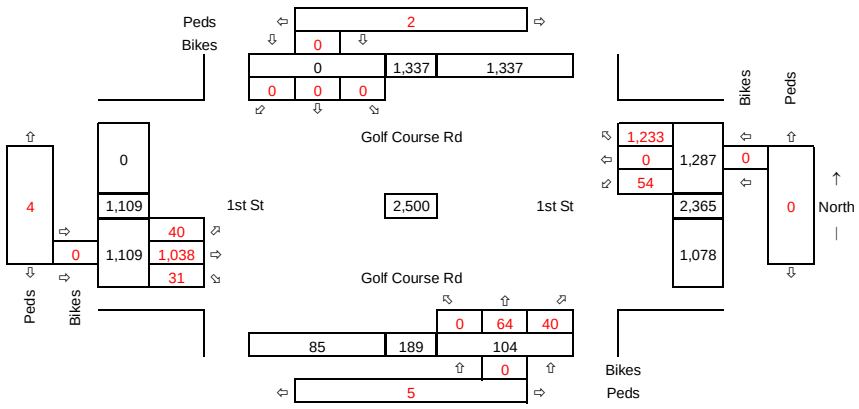
Existing
Average Weekday
AM Peak-Hour

Date: **4/23/2025**

Data Source: **IDAX**

PHF: 0.84

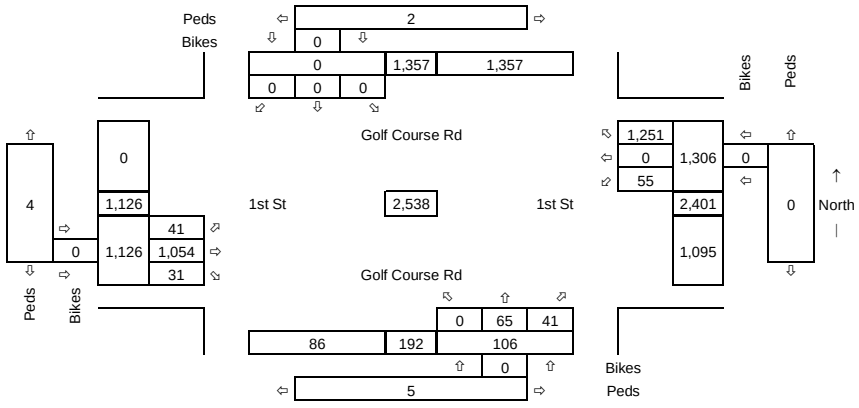
EB HVF= 6%
WB HVF= 6%
NB HVF= 4%
SB HVF= 0%



No-Build
Average Weekday
AM Peak-Hour

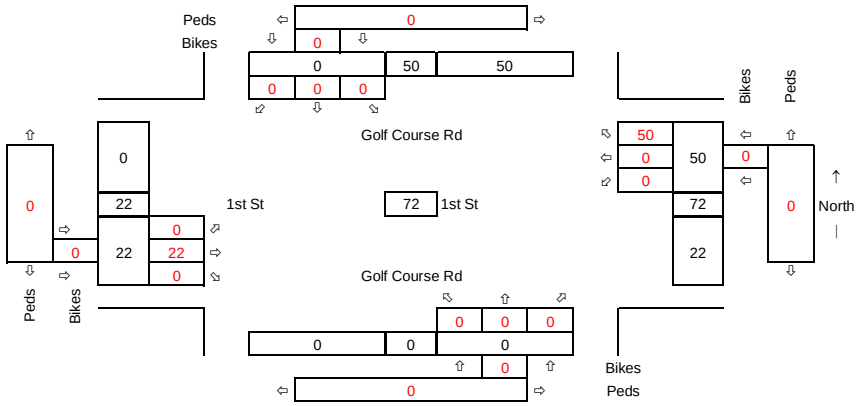
Year: 2026
Years of Growth = 1
Growth Rate = 1.5%
Growth Factor = 1.02

Grow Peds? No
Grow Bikes? No

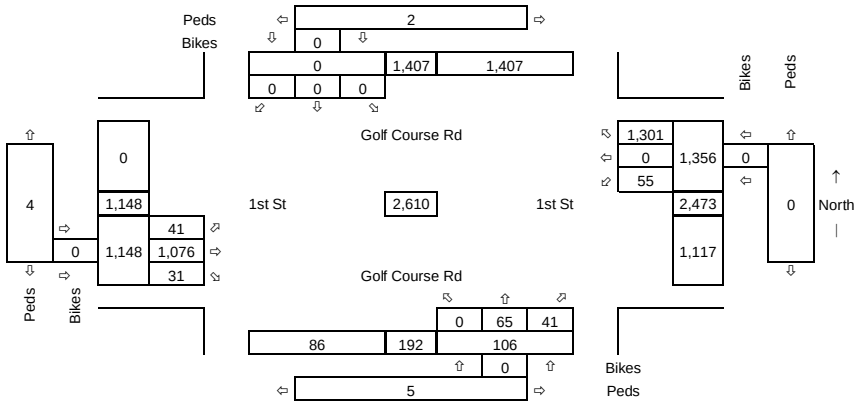


Development Trips
Average Weekday
AM Peak-Hour

Development



Build Trips
Average Weekday
AM Peak-Hour



---

1 Critchfield Rd @ Edgewood Dr

Synchro ID: 1

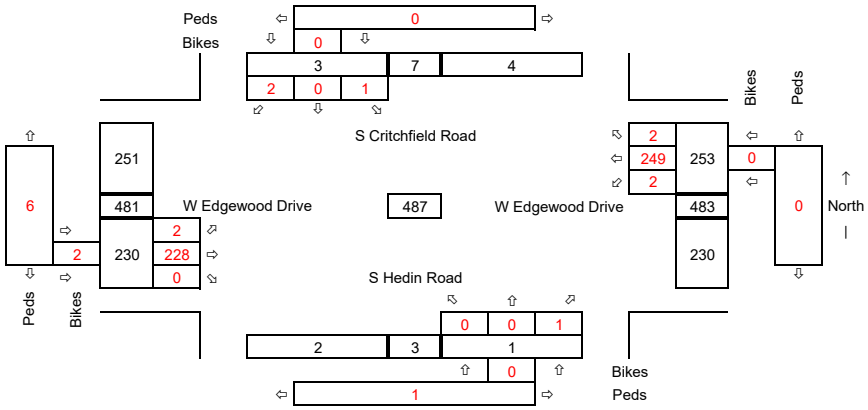
Existing
Average Weekday
PM Peak-Hour

Date: **4/23/2025**

Data Source: **IDAX**

PHF: 0.81

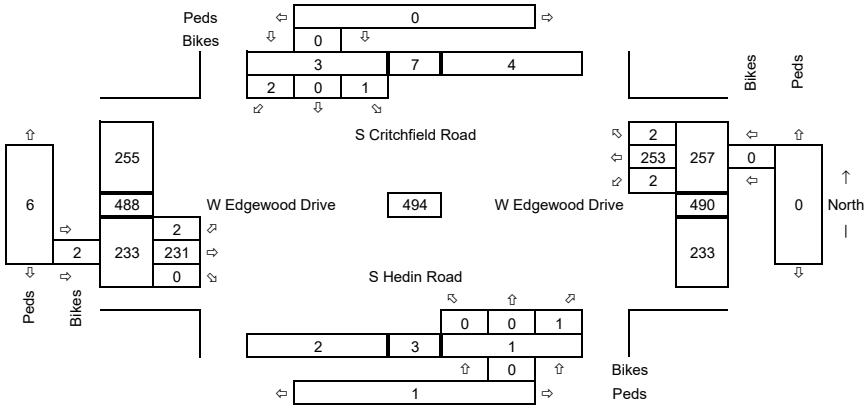
EB HVF= 1%
WB HVF= 1%
NB HVF= 0%
SB HVF= 0%



No-Build
Average Weekday
PM Peak-Hour

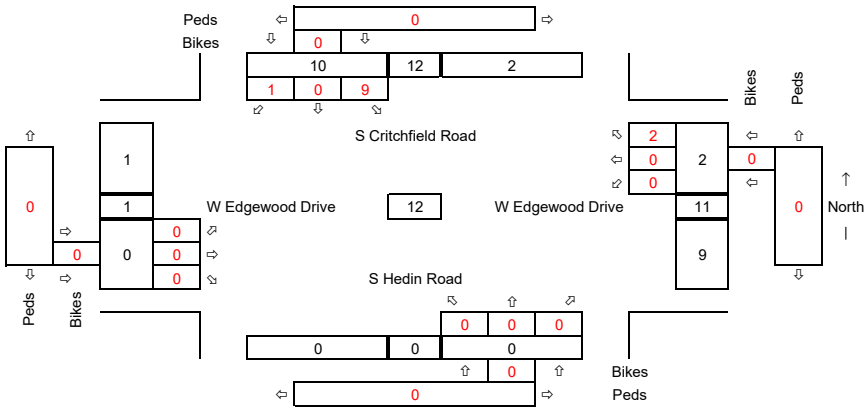
Year: 2026
Years of Growth = 1
Growth Rate = 1.5%
Growth Factor = 1.02

Grow Peds? No
Grow Bikes? No

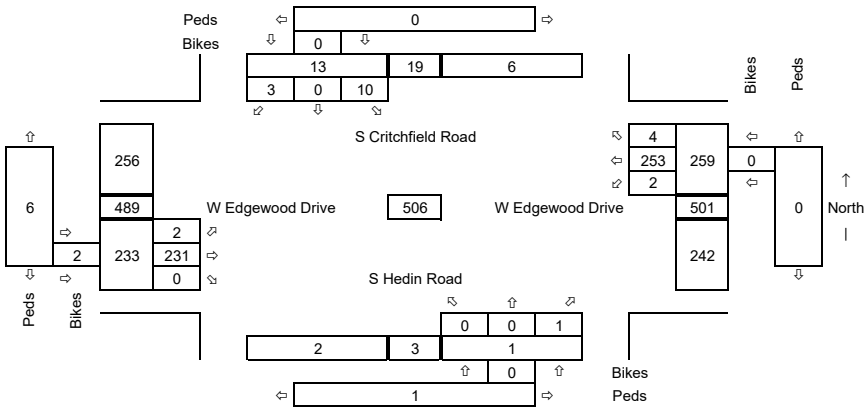


Development Trips
Average Weekday
PM Peak-Hour

Development



Build Trips
Average Weekday
PM Peak-Hour



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2 Dry Creek Rd @ Edgewood Dr

Synchro ID: 2

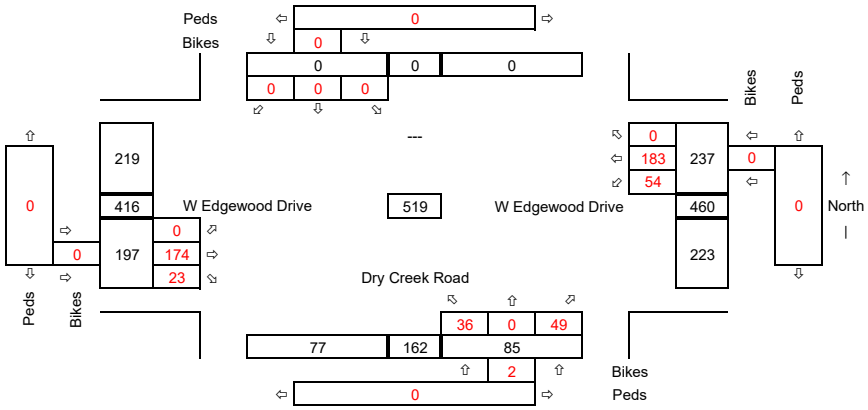
Existing
Average Weekday
PM Peak-Hour

Date: **4/23/2025**

Data Source: **IDAX**

PHF: 0.93

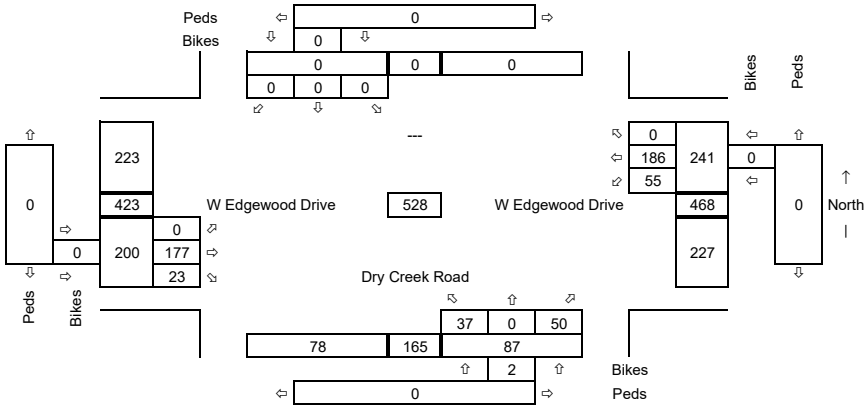
EB HVF= 4%
WB HVF= 3%
NB HVF= 1%
SB HVF= 0%



No-Build
Average Weekday
PM Peak-Hour

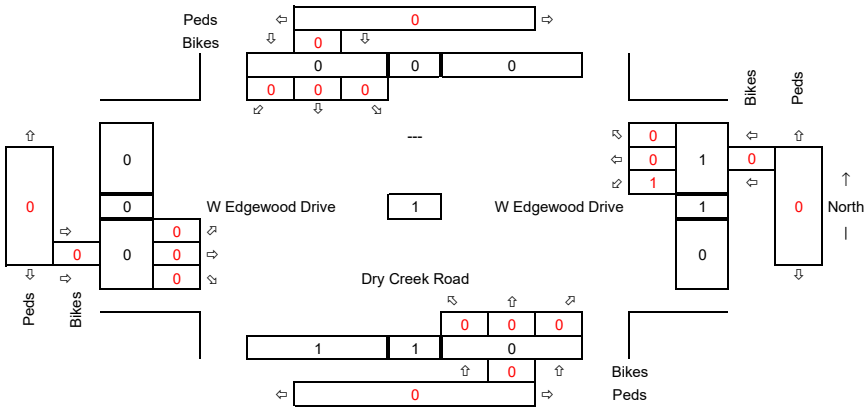
Year: 2026
Years of Growth = 1
Growth Rate = 1.5%
Growth Factor = 1.02

Grow Peds? No
Grow Bikes? No

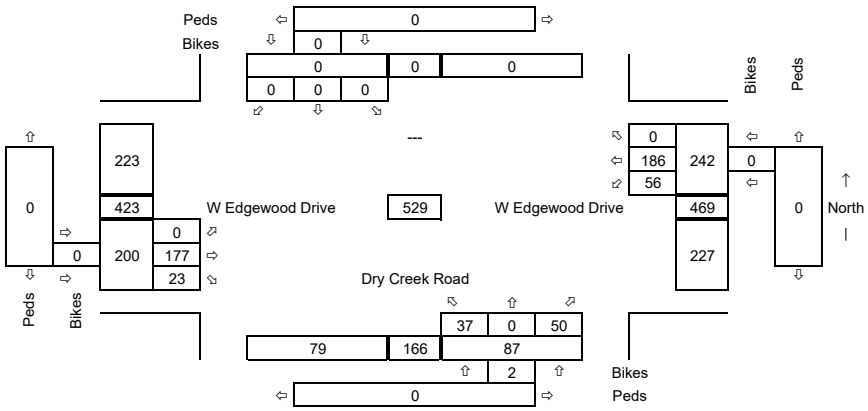


Development Trips
Average Weekday
PM Peak-Hour

Development



Build Trips
Average Weekday
PM Peak-Hour



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3 Dry Creek Rd @ US-101

Synchro ID: 3

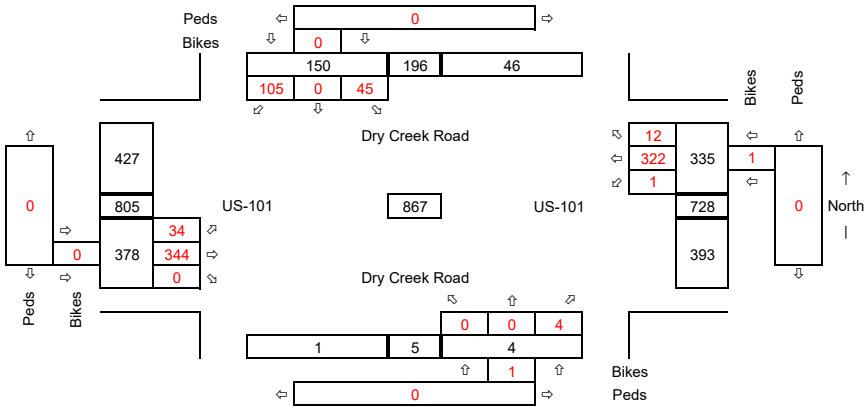
Existing
Average Weekday
PM Peak-Hour

Date: **4/23/2025**

Data Source: **IDAX**

PHF: 0.95

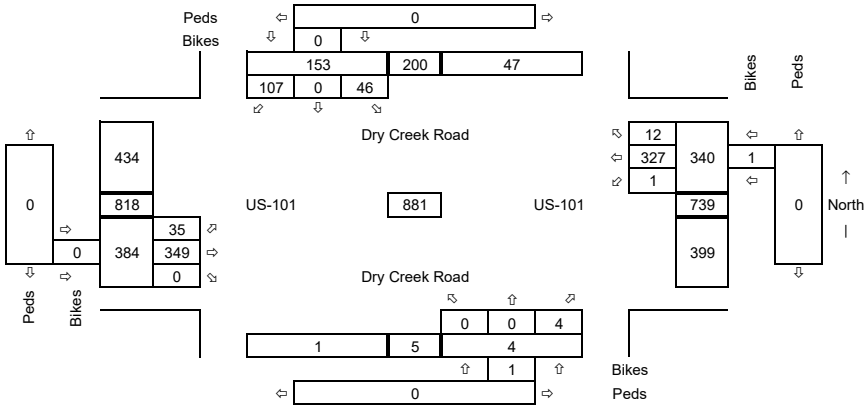
EB HVF= 5%
WB HVF= 4%
NB HVF= 0%
SB HVF= 3%



No-Build
Average Weekday
PM Peak-Hour

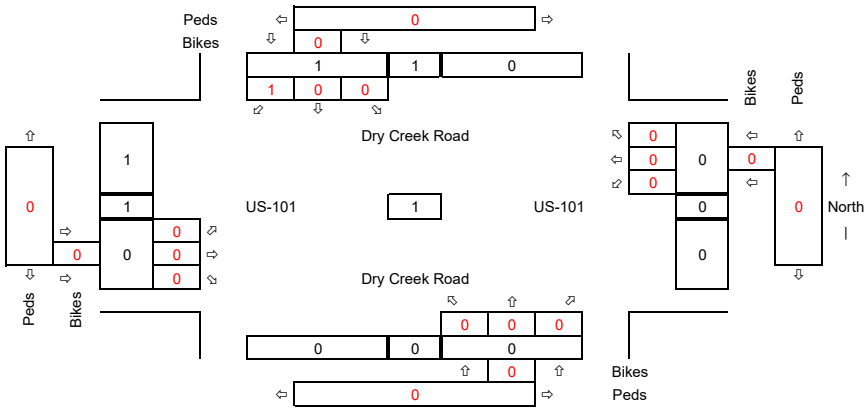
Year: 2026
Years of Growth = 1
Growth Rate = 1.5%
Growth Factor = 1.02

Grow Peds? No
Grow Bikes? No

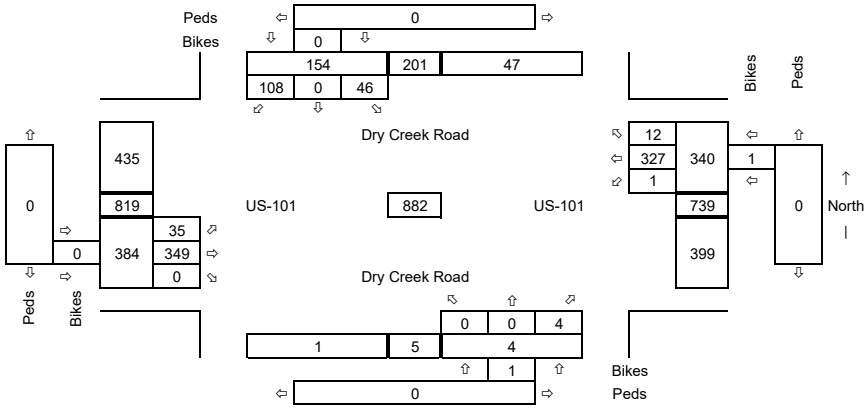


Development Trips
Average Weekday
PM Peak-Hour

Development



Build Trips
Average Weekday
PM Peak-Hour



4 S Airport Rd @ US 101

Synchro ID: 4

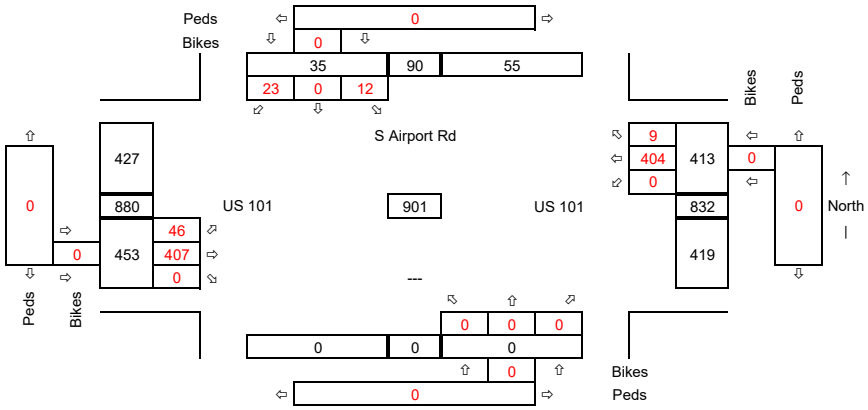
Existing
Average Weekday
PM Peak-Hour

Date: **4/23/2025**

Data Source: **IDAX**

PHF: 0.92

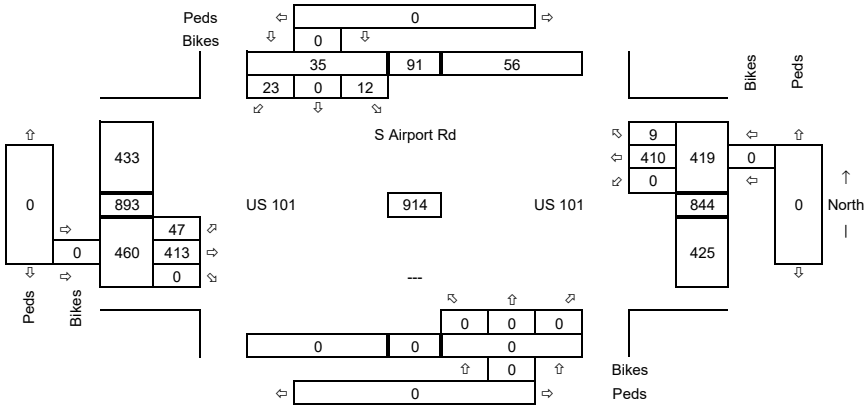
EB HVF= 5%
WB HVF= 4%
NB HVF= 0%
SB HVF= 3%



No-Build
Average Weekday
PM Peak-Hour

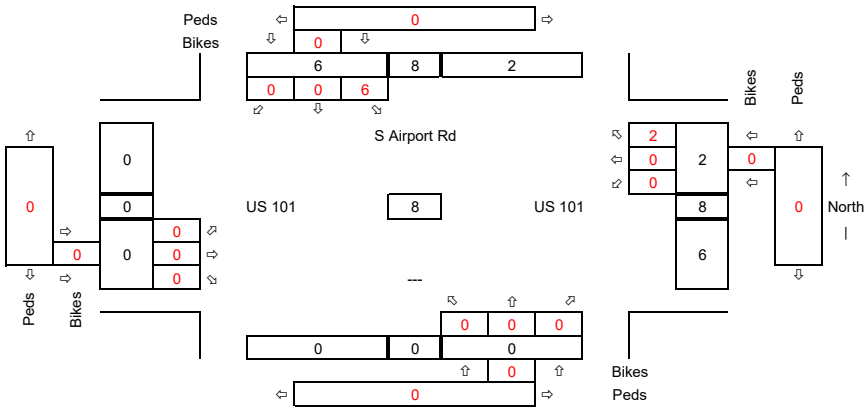
Year: 2026
Years of Growth = 1
Growth Rate = 1.5%
Growth Factor = 1.02

Grow Peds? No
Grow Bikes? No

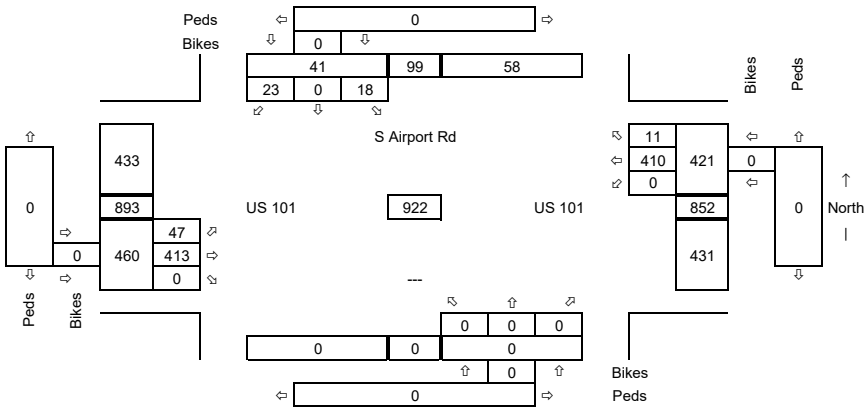


Development Trips
Average Weekday
PM Peak-Hour

Development



Build Trips
Average Weekday
PM Peak-Hour



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5 Edgewood Dr @ Airport Rd

Synchro ID: 5

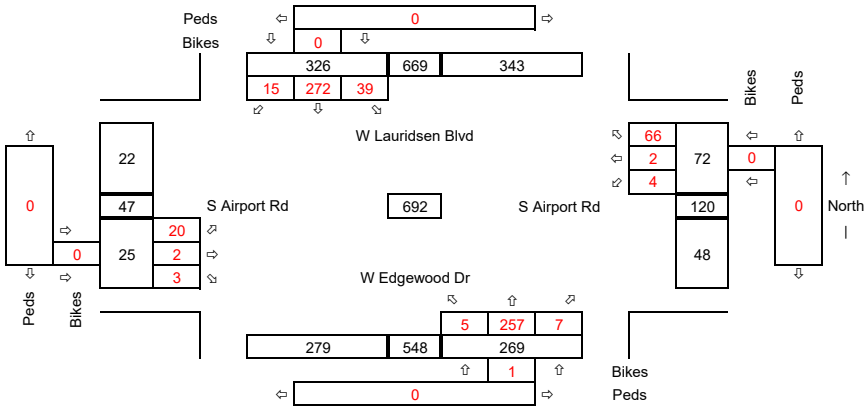
Existing
Average Weekday
PM Peak-Hour

Date: **4/23/2025**

Data Source: **IDAX**

PHF: 0.94

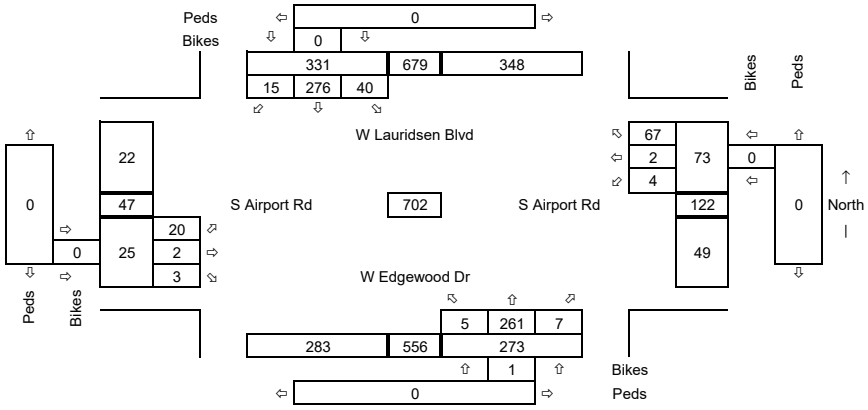
EB HVF= 12%
WB HVF= 0%
NB HVF= 2%
SB HVF= 2%



No-Build
Average Weekday
PM Peak-Hour

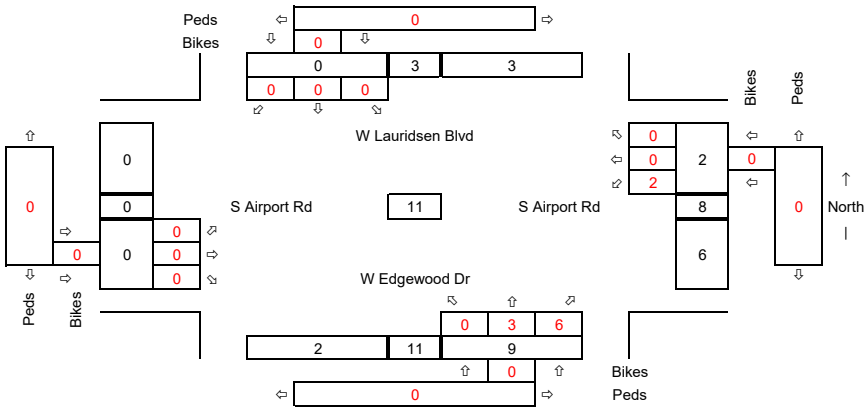
Year: 2026
Years of Growth = 1
Growth Rate = 1.5%
Growth Factor = 1.02

Grow Peds? No
Grow Bikes? No



Development Trips
Average Weekday
PM Peak-Hour

Development



Build Trips
Average Weekday
PM Peak-Hour

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6 SR-117 @ Lauridsen Blvd

Synchro ID: 6

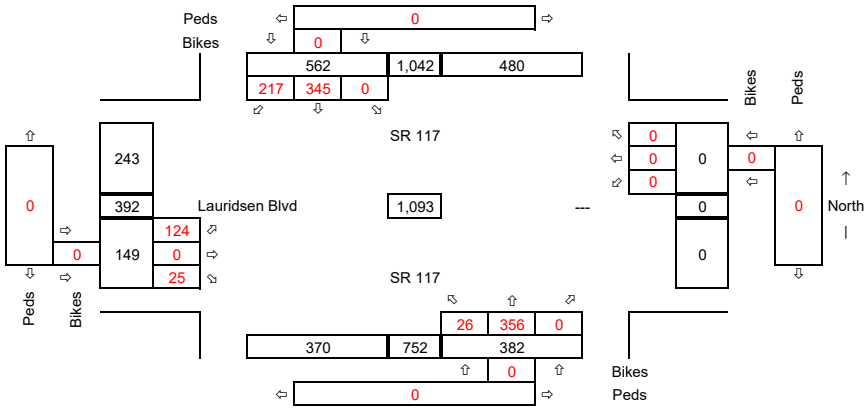
Existing
Average Weekday
PM Peak-Hour

Date: **4/23/2025**

Data Source: **IDAX**

PHF: 0.96

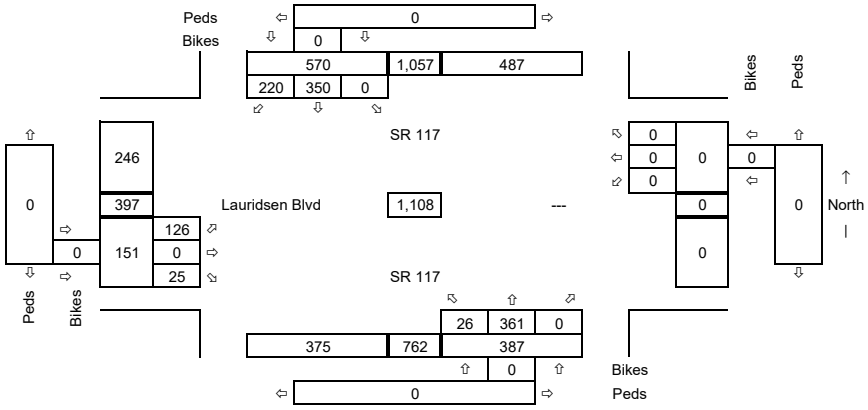
EB HVF= 7%
WB HVF= 0%
NB HVF= 8%
SB HVF= 4%



No-Build
Average Weekday
PM Peak-Hour

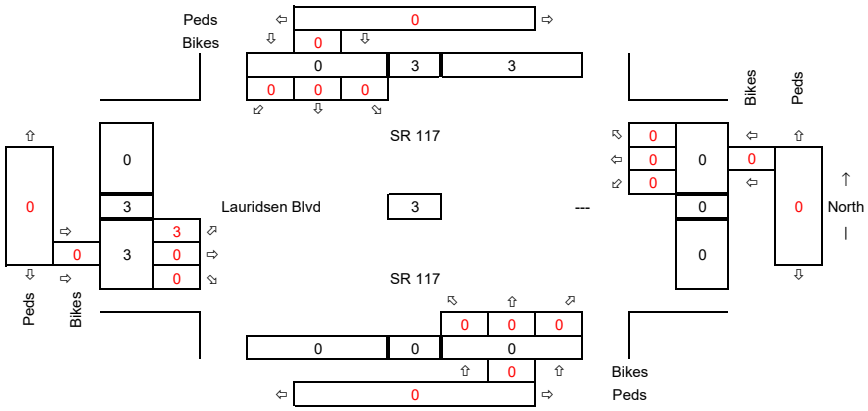
Year: 2026
Years of Growth = 1
Growth Rate = 1.5%
Growth Factor = 1.02

Grow Peds? No
Grow Bikes? No

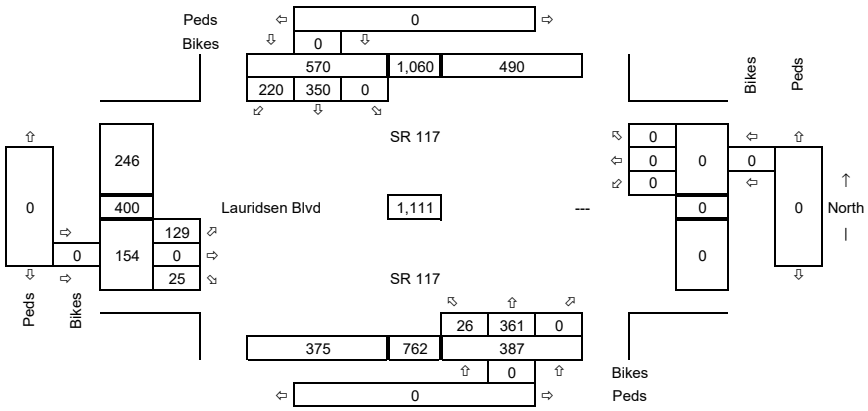


Development Trips
Average Weekday
PM Peak-Hour

Development



Build Trips
Average Weekday
PM Peak-Hour



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7 Lincoln St @ Lauridsen Blvd

Synchro ID: 7

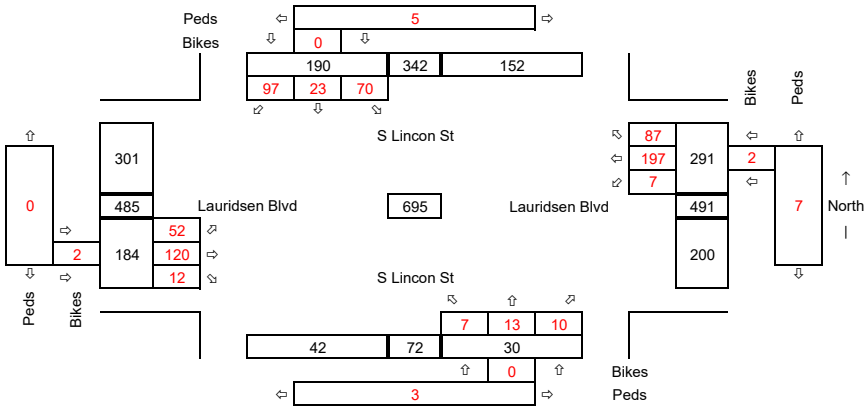
Existing
Average Weekday
PM Peak-Hour

Date: **4/23/2025**

Data Source: **IDAX**

PHF: 0.92

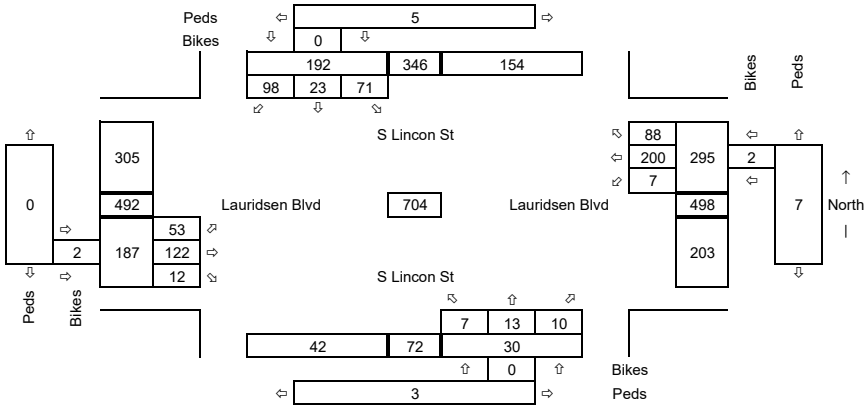
EB HVF= 1%
WB HVF= 0%
NB HVF= 0%
SB HVF= 2%



No-Build
Average Weekday
PM Peak-Hour

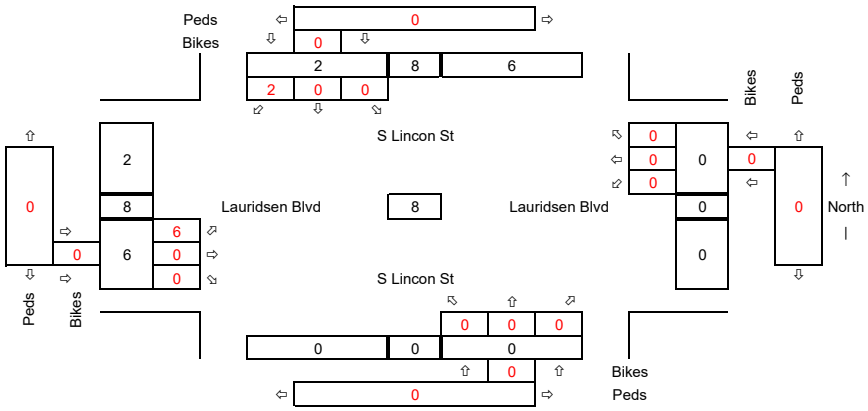
Year: 2026
Years of Growth = 1
Growth Rate = 1.5%
Growth Factor = 1.02

Grow Peds? No
Grow Bikes? No

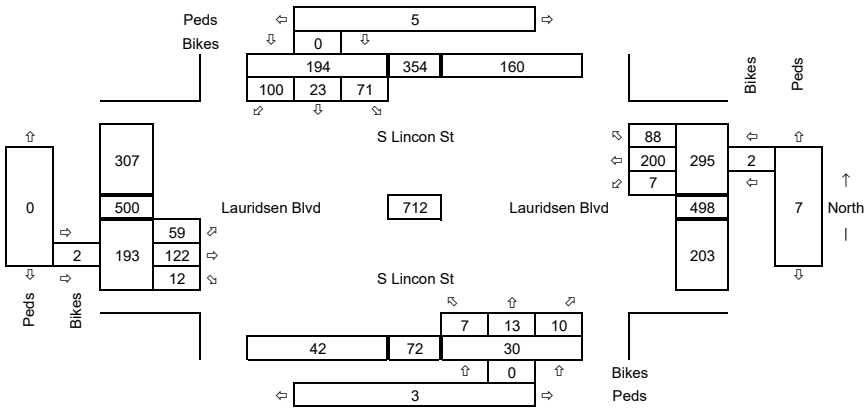


Development Trips
Average Weekday
PM Peak-Hour

Development



Build Trips
Average Weekday
PM Peak-Hour



8 SR 117 @ Marine Dr

Synchro ID: 8

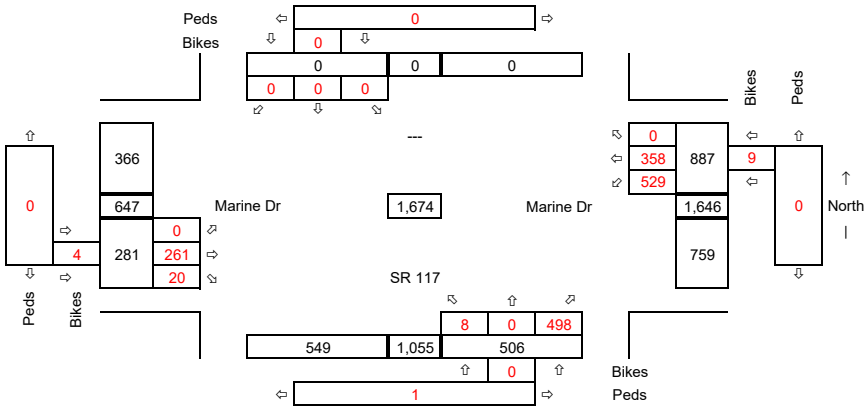
Existing
Average Weekday
PM Peak-Hour

Date: **4/23/2025**

Data Source: **IDAX**

PHF: 0.95

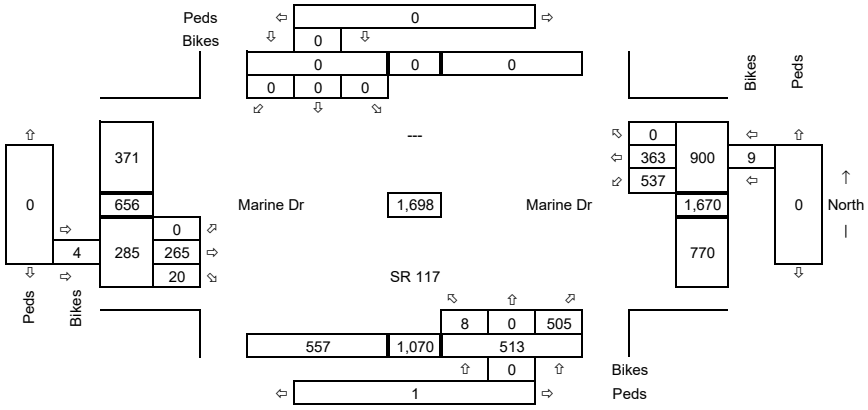
EB HVF= 1%
WB HVF= 3%
NB HVF= 6%
SB HVF= 0%



No-Build
Average Weekday
PM Peak-Hour

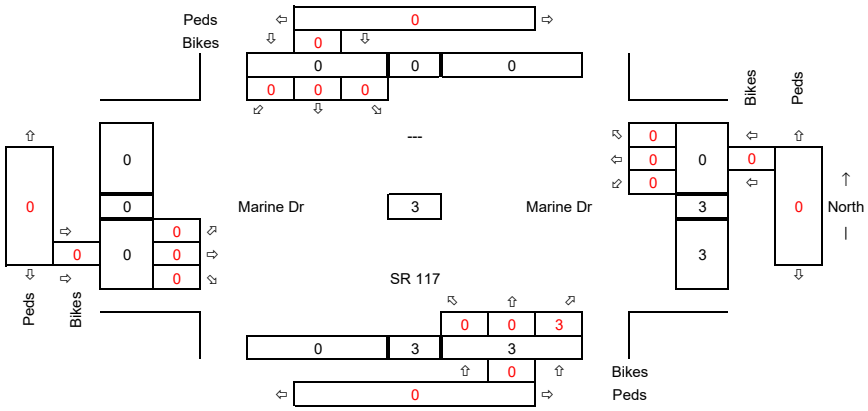
Year: 2026
Years of Growth = 1
Growth Rate = 1.5%
Growth Factor = 1.02

Grow Peds? No
Grow Bikes? No

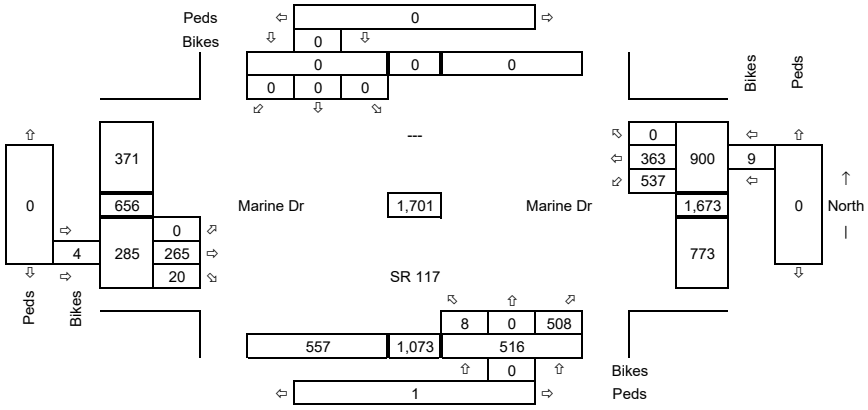


Development Trips
Average Weekday
PM Peak-Hour

Development



Build Trips
Average Weekday
PM Peak-Hour



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9 Lincoln St @ E 1st St

Synchro ID: 9

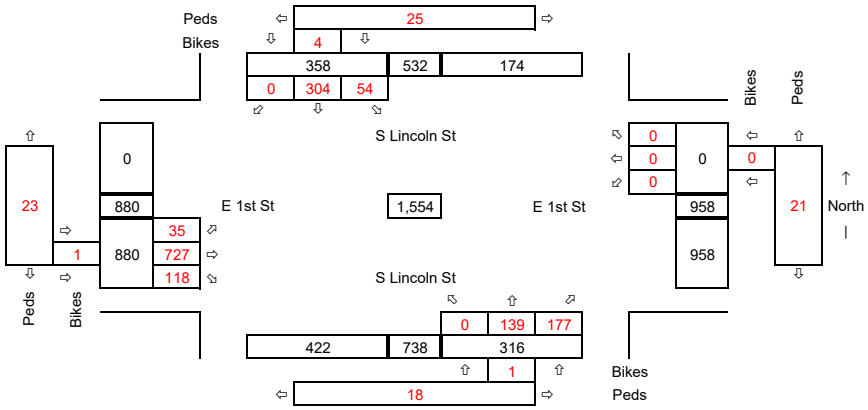
Existing
Average Weekday
PM Peak-Hour

Date: **4/23/2025**

Data Source: **IDAX**

PHF: 0.93

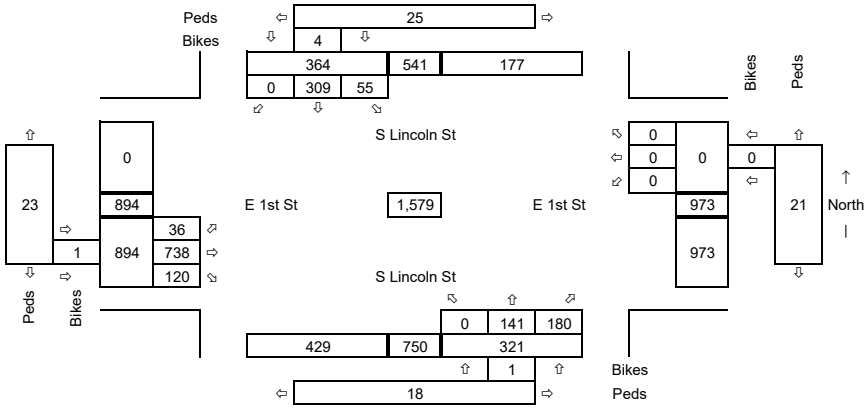
EB HVF= 6%
WB HVF= 0%
NB HVF= 3%
SB HVF= 4%



No-Build
Average Weekday
PM Peak-Hour

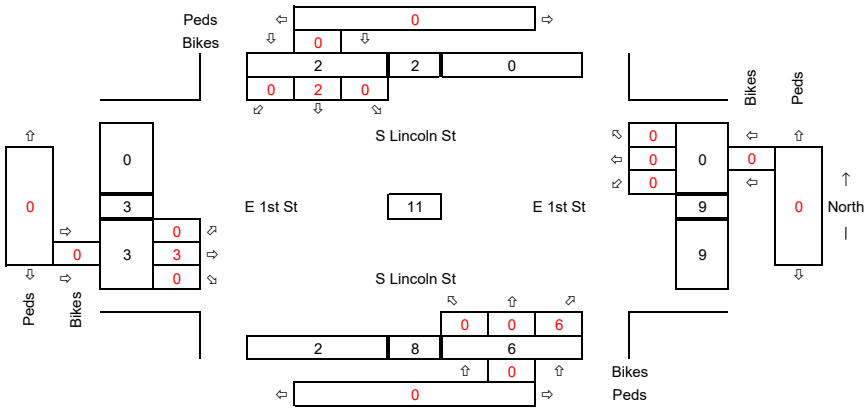
Year: 2026
Years of Growth = 1
Growth Rate = 1.5%
Growth Factor = 1.02

Grow Peds? No
Grow Bikes? No

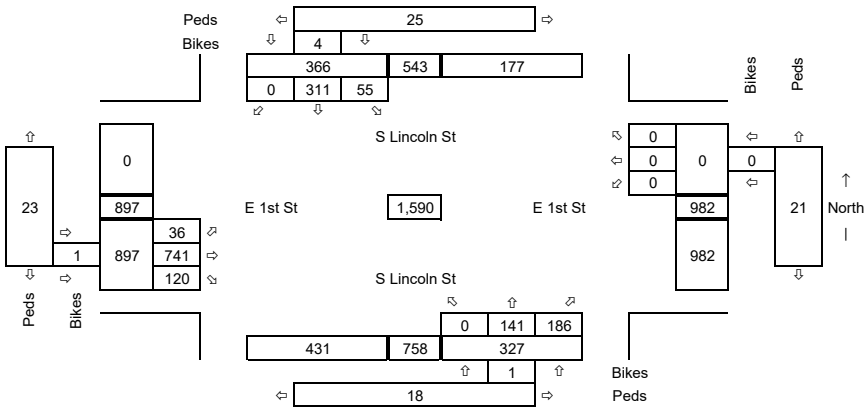


Development Trips
Average Weekday
PM Peak-Hour

Development



Build Trips
Average Weekday
PM Peak-Hour



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10 Lincoln St @ Front St

Synchro ID: 10

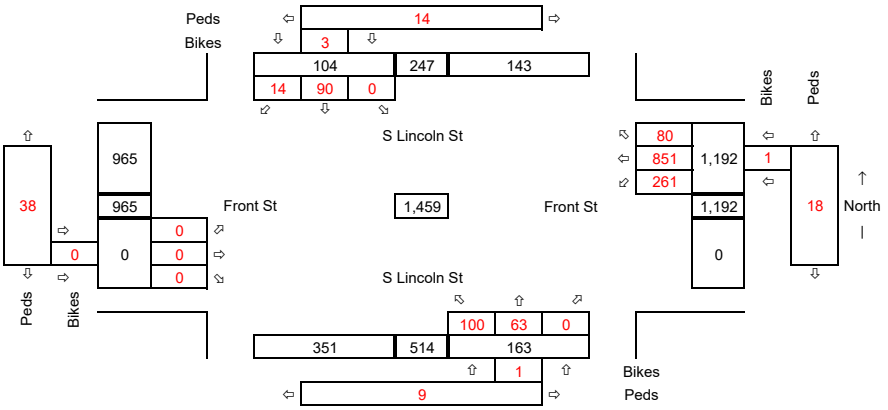
Existing
Average Weekday
PM Peak-Hour

Date: **4/23/2025**

Data Source: **IDAX**

PHF: 0.98

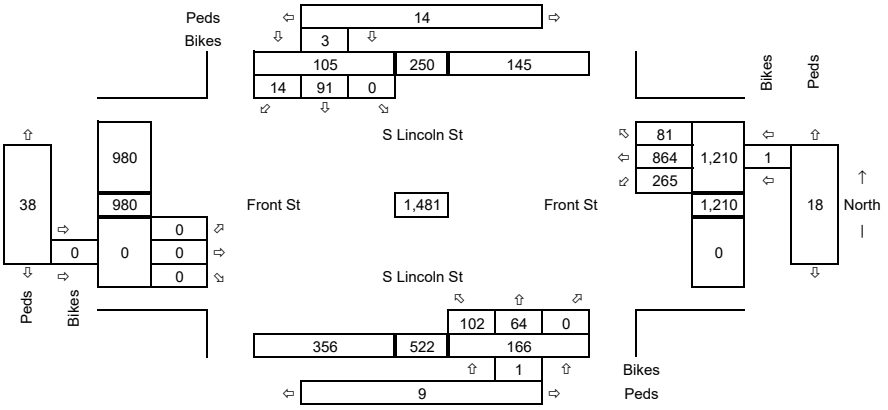
EB HVF= 0%
WB HVF= 3%
NB HVF= 6%
SB HVF= 7%



No-Build
Average Weekday
PM Peak-Hour

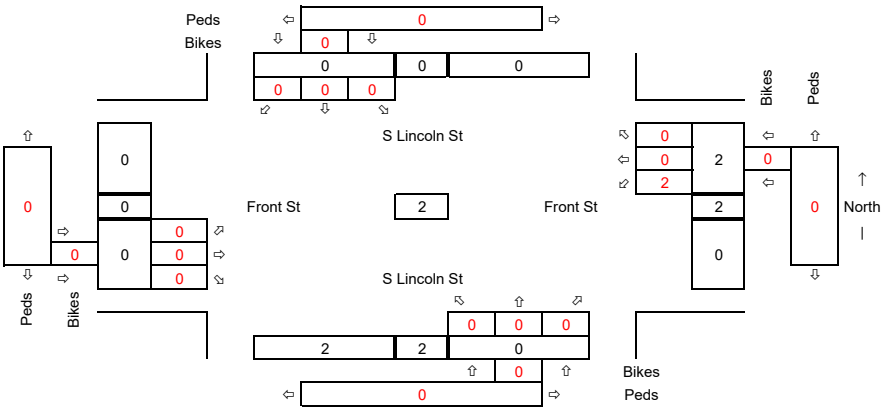
Year: 2026
Years of Growth = 1
Growth Rate = 1.5%
Growth Factor = 1.02

Grow Peds? No
Grow Bikes? No

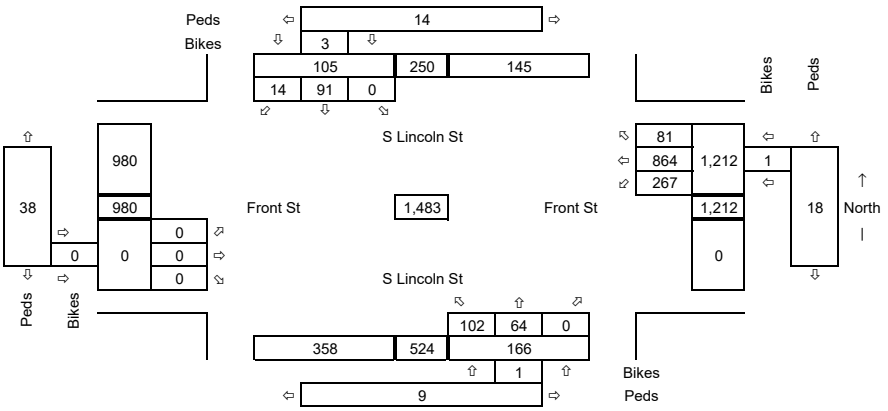


Development Trips
Average Weekday
PM Peak-Hour

Development



Build Trips
Average Weekday
PM Peak-Hour



11 Golf Course Rd @ E 1st St

Synchro ID: 11

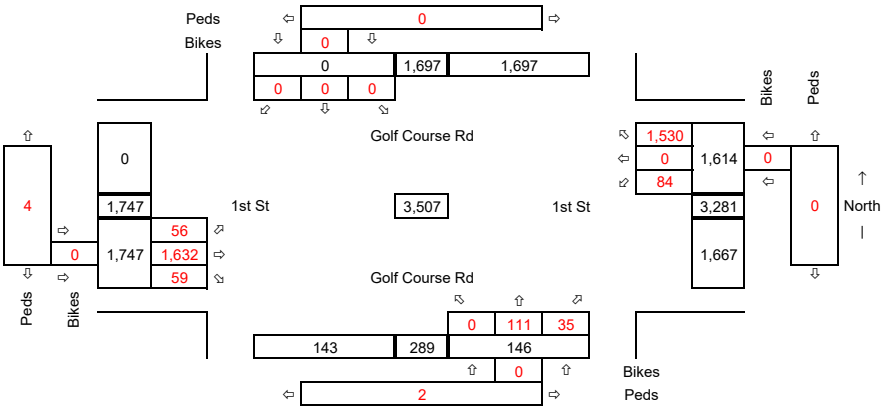
Existing
Average Weekday
PM Peak-Hour

Date: **4/23/2025**

Data Source: **IDAX**

PHF: 0.97

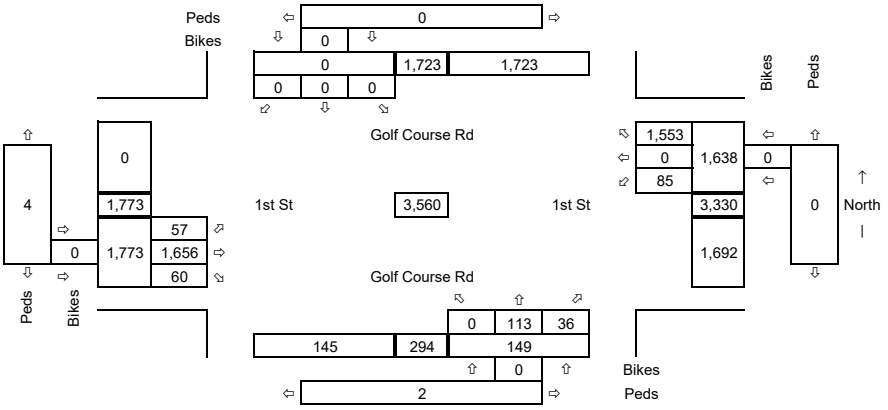
EB HVF= 2%
WB HVF= 2%
NB HVF= 1%
SB HVF= 0%



No-Build
Average Weekday
PM Peak-Hour

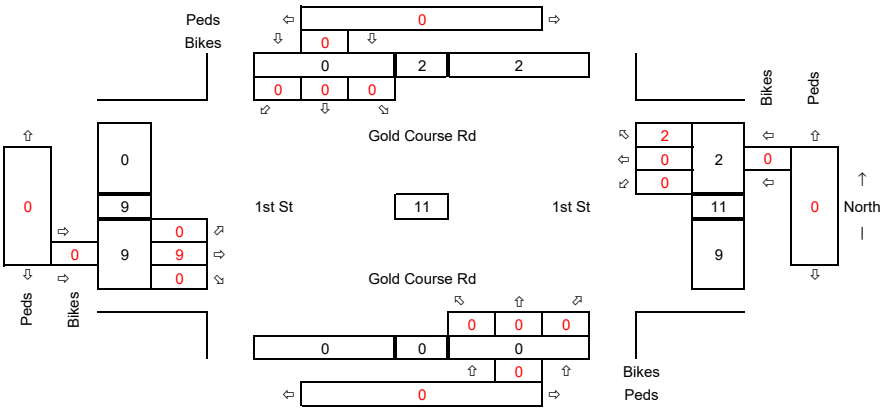
Year: 2026
Years of Growth = 1
Growth Rate = 1.5%
Growth Factor = 1.02

Grow Peds? No
Grow Bikes? No

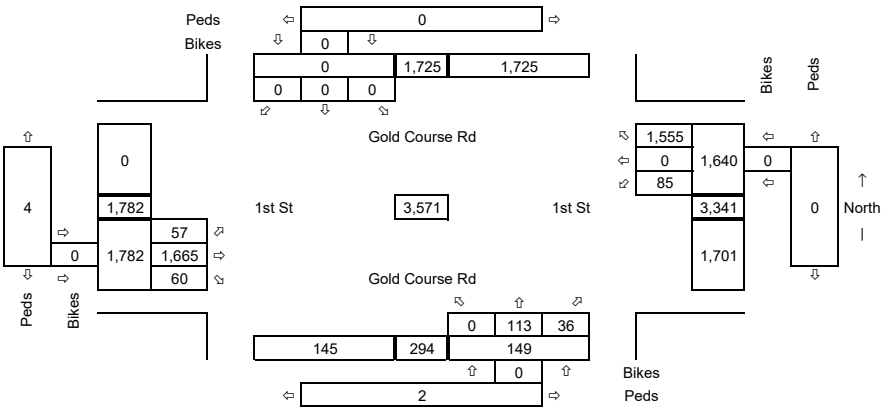


Development Trips
Average Weekday
PM Peak-Hour

Development



Build Trips
Average Weekday
PM Peak-Hour



APPENDIX D

LEVEL OF SERVICE CALCULATIONS

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	201	4	0	196	0	1	0	2	1	0	0
Future Vol, veh/h	0	201	4	0	196	0	1	0	2	1	0	0
Conflicting Peds, #/hr	5	0	0	0	0	5	4	0	0	0	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	4	4	4	5	5	5	0	0	0	0	0	0
Mvmt Flow	0	287	6	0	280	0	1	0	3	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	285	0	0	293	0	0	574	575	290	572	578	289
Stage 1	-	-	-	-	-	-	290	290	-	285	285	-
Stage 2	-	-	-	-	-	-	284	285	-	287	293	-
Critical Hdwy	4.14	-	-	4.15	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.236	-	-	2.245	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1266	-	-	1252	-	-	433	431	754	434	430	755
Stage 1	-	-	-	-	-	-	722	676	-	727	679	-
Stage 2	-	-	-	-	-	-	727	679	-	725	674	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1260	-	-	1252	-	-	431	429	754	430	428	748
Mov Cap-2 Maneuver	-	-	-	-	-	-	431	429	-	430	428	-
Stage 1	-	-	-	-	-	-	722	676	-	723	676	-
Stage 2	-	-	-	-	-	-	725	676	-	722	674	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	11.01	13.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	603	1260	-	-	1252	-	-	430
HCM Lane V/C Ratio	0.007	-	-	-	-	-	-	0.003
HCM Control Delay (s/veh)	11	0	-	-	0	-	-	13.4
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	175	26	34	158	19	30
Future Vol, veh/h	175	26	34	158	19	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	225	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	68	68	68	68	68	68
Heavy Vehicles, %	3	3	5	5	8	8
Mvmt Flow	257	38	50	232	28	44

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	296	0	609	276
Stage 1	-	-	-	-	276	-
Stage 2	-	-	-	-	332	-
Critical Hdwy	-	-	4.15	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	-	-	2.245	-	3.572	3.372
Pot Cap-1 Maneuver	-	-	1249	-	449	748
Stage 1	-	-	-	-	757	-
Stage 2	-	-	-	-	713	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1249	-	428	748
Mov Cap-2 Maneuver	-	-	-	-	428	-
Stage 1	-	-	-	-	757	-
Stage 2	-	-	-	-	681	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.42	11.62
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	428	748	-	-	319	-
HCM Lane V/C Ratio	0.065	0.059	-	-	0.04	-
HCM Control Delay (s/veh)	14	10.1	-	-	8	0
HCM Lane LOS	B	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	44	381	158	16	40	38
Future Vol, veh/h	44	381	158	16	40	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	175	-	-	650	250	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	7	7	19	19	10	10
Mvmt Flow	47	405	168	17	43	40

Major/Minor	Major1			Major2		
					Minor2	
Conflicting Flow All	185	0	-	0	667	168
Stage 1	-	-	-	-	168	-
Stage 2	-	-	-	-	499	-
Critical Hdwy	4.17	-	-	-	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	5.5	-
Follow-up Hdwy	2.263	-	-	-	3.59	3.39
Pot Cap-1 Maneuver	1360	-	-	-	412	856
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	594	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1360	-	-	-	398	856
Mov Cap-2 Maneuver	-	-	-	-	485	-
Stage 1	-	-	-	-	814	-
Stage 2	-	-	-	-	594	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.8	0	11.33
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1360	-	-	-	485	856
HCM Lane V/C Ratio	0.034	-	-	-	0.088	0.047
HCM Control Delay (s/veh)	7.7	-	-	-	13.1	9.4
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3	0.1

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	406	227	6	5	22
Future Vol, veh/h	21	406	227	6	5	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	375	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	10	10	13	13	26	26
Mvmt Flow	23	437	244	6	5	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	251	0	-	0	726	244
Stage 1	-	-	-	-	244	-
Stage 2	-	-	-	-	482	-
Critical Hdwy	4.2	-	-	-	6.66	6.46
Critical Hdwy Stg 1	-	-	-	-	5.66	-
Critical Hdwy Stg 2	-	-	-	-	5.66	-
Follow-up Hdwy	2.29	-	-	-	3.734	3.534
Pot Cap-1 Maneuver	1270	-	-	-	358	739
Stage 1	-	-	-	-	743	-
Stage 2	-	-	-	-	574	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1270	-	-	-	352	739
Mov Cap-2 Maneuver	-	-	-	-	449	-
Stage 1	-	-	-	-	730	-
Stage 2	-	-	-	-	574	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.39	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1270	-	-	-	660
HCM Lane V/C Ratio	0.018	-	-	-	0.044
HCM Control Delay (s/veh)	7.9	-	-	-	10.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	0	1	4	2	31	1	207	4	29	198	26
Future Vol, veh/h	8	0	1	4	2	31	1	207	4	29	198	26
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	-	-	50	150	-	-	150	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	22	22	22	14	14	14	3	3	3	6	6	6
Mvmt Flow	10	0	1	5	3	40	1	265	5	37	254	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	614	618	271	599	632	268	287	0	0	271	0	0
Stage 1	345	345	-	271	271	-	-	-	-	-	-	-
Stage 2	269	273	-	328	362	-	-	-	-	-	-	-
Critical Hdwy	7.32	6.72	6.42	7.24	6.64	6.34	4.13	-	-	4.16	-	-
Critical Hdwy Stg 1	6.32	5.72	-	6.24	5.64	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.32	5.72	-	6.24	5.64	-	-	-	-	-	-	-
Follow-up Hdwy	3.698	4.198	3.498	3.626	4.126	3.426	2.227	-	-	2.254	-	-
Pot Cap-1 Maneuver	377	380	722	397	382	743	1269	-	-	1270	-	-
Stage 1	631	602	-	710	664	-	-	-	-	-	-	-
Stage 2	695	649	-	660	605	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	343	368	722	384	371	743	1269	-	-	1270	-	-
Mov Cap-2 Maneuver	343	368	-	384	371	-	-	-	-	-	-	-
Stage 1	613	585	-	709	664	-	-	-	-	-	-	-
Stage 2	654	648	-	640	587	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	15.16	10.91	0.04	0.91
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1269	-	-	343	722	384	700	1270	-	-
HCM Lane V/C Ratio	0.001	-	-	0.03	0.002	0.013	0.06	0.029	-	-
HCM Control Delay (s/veh)	7.8	-	-	15.8	10	14.5	10.5	7.9	-	-
HCM Lane LOS	A	-	-	C	A	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	137	19	22	366	201	115
Future Vol, veh/h	137	19	22	366	201	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	9	9	15	15	14	14
Mvmt Flow	140	19	22	373	205	117

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	682	264	322	0	-	0
Stage 1	264	-	-	-	-	-
Stage 2	418	-	-	-	-	-
Critical Hdwy	6.49	6.29	4.25	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.381	2.335	-	-	-
Pot Cap-1 Maneuver	405	758	1168	-	-	-
Stage 1	764	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	395	758	1168	-	-	-
Mov Cap-2 Maneuver	395	-	-	-	-	-
Stage 1	746	-	-	-	-	-
Stage 2	649	-	-	-	-	-

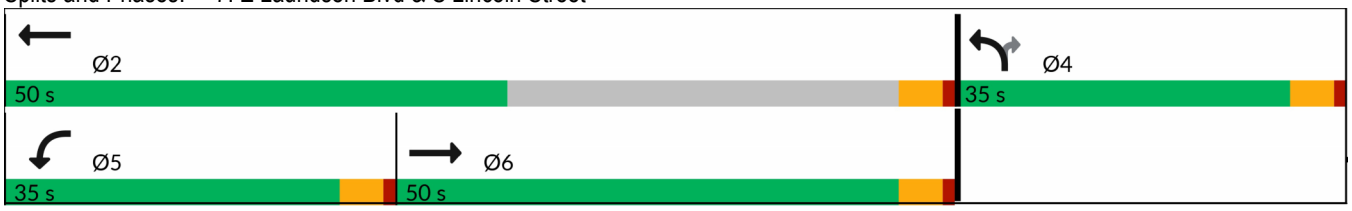
Approach	EB	NB	SB
HCM Control Delay, s/v	17.91	0.46	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	102	-	395	758	-	-
HCM Lane V/C Ratio	0.019	-	0.354	0.026	-	-
HCM Control Delay (s/veh)	8.1	0	19	9.9	-	-
HCM Lane LOS	A	A	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	1.6	0.1	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	115	4	4	108	7	6
Future Volume (vph)	115	4	4	108	7	6
Satd. Flow (prot)	1863	1583	1770	1863	1805	1615
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1863	1550	1755	1863	1805	1559
Satd. Flow (RTOR)		4				8
Lane Group Flow (vph)	147	5	5	138	9	8
Turn Type	NA	Free	Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		Free				4
Detector Phase	6		5	2	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	10.0	10.0
Minimum Split (s)	17.0		10.0	10.0	23.0	23.0
Total Split (s)	50.0		35.0	50.0	35.0	35.0
Total Split (%)	41.7%		29.2%	41.7%	29.2%	29.2%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	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		Max	Max	None	None
Act Effct Green (s)	11.7	67.1	38.5	58.4	11.5	11.5
Actuated g/C Ratio	0.17	1.00	0.57	0.87	0.17	0.17
v/c Ratio	0.46	0.00	0.00	0.09	0.03	0.03
Control Delay (s/veh)	30.2	0.0	12.5	3.0	23.9	14.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	30.2	0.0	12.5	3.0	23.9	14.7
LOS	C	A	B	A	C	B
Approach Delay (s/veh)	29.2			3.3	19.5	
Approach LOS	C			A	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 67.1	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.46	
Intersection Signal Delay (s/veh): 16.8	Intersection LOS: B
Intersection Capacity Utilization 23.8%	ICU Level of Service A
Analysis Period (min) 15	

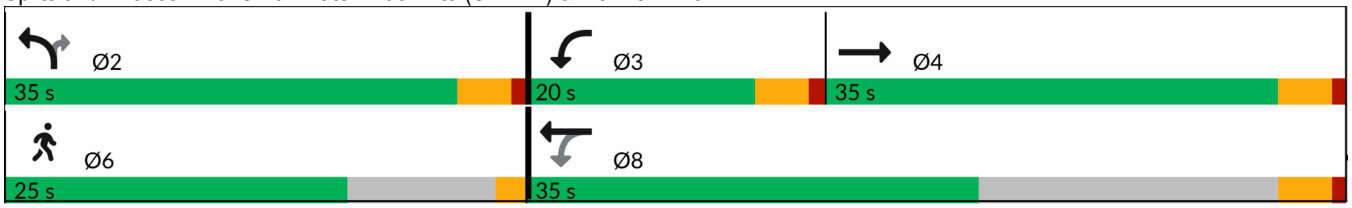
Splits and Phases: 7: E Lauridsen Blvd & S Lincoln Street



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø6
Lane Configurations							
Traffic Volume (vph)	258	15	304	204	14	495	
Future Volume (vph)	258	15	304	204	14	495	
Satd. Flow (prot)	1832	0	1641	1727	1671	1495	
Flt Permitted			0.293		0.950		
Satd. Flow (perm)	1832	0	506	1727	1668	1495	
Satd. Flow (RTOR)	3					532	
Lane Group Flow (vph)	293	0	327	219	15	532	
Turn Type	NA		pm+pt	NA	Prot	Perm	
Protected Phases	4		3	8	2		6
Permitted Phases			8			2	
Detector Phase	4		3	8	2	2	
Switch Phase							
Minimum Initial (s)	10.0		5.0	10.0	5.0	5.0	1.0
Minimum Split (s)	27.6		9.6	14.6	25.6	25.6	25.0
Total Split (s)	35.0		20.0	35.0	35.0	35.0	25.0
Total Split (%)	38.9%		22.2%	38.9%	38.9%	38.9%	28%
Yellow Time (s)	3.6		3.6	3.6	3.6	3.6	2.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0	0.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6		4.6	4.6	4.6	4.6	
Lead/Lag	Lag		Lead				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	None		None	None	Max	Max	Min
Act Effct Green (s)	18.2		36.7	36.7	30.7	30.7	
Actuated g/C Ratio	0.24		0.48	0.48	0.40	0.40	
v/c Ratio	0.67		0.73	0.27	0.02	0.58	
Control Delay (s/veh)	34.4		23.1	12.4	17.0	4.8	
Queue Delay	0.0		0.0	0.0	0.0	0.0	
Total Delay (s/veh)	34.4		23.1	12.4	17.0	4.8	
LOS	C		C	B	B	A	
Approach Delay (s/veh)	34.4			18.8	5.2		
Approach LOS	C			B	A		

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 76.6	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay (s/veh): 16.7	Intersection LOS: B
Intersection Capacity Utilization 52.8%	ICU Level of Service A
Analysis Period (min) 15	

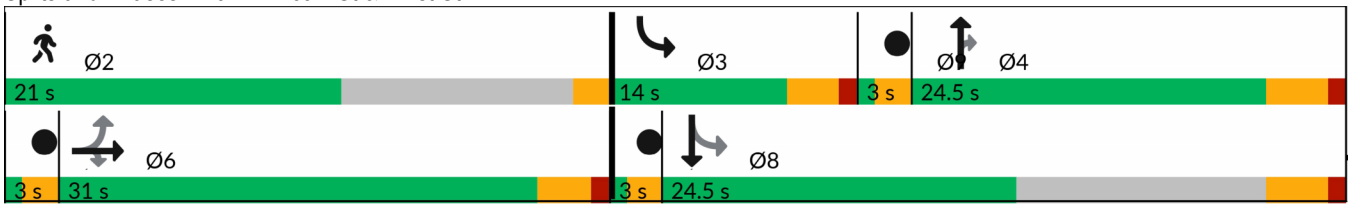
Splits and Phases: 8: S Tumwater Truck Rte (SR-117) & Marine Drive



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	572	43	0	0	0	0	81	130	23	182	0
Future Volume (vph)	26	572	43	0	0	0	0	81	130	23	182	0
Satd. Flow (prot)	1626	3252	1455	0	0	0	0	1792	1524	1671	1759	0
Flt Permitted	0.950									0.486		
Satd. Flow (perm)	1616	3252	1405	0	0	0	0	1792	1493	850	1759	0
Satd. Flow (RTOR)			166						159			
Lane Group Flow (vph)	30	657	49	0	0	0	0	93	149	26	209	0
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA	
Protected Phases		6						4		3	8	
Permitted Phases	6		6						4	8		
Detector Phase	6	6	6					4	4	3	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					7.0	7.0	5.0	7.0	
Minimum Split (s)	26.0	26.0	26.0					26.5	26.5	9.0	26.5	
Total Split (s)	31.0	31.0	31.0					24.5	24.5	14.0	24.5	
Total Split (%)	41.1%	41.1%	41.1%					32.5%	32.5%	18.5%	32.5%	
Yellow Time (s)	3.0	3.0	3.0					3.5	3.5	3.0	3.5	
All-Red Time (s)	1.0	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	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0					4.5	4.5	4.0	4.5	
Lead/Lag	Lag	Lag	Lag							Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes							Yes	Yes	
Recall Mode	Min	Min	Min					None	None	None	None	
Act Effct Green (s)	20.3	20.3	20.3					11.6	11.6	12.7	12.8	
Actuated g/C Ratio	0.54	0.54	0.54					0.31	0.31	0.34	0.34	
v/c Ratio	0.03	0.38	0.06					0.17	0.26	0.06	0.35	
Control Delay (s/veh)	9.2	9.5	0.1					13.0	4.3	9.1	11.6	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)	9.2	9.5	0.1					13.0	4.3	9.1	11.6	
LOS	A	A	A					B	A	A	B	
Approach Delay (s/veh)		8.8						7.6			11.3	
Approach LOS		A						A			B	

Intersection Summary	
Cycle Length: 75.5	
Actuated Cycle Length: 37.7	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.38	
Intersection Signal Delay (s/veh): 9.1	Intersection LOS: A
Intersection Capacity Utilization 47.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 9: N Lincoln St & E 1st St



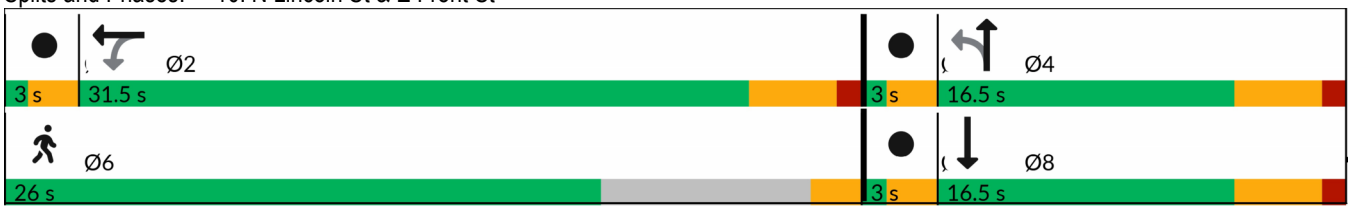
Lane Group	Ø2	Ø5	Ø7	Ø9
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Satd. Flow (RTOR)				
Lane Group Flow (vph)				
Turn Type				
Protected Phases	2	5	7	9
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	1.0	1.0	1.0	1.0
Minimum Split (s)	23.0	3.0	3.0	3.0
Total Split (s)	21.0	3.0	3.0	3.0
Total Split (%)	28%	4%	4%	4%
Yellow Time (s)	2.0	2.0	2.0	2.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag		Lead	Lead	Lag
Lead-Lag Optimize?		Yes	Yes	Yes
Recall Mode	None	None	None	None
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay (s/veh)				
Queue Delay				
Total Delay (s/veh)				
LOS				
Approach Delay (s/veh)				
Approach LOS				

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	180	527	36	63	40	0	0	30	6
Future Volume (vph)	0	0	0	180	527	36	63	40	0	0	30	6
Satd. Flow (prot)	0	0	0	0	3275	0	1556	1638	0	0	1554	0
Flt Permitted					0.988		0.800					
Satd. Flow (perm)	0	0	0	0	3274	0	1299	1638	0	0	1554	0
Satd. Flow (RTOR)					13						7	
Lane Group Flow (vph)	0	0	0	0	854	0	72	46	0	0	41	0
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					2			4			8	
Permitted Phases				2			4					
Detector Phase				2	2		4	4			8	
Switch Phase												
Minimum Initial (s)				7.0	7.0		7.0	7.0			7.0	
Minimum Split (s)				26.5	26.5		26.5	26.5			24.5	
Total Split (s)				31.5	31.5		16.5	16.5			16.5	
Total Split (%)				58.3%	58.3%		30.6%	30.6%			30.6%	
Yellow Time (s)				3.5	3.5		3.5	3.5			3.5	
All-Red Time (s)				1.0	1.0		1.0	1.0			1.0	
Lost Time Adjust (s)					0.0		0.0	0.0			0.0	
Total Lost Time (s)					4.5		4.5	4.5			4.5	
Lead/Lag				Lag	Lag		Lag	Lag			Lag	
Lead-Lag Optimize?				Yes	Yes		Yes	Yes			Yes	
Recall Mode				Min	Min		None	None			None	
Act Effct Green (s)					24.6		8.4	8.4			8.4	
Actuated g/C Ratio					0.72		0.24	0.24			0.24	
v/c Ratio					0.36		0.23	0.12			0.11	
Control Delay (s/veh)					5.0		14.0	12.5			11.2	
Queue Delay					0.0		0.0	0.0			0.0	
Total Delay (s/veh)					5.0		14.0	12.5			11.2	
LOS					A		B	B			B	
Approach Delay (s/veh)					5.0			13.4			11.2	
Approach LOS					A			B			B	

Intersection Summary	
Cycle Length: 54	
Actuated Cycle Length: 34.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.36	
Intersection Signal Delay (s/veh): 6.2	Intersection LOS: A
Intersection Capacity Utilization 47.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 10: N Lincoln St & E Front St



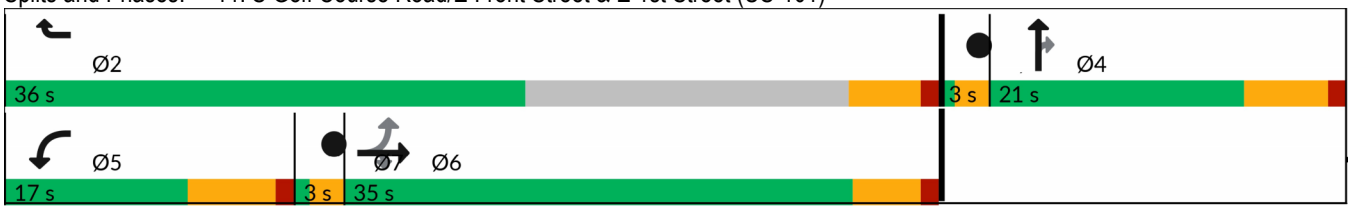
Lane Group	Ø1	Ø3	Ø6	Ø7
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Satd. Flow (RTOR)				
Lane Group Flow (vph)				
Turn Type				
Protected Phases	1	3	6	7
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	1.0	1.0	1.0	1.0
Minimum Split (s)	3.0	3.0	26.0	3.0
Total Split (s)	3.0	3.0	26.0	3.0
Total Split (%)	6%	6%	48%	6%
Yellow Time (s)	2.0	2.0	2.0	2.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lead	Lead		Lead
Lead-Lag Optimize?	Yes	Yes		Yes
Recall Mode	None	None	None	None
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay (s/veh)				
Queue Delay				
Total Delay (s/veh)				
LOS				
Approach Delay (s/veh)				
Approach LOS				

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	1038	31	54	0	1233	0	64	40	0	0	0
Future Volume (vph)	40	1038	31	54	0	1233	0	64	40	0	0	0
Satd. Flow (prot)	0	3399	1524	1703	0	2682	0	1827	1553	0	0	0
Flt Permitted		0.998		0.950								
Satd. Flow (perm)	0	3399	1478	1700	0	2682	0	1827	1553	0	0	0
Satd. Flow (RTOR)		182	182			1198			173			
Lane Group Flow (vph)	0	1284	37	64	0	1468	0	76	48	0	0	0
Turn Type	Perm	NA	Perm	Prot		Prot		NA	Perm			
Protected Phases		6		5		2		4				
Permitted Phases	6		6						4			
Detector Phase	6	6	6	5		2		4	4			
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	5.0		7.0		7.0	7.0			
Minimum Split (s)	25.0	25.0	25.0	11.2		12.3		27.0	27.0			
Total Split (s)	35.0	35.0	35.0	17.0		36.0		21.0	21.0			
Total Split (%)	44.3%	44.3%	44.3%	21.5%		45.6%		26.6%	26.6%			
Yellow Time (s)	4.0	4.0	4.0	5.2		4.3		5.0	5.0			
All-Red Time (s)	1.0	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	0.0			
Total Lost Time (s)		5.0	5.0	6.2		5.3		6.0	6.0			
Lead/Lag				Lead				Lag	Lag			
Lead-Lag Optimize?				Yes				Yes	Yes			
Recall Mode	Max	Max	Max	None		Max		None	None			
Act Effct Green (s)		36.2	36.2	7.8		44.2		10.0	10.0			
Actuated g/C Ratio		0.59	0.59	0.13		0.72		0.16	0.16			
v/c Ratio		0.62	0.04	0.30		0.65		0.26	0.12			
Control Delay (s/veh)		13.9	0.1	31.1		2.8		25.9	0.6			
Queue Delay		0.0	0.0	0.0		0.0		0.0	0.0			
Total Delay (s/veh)		13.9	0.1	31.1		2.8		25.9	0.6			
LOS		B	A	C		A		C	A			
Approach Delay (s/veh)		13.5			4.0			16.1				
Approach LOS		B			A			B				

Intersection Summary	
Cycle Length: 79	
Actuated Cycle Length: 61.4	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay (s/veh): 8.7	Intersection LOS: A
Intersection Capacity Utilization 92.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 11: S Golf Course Road/E Front Street & E 1st Street (US-101)



Lane Group	Ø3	Ø7
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	3	7
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	3.0	3.0
Minimum Split (s)	5.0	5.0
Total Split (s)	3.0	3.0
Total Split (%)	4%	4%
Yellow Time (s)	2.0	2.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		

Intersection Summary

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	204	4	0	199	0	1	0	2	1	0	0
Future Vol, veh/h	0	204	4	0	199	0	1	0	2	1	0	0
Conflicting Peds, #/hr	5	0	0	0	0	5	4	0	0	0	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	4	4	4	5	5	5	0	0	0	0	0	0
Mvmt Flow	0	291	6	0	284	0	1	0	3	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	289	0	0	297	0	0	583	584	294	581	586	293
Stage 1	-	-	-	-	-	-	294	294	-	289	289	-
Stage 2	-	-	-	-	-	-	288	289	-	291	297	-
Critical Hdwy	4.14	-	-	4.15	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.236	-	-	2.245	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1261	-	-	1247	-	-	427	426	750	428	425	751
Stage 1	-	-	-	-	-	-	718	673	-	723	676	-
Stage 2	-	-	-	-	-	-	724	676	-	721	671	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1255	-	-	1247	-	-	425	424	750	425	423	744
Mov Cap-2 Maneuver	-	-	-	-	-	-	425	424	-	425	423	-
Stage 1	-	-	-	-	-	-	718	673	-	719	673	-
Stage 2	-	-	-	-	-	-	721	673	-	718	671	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	11.07	13.51
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	598	1255	-	-	1247	-	-	425
HCM Lane V/C Ratio	0.007	-	-	-	-	-	-	0.003
HCM Control Delay (s/veh)	11.1	0	-	-	0	-	-	13.5
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	178	26	35	160	19	30
Future Vol, veh/h	178	26	35	160	19	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	225	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	68	68	68	68	68	68
Heavy Vehicles, %	3	3	5	5	8	8
Mvmt Flow	262	38	51	235	28	44

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	300	0	619	281
Stage 1	-	-	-	-	281	-
Stage 2	-	-	-	-	338	-
Critical Hdwy	-	-	4.15	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	-	-	2.245	-	3.572	3.372
Pot Cap-1 Maneuver	-	-	1244	-	443	744
Stage 1	-	-	-	-	753	-
Stage 2	-	-	-	-	709	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1244	-	422	744
Mov Cap-2 Maneuver	-	-	-	-	422	-
Stage 1	-	-	-	-	753	-
Stage 2	-	-	-	-	675	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.44	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	422	744	-	-	323	-
HCM Lane V/C Ratio	0.066	0.059	-	-	0.041	-
HCM Control Delay (s/veh)	14.1	10.1	-	-	8	0
HCM Lane LOS	B	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	45	387	160	16	41	39
Future Vol, veh/h	45	387	160	16	41	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	175	-	-	650	250	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	7	7	19	19	10	10
Mvmt Flow	48	412	170	17	44	41

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	187	0	-	0	678	170			
Stage 1	-	-	-	-	170	-			
Stage 2	-	-	-	-	507	-			
Critical Hdwy	4.17	-	-	-	6.5	6.3			
Critical Hdwy Stg 1	-	-	-	-	5.5	-			
Critical Hdwy Stg 2	-	-	-	-	5.5	-			
Follow-up Hdwy	2.263	-	-	-	3.59	3.39			
Pot Cap-1 Maneuver	1357	-	-	-	406	853			
Stage 1	-	-	-	-	841	-			
Stage 2	-	-	-	-	589	-			
Platoon blocked, %		-	-	-					
Mov Cap-1 Maneuver	1357	-	-	-	392	853			
Mov Cap-2 Maneuver	-	-	-	-	480	-			
Stage 1	-	-	-	-	811	-			
Stage 2	-	-	-	-	589	-			

Approach	EB	WB	SB
HCM Control Delay, s/v	0.81	0	11.39
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1357	-	-	-	480	853
HCM Lane V/C Ratio	0.035	-	-	-	0.091	0.049
HCM Control Delay (s/veh)	7.7	-	-	-	13.3	9.4
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3	0.2

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	412	230	6	5	22
Future Vol, veh/h	21	412	230	6	5	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	375	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	10	10	13	13	26	26
Mvmt Flow	23	443	247	6	5	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	254	0	-	0	735	247
Stage 1	-	-	-	-	247	-
Stage 2	-	-	-	-	488	-
Critical Hdwy	4.2	-	-	-	6.66	6.46
Critical Hdwy Stg 1	-	-	-	-	5.66	-
Critical Hdwy Stg 2	-	-	-	-	5.66	-
Follow-up Hdwy	2.29	-	-	-	3.734	3.534
Pot Cap-1 Maneuver	1266	-	-	-	353	736
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	570	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1266	-	-	-	347	736
Mov Cap-2 Maneuver	-	-	-	-	445	-
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	570	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.38	0	10.74
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1266	-	-	-	657
HCM Lane V/C Ratio	0.018	-	-	-	0.044
HCM Control Delay (s/veh)	7.9	-	-	-	10.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	0	1	4	2	31	1	210	4	29	201	26
Future Vol, veh/h	8	0	1	4	2	31	1	210	4	29	201	26
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	-	-	50	150	-	-	150	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	22	22	22	14	14	14	3	3	3	6	6	6
Mvmt Flow	10	0	1	5	3	40	1	269	5	37	258	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	622	626	274	606	640	272	291	0	0	274	0	0
Stage 1	349	349	-	274	274	-	-	-	-	-	-	-
Stage 2	273	277	-	332	365	-	-	-	-	-	-	-
Critical Hdwy	7.32	6.72	6.42	7.24	6.64	6.34	4.13	-	-	4.16	-	-
Critical Hdwy Stg 1	6.32	5.72	-	6.24	5.64	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.32	5.72	-	6.24	5.64	-	-	-	-	-	-	-
Follow-up Hdwy	3.698	4.198	3.498	3.626	4.126	3.426	2.227	-	-	2.254	-	-
Pot Cap-1 Maneuver	372	376	719	392	378	739	1265	-	-	1266	-	-
Stage 1	628	600	-	706	662	-	-	-	-	-	-	-
Stage 2	691	646	-	657	602	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	339	364	719	379	367	739	1265	-	-	1266	-	-
Mov Cap-2 Maneuver	339	364	-	379	367	-	-	-	-	-	-	-
Stage 1	610	582	-	706	661	-	-	-	-	-	-	-
Stage 2	651	646	-	636	585	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	15.29	10.95	0.04	0.9
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1265	-	-	339	719	379	696	1266	-	-
HCM Lane V/C Ratio	0.001	-	-	0.03	0.002	0.014	0.061	0.029	-	-
HCM Control Delay (s/veh)	7.8	-	-	15.9	10	14.6	10.5	7.9	-	-
HCM Lane LOS	A	-	-	C	B	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	139	19	22	371	204	117
Future Vol, veh/h	139	19	22	371	204	117
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	9	9	15	15	14	14
Mvmt Flow	142	19	22	379	208	119

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	691	268	328	0	-	0
Stage 1	268	-	-	-	-	-
Stage 2	423	-	-	-	-	-
Critical Hdwy	6.49	6.29	4.25	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.381	2.335	-	-	-
Pot Cap-1 Maneuver	400	754	1163	-	-	-
Stage 1	761	-	-	-	-	-
Stage 2	646	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	390	754	1163	-	-	-
Mov Cap-2 Maneuver	390	-	-	-	-	-
Stage 1	743	-	-	-	-	-
Stage 2	646	-	-	-	-	-

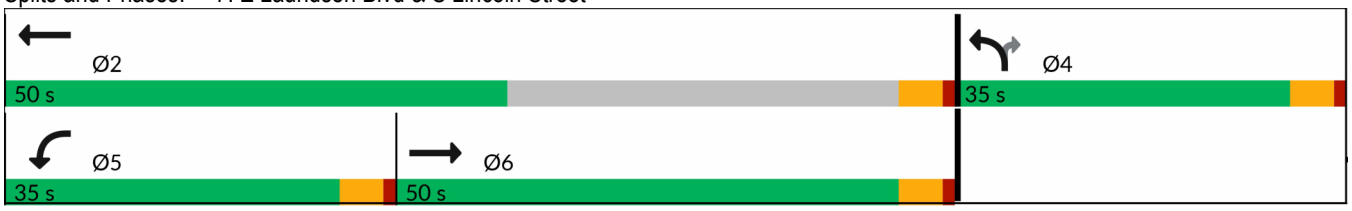
Approach	EB	NB	SB
HCM Control Delay, s/v	18.27	0.46	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	101	-	390	754	-	-
HCM Lane V/C Ratio	0.019	-	0.364	0.026	-	-
HCM Control Delay (s/veh)	8.2	0	19.4	9.9	-	-
HCM Lane LOS	A	A	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	1.6	0.1	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	117	4	4	110	7	6
Future Volume (vph)	117	4	4	110	7	6
Satd. Flow (prot)	1863	1583	1770	1863	1805	1615
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1863	1550	1755	1863	1805	1559
Satd. Flow (RTOR)		4				8
Lane Group Flow (vph)	150	5	5	141	9	8
Turn Type	NA	Free	Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		Free				4
Detector Phase	6		5	2	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	10.0	10.0
Minimum Split (s)	17.0		10.0	10.0	23.0	23.0
Total Split (s)	50.0		35.0	50.0	35.0	35.0
Total Split (%)	41.7%		29.2%	41.7%	29.2%	29.2%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	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		Max	Max	None	None
Act Effct Green (s)	11.8	67.2	38.5	58.5	11.5	11.5
Actuated g/C Ratio	0.18	1.00	0.57	0.87	0.17	0.17
v/c Ratio	0.46	0.00	0.00	0.09	0.03	0.03
Control Delay (s/veh)	30.3	0.0	12.5	3.0	24.0	14.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	30.3	0.0	12.5	3.0	24.0	14.5
LOS	C	A	B	A	C	B
Approach Delay (s/veh)	29.3			3.3	19.5	
Approach LOS	C			A	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 67.2	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.46	
Intersection Signal Delay (s/veh): 16.9	Intersection LOS: B
Intersection Capacity Utilization 23.9%	ICU Level of Service A
Analysis Period (min) 15	

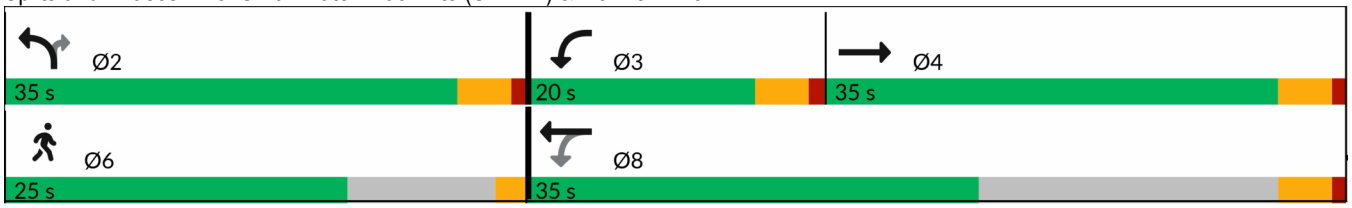
Splits and Phases: 7: E Lauridsen Blvd & S Lincoln Street



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø6
Lane Configurations							
Traffic Volume (vph)	262	15	309	207	14	502	
Future Volume (vph)	262	15	309	207	14	502	
Satd. Flow (prot)	1832	0	1641	1727	1671	1495	
Flt Permitted			0.288		0.950		
Satd. Flow (perm)	1832	0	497	1727	1668	1495	
Satd. Flow (RTOR)	3					540	
Lane Group Flow (vph)	298	0	332	223	15	540	
Turn Type	NA		pm+pt	NA	Prot	Perm	
Protected Phases	4		3	8	2		6
Permitted Phases			8			2	
Detector Phase	4		3	8	2	2	
Switch Phase							
Minimum Initial (s)	10.0		5.0	10.0	5.0	5.0	1.0
Minimum Split (s)	27.6		9.6	14.6	25.6	25.6	25.0
Total Split (s)	35.0		20.0	35.0	35.0	35.0	25.0
Total Split (%)	38.9%		22.2%	38.9%	38.9%	38.9%	28%
Yellow Time (s)	3.6		3.6	3.6	3.6	3.6	2.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0	0.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6		4.6	4.6	4.6	4.6	
Lead/Lag	Lag		Lead				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	None		None	None	Max	Max	Min
Act Effct Green (s)	18.4		37.0	37.0	30.6	30.6	
Actuated g/C Ratio	0.24		0.48	0.48	0.40	0.40	
v/c Ratio	0.68		0.74	0.27	0.02	0.59	
Control Delay (s/veh)	34.5		23.9	12.4	17.1	4.9	
Queue Delay	0.0		0.0	0.0	0.0	0.0	
Total Delay (s/veh)	34.5		23.9	12.4	17.1	4.9	
LOS	C		C	B	B	A	
Approach Delay (s/veh)	34.5			19.3	5.2		
Approach LOS	C			B	A		

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 76.9	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay (s/veh): 17.0	Intersection LOS: B
Intersection Capacity Utilization 53.4%	ICU Level of Service A
Analysis Period (min) 15	

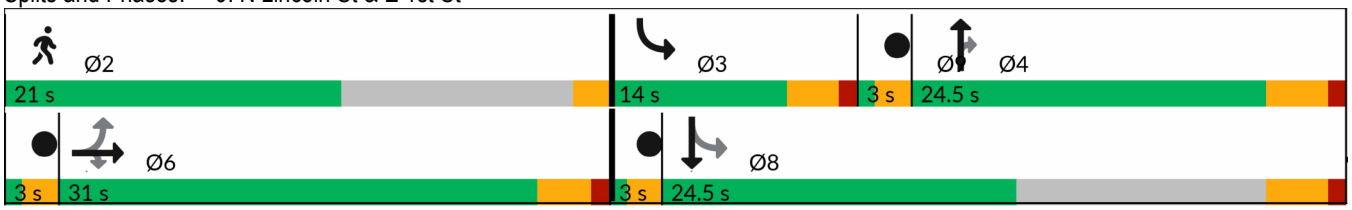
Splits and Phases: 8: S Tumwater Truck Rte (SR-117) & Marine Drive



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	581	44	0	0	0	0	82	132	23	185	0
Future Volume (vph)	26	581	44	0	0	0	0	82	132	23	185	0
Satd. Flow (prot)	1626	3252	1455	0	0	0	0	1792	1524	1671	1759	0
Flt Permitted	0.950									0.487		
Satd. Flow (perm)	1616	3252	1405	0	0	0	0	1792	1493	852	1759	0
Satd. Flow (RTOR)			166						159			
Lane Group Flow (vph)	30	668	51	0	0	0	0	94	152	26	213	0
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA	
Protected Phases		6						4		3	8	
Permitted Phases	6		6						4	8		
Detector Phase	6	6	6					4	4	3	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					7.0	7.0	5.0	7.0	
Minimum Split (s)	26.0	26.0	26.0					26.5	26.5	9.0	26.5	
Total Split (s)	31.0	31.0	31.0					24.5	24.5	14.0	24.5	
Total Split (%)	41.1%	41.1%	41.1%					32.5%	32.5%	18.5%	32.5%	
Yellow Time (s)	3.0	3.0	3.0					3.5	3.5	3.0	3.5	
All-Red Time (s)	1.0	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	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0					4.5	4.5	4.0	4.5	
Lead/Lag	Lag	Lag	Lag							Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes							Yes	Yes	
Recall Mode	Min	Min	Min					None	None	None	None	
Act Effct Green (s)	20.4	20.4	20.4					11.7	11.7	12.8	12.9	
Actuated g/C Ratio	0.54	0.54	0.54					0.31	0.31	0.34	0.34	
v/c Ratio	0.03	0.38	0.06					0.17	0.27	0.06	0.36	
Control Delay (s/veh)	9.2	9.5	0.1					13.0	4.4	9.2	11.7	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)	9.2	9.5	0.1					13.0	4.4	9.2	11.7	
LOS	A	A	A					B	A	A	B	
Approach Delay (s/veh)		8.9						7.7			11.4	
Approach LOS		A						A			B	

Intersection Summary	
Cycle Length: 75.5	
Actuated Cycle Length: 37.8	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.38	
Intersection Signal Delay (s/veh): 9.1	Intersection LOS: A
Intersection Capacity Utilization 47.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 9: N Lincoln St & E 1st St



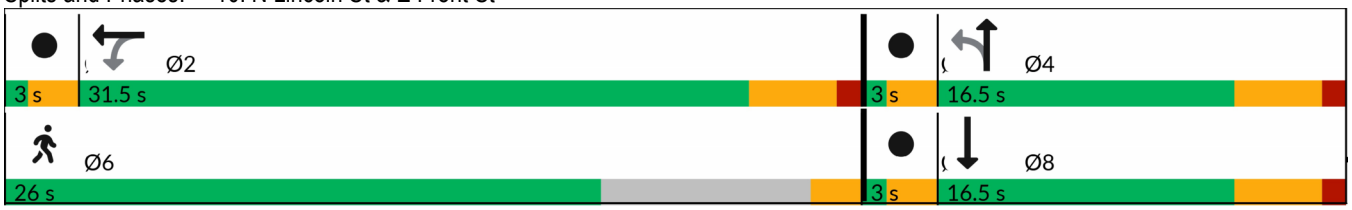
Lane Group	Ø2	Ø5	Ø7	Ø9
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Satd. Flow (RTOR)				
Lane Group Flow (vph)				
Turn Type				
Protected Phases	2	5	7	9
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	1.0	1.0	1.0	1.0
Minimum Split (s)	23.0	3.0	3.0	3.0
Total Split (s)	21.0	3.0	3.0	3.0
Total Split (%)	28%	4%	4%	4%
Yellow Time (s)	2.0	2.0	2.0	2.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag		Lead	Lead	Lag
Lead-Lag Optimize?		Yes	Yes	Yes
Recall Mode	None	None	None	None
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay (s/veh)				
Queue Delay				
Total Delay (s/veh)				
LOS				
Approach Delay (s/veh)				
Approach LOS				

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	183	535	37	64	41	0	0	30	6
Future Volume (vph)	0	0	0	183	535	37	64	41	0	0	30	6
Satd. Flow (prot)	0	0	0	0	3275	0	1556	1638	0	0	1554	0
Flt Permitted					0.988		0.800					
Satd. Flow (perm)	0	0	0	0	3274	0	1299	1638	0	0	1554	0
Satd. Flow (RTOR)					14						7	
Lane Group Flow (vph)	0	0	0	0	868	0	74	47	0	0	41	0
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					2			4			8	
Permitted Phases				2			4					
Detector Phase				2	2		4	4			8	
Switch Phase												
Minimum Initial (s)				7.0	7.0		7.0	7.0			7.0	
Minimum Split (s)				26.5	26.5		26.5	26.5			24.5	
Total Split (s)				31.5	31.5		16.5	16.5			16.5	
Total Split (%)				58.3%	58.3%		30.6%	30.6%			30.6%	
Yellow Time (s)				3.5	3.5		3.5	3.5			3.5	
All-Red Time (s)				1.0	1.0		1.0	1.0			1.0	
Lost Time Adjust (s)					0.0		0.0	0.0			0.0	
Total Lost Time (s)					4.5		4.5	4.5			4.5	
Lead/Lag				Lag	Lag		Lag	Lag			Lag	
Lead-Lag Optimize?				Yes	Yes		Yes	Yes			Yes	
Recall Mode				Min	Min		None	None			None	
Act Effct Green (s)					24.9		8.4	8.4			8.4	
Actuated g/C Ratio					0.72		0.24	0.24			0.24	
v/c Ratio					0.37		0.24	0.12			0.11	
Control Delay (s/veh)					5.0		14.4	12.8			11.5	
Queue Delay					0.0		0.0	0.0			0.0	
Total Delay (s/veh)					5.0		14.4	12.8			11.5	
LOS					A		B	B			B	
Approach Delay (s/veh)					5.0			13.8			11.5	
Approach LOS					A			B			B	

Intersection Summary	
Cycle Length: 54	
Actuated Cycle Length: 34.8	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.37	
Intersection Signal Delay (s/veh): 6.3	Intersection LOS: A
Intersection Capacity Utilization 47.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 10: N Lincoln St & E Front St



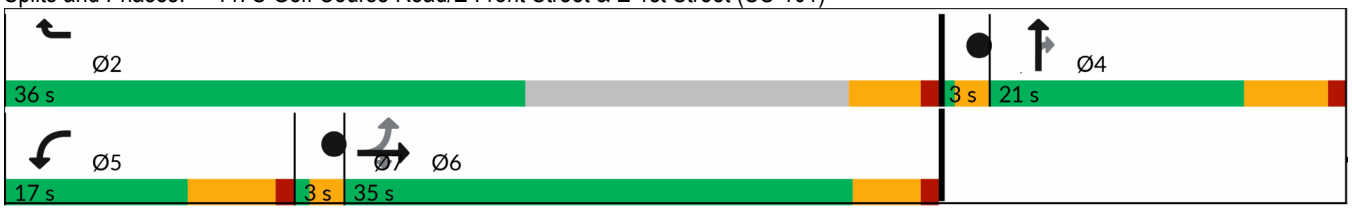
Lane Group	Ø1	Ø3	Ø6	Ø7
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Satd. Flow (RTOR)				
Lane Group Flow (vph)				
Turn Type				
Protected Phases	1	3	6	7
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	1.0	1.0	1.0	1.0
Minimum Split (s)	3.0	3.0	26.0	3.0
Total Split (s)	3.0	3.0	26.0	3.0
Total Split (%)	6%	6%	48%	6%
Yellow Time (s)	2.0	2.0	2.0	2.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lead	Lead		Lead
Lead-Lag Optimize?	Yes	Yes		Yes
Recall Mode	None	None	None	None
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay (s/veh)				
Queue Delay				
Total Delay (s/veh)				
LOS				
Approach Delay (s/veh)				
Approach LOS				

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	1054	31	55	0	1251	0	65	41	0	0	0
Future Volume (vph)	41	1054	31	55	0	1251	0	65	41	0	0	0
Satd. Flow (prot)	0	3399	1524	1703	0	2682	0	1827	1553	0	0	0
Flt Permitted		0.998		0.950								
Satd. Flow (perm)	0	3399	1478	1700	0	2682	0	1827	1553	0	0	0
Satd. Flow (RTOR)		182	182			1190			173			
Lane Group Flow (vph)	0	1304	37	65	0	1489	0	77	49	0	0	0
Turn Type	Perm	NA	Perm	Prot		Prot		NA	Perm			
Protected Phases		6		5		2		4				
Permitted Phases	6		6						4			
Detector Phase	6	6	6	5		2		4	4			
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	5.0		7.0		7.0	7.0			
Minimum Split (s)	25.0	25.0	25.0	11.2		12.3		27.0	27.0			
Total Split (s)	35.0	35.0	35.0	17.0		36.0		21.0	21.0			
Total Split (%)	44.3%	44.3%	44.3%	21.5%		45.6%		26.6%	26.6%			
Yellow Time (s)	4.0	4.0	4.0	5.2		4.3		5.0	5.0			
All-Red Time (s)	1.0	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	0.0			
Total Lost Time (s)		5.0	5.0	6.2		5.3		6.0	6.0			
Lead/Lag				Lead				Lag	Lag			
Lead-Lag Optimize?				Yes				Yes	Yes			
Recall Mode	Max	Max	Max	None		Max		None	None			
Act Effct Green (s)		36.3	36.3	7.8		44.2		10.0	10.0			
Actuated g/C Ratio		0.59	0.59	0.13		0.72		0.16	0.16			
v/c Ratio		0.63	0.04	0.30		0.66		0.26	0.12			
Control Delay (s/veh)		14.2	0.1	31.1		3.0		25.9	0.6			
Queue Delay		0.0	0.0	0.0		0.0		0.0	0.0			
Total Delay (s/veh)		14.2	0.1	31.1		3.0		25.9	0.6			
LOS		B	A	C		A		C	A			
Approach Delay (s/veh)		13.8			4.2			16.1				
Approach LOS		B			A			B				

Intersection Summary	
Cycle Length: 79	
Actuated Cycle Length: 61.5	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay (s/veh): 9.0	Intersection LOS: A
Intersection Capacity Utilization 93.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 11: S Golf Course Road/E Front Street & E 1st Street (US-101)



Lane Group	Ø3	Ø7
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	3	7
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	3.0	3.0
Minimum Split (s)	5.0	5.0
Total Split (s)	3.0	3.0
Total Split (%)	4%	4%
Yellow Time (s)	2.0	2.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		

Intersection Summary

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	204	4	0	199	50	1	0	2	23	0	3
Future Vol, veh/h	6	204	4	0	199	50	1	0	2	23	0	3
Conflicting Peds, #/hr	5	0	0	0	0	5	4	0	0	0	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	4	4	4	5	5	5	0	0	0	0	0	0
Mvmt Flow	9	291	6	0	284	71	1	0	3	33	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	361	0	0	297	0	0	600	672	294	634	639	329
Stage 1	-	-	-	-	-	-	311	311	-	325	325	-
Stage 2	-	-	-	-	-	-	288	361	-	309	314	-
Critical Hdwy	4.14	-	-	4.15	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.236	-	-	2.245	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1187	-	-	1247	-	-	416	380	750	395	396	717
Stage 1	-	-	-	-	-	-	703	662	-	692	653	-
Stage 2	-	-	-	-	-	-	724	630	-	706	660	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1181	-	-	1247	-	-	408	374	750	388	391	711
Mov Cap-2 Maneuver	-	-	-	-	-	-	408	374	-	388	391	-
Stage 1	-	-	-	-	-	-	697	656	-	688	650	-
Stage 2	-	-	-	-	-	-	717	627	-	697	654	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.23	0	11.19	14.66
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	586	50	-	-	1247	-	-	410
HCM Lane V/C Ratio	0.007	0.007	-	-	-	-	-	0.091
HCM Control Delay (s/veh)	11.2	8.1	0	-	0	-	-	14.7
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	178	26	38	160	19	36
Future Vol, veh/h	178	26	38	160	19	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	225	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	68	68	68	68	68	68
Heavy Vehicles, %	3	3	5	5	8	8
Mvmt Flow	262	38	56	235	28	53

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	300	0	628	281
Stage 1	-	-	-	-	281	-
Stage 2	-	-	-	-	347	-
Critical Hdwy	-	-	4.15	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	-	-	2.245	-	3.572	3.372
Pot Cap-1 Maneuver	-	-	1244	-	437	744
Stage 1	-	-	-	-	753	-
Stage 2	-	-	-	-	702	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1244	-	415	744
Mov Cap-2 Maneuver	-	-	-	-	415	-
Stage 1	-	-	-	-	753	-
Stage 2	-	-	-	-	666	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.54	11.63
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	415	744	-	-	345	-
HCM Lane V/C Ratio	0.067	0.071	-	-	0.045	-
HCM Control Delay (s/veh)	14.3	10.2	-	-	8	0
HCM Lane LOS	B	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	51	387	160	16	41	42
Future Vol, veh/h	51	387	160	16	41	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	175	-	-	650	250	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	7	7	19	19	10	10
Mvmt Flow	54	412	170	17	44	45

Major/Minor	Major1			Major2		
Conflicting Flow All	187	0	-	0	690	170
Stage 1	-	-	-	-	170	-
Stage 2	-	-	-	-	520	-
Critical Hdwy	4.17	-	-	-	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	5.5	-
Follow-up Hdwy	2.263	-	-	-	3.59	3.39
Pot Cap-1 Maneuver	1357	-	-	-	399	853
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	581	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1357	-	-	-	383	853
Mov Cap-2 Maneuver	-	-	-	-	473	-
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	581	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.9	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1357	-	-	-	473	853
HCM Lane V/C Ratio	0.04	-	-	-	0.092	0.052
HCM Control Delay (s/veh)	7.8	-	-	-	13.4	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3	0.2

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	412	230	42	21	22
Future Vol, veh/h	21	412	230	42	21	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	375	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	10	10	13	13	26	26
Mvmt Flow	23	443	247	45	23	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	292	0	-	0	735	247
Stage 1	-	-	-	-	247	-
Stage 2	-	-	-	-	488	-
Critical Hdwy	4.2	-	-	-	6.66	6.46
Critical Hdwy Stg 1	-	-	-	-	5.66	-
Critical Hdwy Stg 2	-	-	-	-	5.66	-
Follow-up Hdwy	2.29	-	-	-	3.734	3.534
Pot Cap-1 Maneuver	1225	-	-	-	353	736
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	570	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1225	-	-	-	347	736
Mov Cap-2 Maneuver	-	-	-	-	445	-
Stage 1	-	-	-	-	727	-
Stage 2	-	-	-	-	570	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.39	0	12.03
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1225	-	-	-	558
HCM Lane V/C Ratio	0.018	-	-	-	0.083
HCM Control Delay (s/veh)	8	-	-	-	12
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	0	1	40	2	31	1	216	20	29	215	26
Future Vol, veh/h	8	0	1	40	2	31	1	216	20	29	215	26
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	-	-	50	150	-	-	150	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	22	22	22	14	14	14	3	3	3	6	6	6
Mvmt Flow	10	0	1	51	3	40	1	277	26	37	276	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	647	672	292	642	676	290	309	0	0	303	0	0
Stage 1	367	367	-	292	292	-	-	-	-	-	-	-
Stage 2	281	305	-	350	383	-	-	-	-	-	-	-
Critical Hdwy	7.32	6.72	6.42	7.24	6.64	6.34	4.13	-	-	4.16	-	-
Critical Hdwy Stg 1	6.32	5.72	-	6.24	5.64	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.32	5.72	-	6.24	5.64	-	-	-	-	-	-	-
Follow-up Hdwy	3.698	4.198	3.498	3.626	4.126	3.426	2.227	-	-	2.254	-	-
Pot Cap-1 Maneuver	357	353	702	371	361	722	1246	-	-	1236	-	-
Stage 1	614	589	-	691	650	-	-	-	-	-	-	-
Stage 2	685	628	-	642	591	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	325	342	702	358	349	722	1246	-	-	1236	-	-
Mov Cap-2 Maneuver	325	342	-	358	349	-	-	-	-	-	-	-
Stage 1	595	571	-	690	649	-	-	-	-	-	-	-
Stage 2	644	627	-	622	574	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	15.74	13.98	0.03	0.86
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1246	-	-	325	702	358	678	1236	-	-
HCM Lane V/C Ratio	0.001	-	-	0.032	0.002	0.143	0.062	0.03	-	-
HCM Control Delay (s/veh)	7.9	-	-	16.4	10.1	16.7	10.7	8	-	-
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0.5	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	145	19	22	371	204	131
Future Vol, veh/h	145	19	22	371	204	131
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	9	9	15	15	14	14
Mvmt Flow	148	19	22	379	208	134

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	698	275	342	0	-	0
Stage 1	275	-	-	-	-	-
Stage 2	423	-	-	-	-	-
Critical Hdwy	6.49	6.29	4.25	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.381	2.335	-	-	-
Pot Cap-1 Maneuver	396	747	1148	-	-	-
Stage 1	755	-	-	-	-	-
Stage 2	646	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	386	747	1148	-	-	-
Mov Cap-2 Maneuver	386	-	-	-	-	-
Stage 1	737	-	-	-	-	-
Stage 2	646	-	-	-	-	-

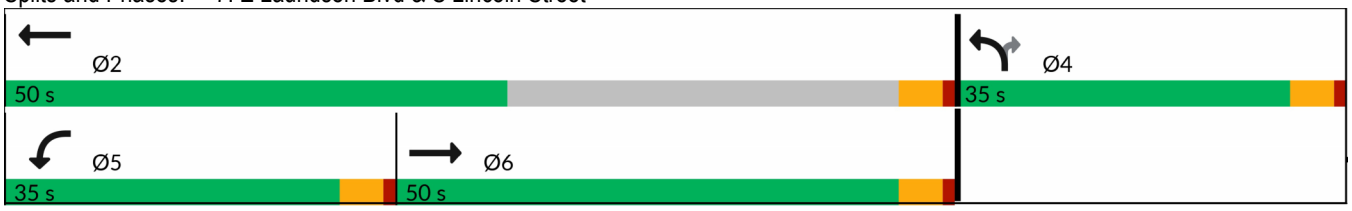
Approach	EB	NB	SB
HCM Control Delay, s/v	18.83	0.46	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	101	-	386	747	-	-
HCM Lane V/C Ratio	0.02	-	0.383	0.026	-	-
HCM Control Delay (s/veh)	8.2	0	20	9.9	-	-
HCM Lane LOS	A	A	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	1.8	0.1	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	117	4	4	110	7	6
Future Volume (vph)	117	4	4	110	7	6
Satd. Flow (prot)	1863	1583	1770	1863	1805	1615
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1863	1550	1755	1863	1805	1559
Satd. Flow (RTOR)		4				8
Lane Group Flow (vph)	150	5	5	141	9	8
Turn Type	NA	Free	Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		Free				4
Detector Phase	6		5	2	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	10.0	10.0
Minimum Split (s)	17.0		10.0	10.0	23.0	23.0
Total Split (s)	50.0		35.0	50.0	35.0	35.0
Total Split (%)	41.7%		29.2%	41.7%	29.2%	29.2%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	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		Max	Max	None	None
Act Effct Green (s)	11.8	67.2	38.5	58.5	11.5	11.5
Actuated g/C Ratio	0.18	1.00	0.57	0.87	0.17	0.17
v/c Ratio	0.46	0.00	0.00	0.09	0.03	0.03
Control Delay (s/veh)	30.3	0.0	12.5	3.0	24.0	14.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	30.3	0.0	12.5	3.0	24.0	14.5
LOS	C	A	B	A	C	B
Approach Delay (s/veh)	29.3			3.3	19.5	
Approach LOS	C			A	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 67.2	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.46	
Intersection Signal Delay (s/veh): 16.9	Intersection LOS: B
Intersection Capacity Utilization 23.9%	ICU Level of Service A
Analysis Period (min) 15	

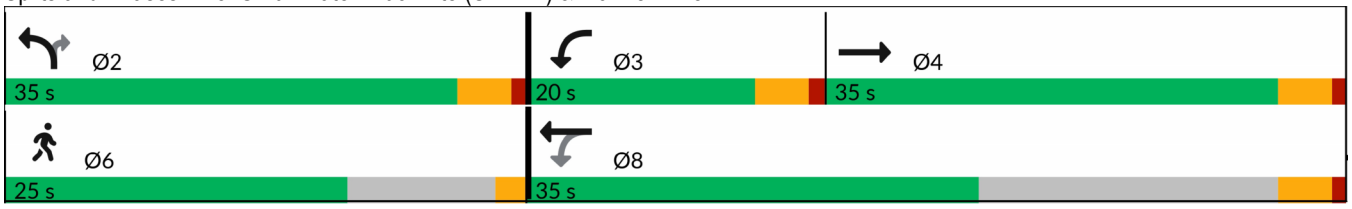
Splits and Phases: 7: E Lauridsen Blvd & S Lincoln Street



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø6
Lane Configurations							
Traffic Volume (vph)	262	15	323	207	14	508	
Future Volume (vph)	262	15	323	207	14	508	
Satd. Flow (prot)	1832	0	1641	1727	1671	1495	
Flt Permitted			0.287		0.950		
Satd. Flow (perm)	1832	0	496	1727	1668	1495	
Satd. Flow (RTOR)	3					546	
Lane Group Flow (vph)	298	0	347	223	15	546	
Turn Type	NA		pm+pt	NA	Prot	Perm	
Protected Phases	4		3	8	2		6
Permitted Phases			8			2	
Detector Phase	4		3	8	2	2	
Switch Phase							
Minimum Initial (s)	10.0		5.0	10.0	5.0	5.0	1.0
Minimum Split (s)	27.6		9.6	14.6	25.6	25.6	25.0
Total Split (s)	35.0		20.0	35.0	35.0	35.0	25.0
Total Split (%)	38.9%		22.2%	38.9%	38.9%	38.9%	28%
Yellow Time (s)	3.6		3.6	3.6	3.6	3.6	2.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0	0.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6		4.6	4.6	4.6	4.6	
Lead/Lag	Lag		Lead				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	None		None	None	Max	Max	Min
Act Effct Green (s)	18.4		37.2	37.2	30.6	30.6	
Actuated g/C Ratio	0.24		0.48	0.48	0.40	0.40	
v/c Ratio	0.68		0.77	0.27	0.02	0.59	
Control Delay (s/veh)	34.6		25.9	12.4	17.1	4.9	
Queue Delay	0.0		0.0	0.0	0.0	0.0	
Total Delay (s/veh)	34.6		25.9	12.4	17.1	4.9	
LOS	C		C	B	B	A	
Approach Delay (s/veh)	34.6			20.6	5.3		
Approach LOS	C			C	A		

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 77.1	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 17.5	Intersection LOS: B
Intersection Capacity Utilization 53.8%	ICU Level of Service A
Analysis Period (min) 15	

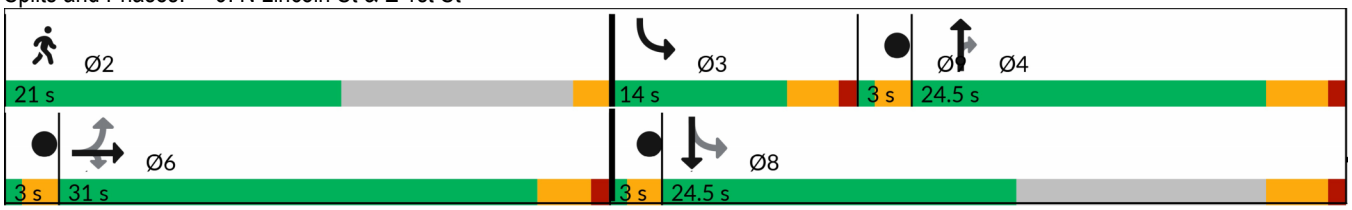
Splits and Phases: 8: S Tumwater Truck Rte (SR-117) & Marine Drive



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	587	44	0	0	0	0	82	148	23	221	0
Future Volume (vph)	26	587	44	0	0	0	0	82	148	23	221	0
Satd. Flow (prot)	1626	3252	1455	0	0	0	0	1792	1524	1671	1759	0
Flt Permitted	0.950									0.525		
Satd. Flow (perm)	1616	3252	1405	0	0	0	0	1792	1493	918	1759	0
Satd. Flow (RTOR)			166						170			
Lane Group Flow (vph)	30	675	51	0	0	0	0	94	170	26	254	0
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA	
Protected Phases		6						4		3	8	
Permitted Phases	6		6						4	8		
Detector Phase	6	6	6					4	4	3	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					7.0	7.0	5.0	7.0	
Minimum Split (s)	26.0	26.0	26.0					26.5	26.5	9.0	26.5	
Total Split (s)	31.0	31.0	31.0					24.5	24.5	14.0	24.5	
Total Split (%)	41.1%	41.1%	41.1%					32.5%	32.5%	18.5%	32.5%	
Yellow Time (s)	3.0	3.0	3.0					3.5	3.5	3.0	3.5	
All-Red Time (s)	1.0	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	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0					4.5	4.5	4.0	4.5	
Lead/Lag	Lag	Lag	Lag							Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes							Yes	Yes	
Recall Mode	Min	Min	Min					None	None	None	None	
Act Effct Green (s)	16.3	16.3	16.3					12.3	12.3	14.2	13.6	
Actuated g/C Ratio	0.41	0.41	0.41					0.31	0.31	0.36	0.34	
v/c Ratio	0.05	0.50	0.08					0.17	0.29	0.06	0.42	
Control Delay (s/veh)	9.5	11.1	0.2					13.0	4.6	9.2	12.5	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)	9.5	11.1	0.2					13.0	4.6	9.2	12.5	
LOS	A	B	A					B	A	A	B	
Approach Delay (s/veh)		10.3						7.6			12.2	
Approach LOS		B						A			B	

Intersection Summary	
Cycle Length: 75.5	
Actuated Cycle Length: 39.5	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay (s/veh): 10.2	Intersection LOS: B
Intersection Capacity Utilization 49.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 9: N Lincoln St & E 1st St



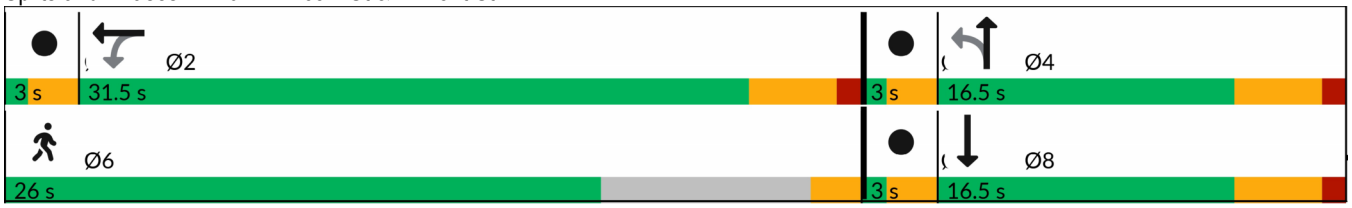
Lane Group	Ø2	Ø5	Ø7	Ø9
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Satd. Flow (RTOR)				
Lane Group Flow (vph)				
Turn Type				
Protected Phases	2	5	7	9
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	1.0	1.0	1.0	1.0
Minimum Split (s)	23.0	3.0	3.0	3.0
Total Split (s)	21.0	3.0	3.0	3.0
Total Split (%)	28%	4%	4%	4%
Yellow Time (s)	2.0	2.0	2.0	2.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag		Lead	Lead	Lag
Lead-Lag Optimize?		Yes	Yes	Yes
Recall Mode	None	None	None	None
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay (s/veh)				
Queue Delay				
Total Delay (s/veh)				
LOS				
Approach Delay (s/veh)				
Approach LOS				

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	219	549	37	64	41	0	0	30	6
Future Volume (vph)	0	0	0	219	549	37	64	41	0	0	30	6
Satd. Flow (prot)	0	0	0	0	3272	0	1556	1638	0	0	1554	0
Flt Permitted					0.987		0.800					
Satd. Flow (perm)	0	0	0	0	3271	0	1299	1638	0	0	1554	0
Satd. Flow (RTOR)					13						7	
Lane Group Flow (vph)	0	0	0	0	926	0	74	47	0	0	41	0
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					2			4			8	
Permitted Phases				2			4					
Detector Phase				2	2		4	4			8	
Switch Phase												
Minimum Initial (s)				7.0	7.0		7.0	7.0			7.0	
Minimum Split (s)				26.5	26.5		26.5	26.5			24.5	
Total Split (s)				31.5	31.5		16.5	16.5			16.5	
Total Split (%)				58.3%	58.3%		30.6%	30.6%			30.6%	
Yellow Time (s)				3.5	3.5		3.5	3.5			3.5	
All-Red Time (s)				1.0	1.0		1.0	1.0			1.0	
Lost Time Adjust (s)					0.0		0.0	0.0			0.0	
Total Lost Time (s)					4.5		4.5	4.5			4.5	
Lead/Lag				Lag	Lag		Lag	Lag			Lag	
Lead-Lag Optimize?				Yes	Yes		Yes	Yes			Yes	
Recall Mode				Min	Min		None	None			None	
Act Effct Green (s)					26.3		8.5	8.5			8.5	
Actuated g/C Ratio					0.73		0.23	0.23			0.23	
v/c Ratio					0.39		0.24	0.12			0.11	
Control Delay (s/veh)					5.0		15.3	13.7			12.2	
Queue Delay					0.0		0.0	0.0			0.0	
Total Delay (s/veh)					5.0		15.3	13.7			12.2	
LOS					A		B	B			B	
Approach Delay (s/veh)					5.0			14.7			12.2	
Approach LOS					A			B			B	

Intersection Summary	
Cycle Length: 54	
Actuated Cycle Length: 36.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.39	
Intersection Signal Delay (s/veh): 6.3	Intersection LOS: A
Intersection Capacity Utilization 49.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 10: N Lincoln St & E Front St



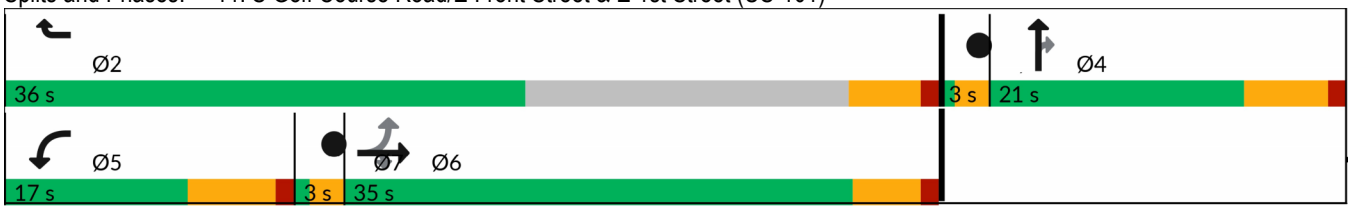
Lane Group	Ø1	Ø3	Ø6	Ø7
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Satd. Flow (RTOR)				
Lane Group Flow (vph)				
Turn Type				
Protected Phases	1	3	6	7
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	1.0	1.0	1.0	1.0
Minimum Split (s)	3.0	3.0	26.0	3.0
Total Split (s)	3.0	3.0	26.0	3.0
Total Split (%)	6%	6%	48%	6%
Yellow Time (s)	2.0	2.0	2.0	2.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lead	Lead		Lead
Lead-Lag Optimize?	Yes	Yes		Yes
Recall Mode	None	None	None	None
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay (s/veh)				
Queue Delay				
Total Delay (s/veh)				
LOS				
Approach Delay (s/veh)				
Approach LOS				

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	1076	31	55	0	1301	0	65	41	0	0	0
Future Volume (vph)	41	1076	31	55	0	1301	0	65	41	0	0	0
Satd. Flow (prot)	0	3399	1524	1703	0	2682	0	1827	1553	0	0	0
Flt Permitted		0.998		0.950								
Satd. Flow (perm)	0	3399	1478	1700	0	2682	0	1827	1553	0	0	0
Satd. Flow (RTOR)		182	182			1190			173			
Lane Group Flow (vph)	0	1330	37	65	0	1549	0	77	49	0	0	0
Turn Type	Perm	NA	Perm	Prot		Prot		NA	Perm			
Protected Phases		6		5		2		4				
Permitted Phases	6		6						4			
Detector Phase	6	6	6	5		2		4	4			
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	5.0		7.0		7.0	7.0			
Minimum Split (s)	25.0	25.0	25.0	11.2		12.3		27.0	27.0			
Total Split (s)	35.0	35.0	35.0	17.0		36.0		21.0	21.0			
Total Split (%)	44.3%	44.3%	44.3%	21.5%		45.6%		26.6%	26.6%			
Yellow Time (s)	4.0	4.0	4.0	5.2		4.3		5.0	5.0			
All-Red Time (s)	1.0	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	0.0			
Total Lost Time (s)		5.0	5.0	6.2		5.3		6.0	6.0			
Lead/Lag				Lead				Lag	Lag			
Lead-Lag Optimize?				Yes				Yes	Yes			
Recall Mode	Max	Max	Max	None		Max		None	None			
Act Effct Green (s)		36.3	36.3	7.8		44.2		10.0	10.0			
Actuated g/C Ratio		0.59	0.59	0.13		0.72		0.16	0.16			
v/c Ratio		0.64	0.04	0.30		0.68		0.26	0.12			
Control Delay (s/veh)		14.5	0.1	31.1		3.4		25.9	0.6			
Queue Delay		0.0	0.0	0.0		0.0		0.0	0.0			
Total Delay (s/veh)		14.5	0.1	31.1		3.4		25.9	0.6			
LOS		B	A	C		A		C	A			
Approach Delay (s/veh)		14.1			4.6			16.1				
Approach LOS		B			A			B				

Intersection Summary	
Cycle Length: 79	
Actuated Cycle Length: 61.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay (s/veh): 9.2	Intersection LOS: A
Intersection Capacity Utilization 96.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 11: S Golf Course Road/E Front Street & E 1st Street (US-101)



Lane Group	Ø3	Ø7
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	3	7
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	3.0	3.0
Minimum Split (s)	5.0	5.0
Total Split (s)	3.0	3.0
Total Split (%)	4%	4%
Yellow Time (s)	2.0	2.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		

Intersection Summary

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	228	0	2	249	2	0	0	1	1	0	2
Future Vol, veh/h	2	228	0	2	249	2	0	0	1	1	0	2
Conflicting Peds, #/hr	0	0	1	1	0	0	6	0	0	0	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	1	1	1	1	1	1	0	0	0	0	0	0
Mvmt Flow	2	281	0	2	307	2	0	0	1	1	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	310	0	0	282	0	0	606	602	282	600	601	315
Stage 1	-	-	-	-	-	-	287	287	-	314	314	-
Stage 2	-	-	-	-	-	-	318	315	-	286	287	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1256	-	-	1286	-	-	412	416	761	416	417	730
Stage 1	-	-	-	-	-	-	724	678	-	701	660	-
Stage 2	-	-	-	-	-	-	697	659	-	725	678	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1256	-	-	1284	-	-	406	414	761	413	414	726
Mov Cap-2 Maneuver	-	-	-	-	-	-	406	414	-	413	414	-
Stage 1	-	-	-	-	-	-	722	675	-	700	659	-
Stage 2	-	-	-	-	-	-	689	658	-	722	675	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.07	0.06	9.74	11.25
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	761	16	-	-	14	-	-	580
HCM Lane V/C Ratio	0.002	0.002	-	-	0.002	-	-	0.006
HCM Control Delay (s/veh)	9.7	7.9	0	-	7.8	0	-	11.2
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	174	23	54	183	36	49
Future Vol, veh/h	174	23	54	183	36	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	225	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	3	3	1	1
Mvmt Flow	187	25	58	197	39	53

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	212	0	512	199
Stage 1	-	-	-	-	199	-
Stage 2	-	-	-	-	313	-
Critical Hdwy	-	-	4.13	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.227	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1353	-	523	844
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	744	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1353	-	498	844
Mov Cap-2 Maneuver	-	-	-	-	498	-
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	708	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.77	10.94
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	498	844	-	-	410	-
HCM Lane V/C Ratio	0.078	0.062	-	-	0.043	-
HCM Control Delay (s/veh)	12.8	9.5	-	-	7.8	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	344	322	12	45	105
Future Vol, veh/h	34	344	322	12	45	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	175	-	-	650	250	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	4	4	3	3
Mvmt Flow	36	362	339	13	47	111

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	352	0	-	0	773	339
Stage 1	-	-	-	-	339	-
Stage 2	-	-	-	-	434	-
Critical Hdwy	4.15	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.245	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1191	-	-	-	366	701
Stage 1	-	-	-	-	719	-
Stage 2	-	-	-	-	651	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1191	-	-	-	355	701
Mov Cap-2 Maneuver	-	-	-	-	469	-
Stage 1	-	-	-	-	698	-
Stage 2	-	-	-	-	651	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.73	0	11.83
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1191	-	-	-	469	701
HCM Lane V/C Ratio	0.03	-	-	-	0.101	0.158
HCM Control Delay (s/veh)	8.1	-	-	-	13.5	11.1
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3	0.6

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	46	407	404	9	12	23
Future Vol, veh/h	46	407	404	9	12	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	375	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	5	4	4	3	3
Mvmt Flow	50	442	439	10	13	25

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	449	0	-	0	982	439			
Stage 1	-	-	-	-	439	-			
Stage 2	-	-	-	-	542	-			
Critical Hdwy	4.15	-	-	-	6.43	6.23			
Critical Hdwy Stg 1	-	-	-	-	5.43	-			
Critical Hdwy Stg 2	-	-	-	-	5.43	-			
Follow-up Hdwy	2.245	-	-	-	3.527	3.327			
Pot Cap-1 Maneuver	1096	-	-	-	275	616			
Stage 1	-	-	-	-	648	-			
Stage 2	-	-	-	-	581	-			
Platoon blocked, %		-	-	-					
Mov Cap-1 Maneuver	1096	-	-	-	263	616			
Mov Cap-2 Maneuver	-	-	-	-	393	-			
Stage 1	-	-	-	-	618	-			
Stage 2	-	-	-	-	581	-			

Approach	EB	WB	SB
HCM Control Delay, s/v	0.86	0	12.54
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1096	-	-	-	516
HCM Lane V/C Ratio	0.046	-	-	-	0.074
HCM Control Delay (s/veh)	8.4	-	-	-	12.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	2	3	4	2	66	5	257	7	39	272	15
Future Vol, veh/h	20	2	3	4	2	66	5	257	7	39	272	15
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	-	-	50	150	-	-	150	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	12	12	12	0	0	0	2	2	2	2	2	2
Mvmt Flow	21	2	3	4	2	70	5	273	7	41	289	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	665	672	297	661	676	277	305	0	0	281	0	0
Stage 1	380	380	-	288	288	-	-	-	-	-	-	-
Stage 2	285	291	-	373	388	-	-	-	-	-	-	-
Critical Hdwy	7.22	6.62	6.32	7.1	6.5	6.2	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.22	5.62	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.22	5.62	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.608	4.108	3.408	3.5	4	3.3	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	360	365	719	378	378	766	1255	-	-	1282	-	-
Stage 1	622	597	-	724	677	-	-	-	-	-	-	-
Stage 2	701	654	-	651	612	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	313	351	719	361	364	766	1255	-	-	1282	-	-
Mov Cap-2 Maneuver	313	351	-	361	364	-	-	-	-	-	-	-
Stage 1	602	577	-	721	675	-	-	-	-	-	-	-
Stage 2	632	651	-	625	592	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	16.41	10.63	0.15	0.95
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1255	-	-	316	719	361	742	1282	-	-
HCM Lane V/C Ratio	0.004	-	-	0.074	0.004	0.012	0.097	0.032	-	-
HCM Control Delay (s/veh)	7.9	-	-	17.3	10	15.1	10.4	7.9	-	-
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	0.3	0.1	-	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	124	25	26	356	345	217
Future Vol, veh/h	124	25	26	356	345	217
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	7	7	8	8	4	4
Mvmt Flow	129	26	27	371	359	226

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	897	472	585	0	-	0
Stage 1	472	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Critical Hdwy	6.47	6.27	4.18	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	2.272	-	-	-
Pot Cap-1 Maneuver	304	582	960	-	-	-
Stage 1	617	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	293	582	960	-	-	-
Mov Cap-2 Maneuver	293	-	-	-	-	-
Stage 1	595	-	-	-	-	-
Stage 2	649	-	-	-	-	-

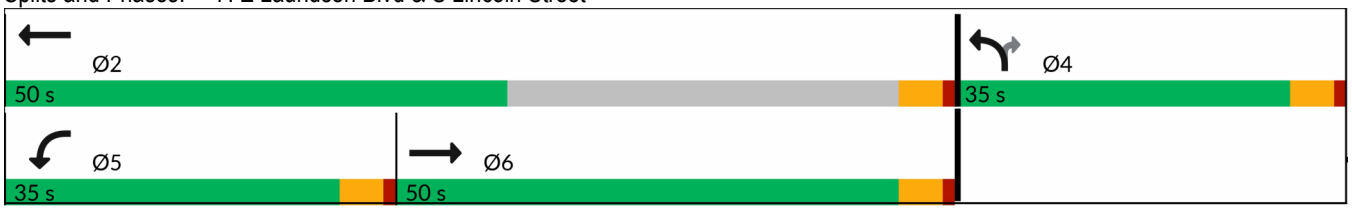
Approach	EB	NB	SB
HCM Control Delay, s/v	24.07	0.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	123	-	293	582	-	-
HCM Lane V/C Ratio	0.028	-	0.441	0.045	-	-
HCM Control Delay (s/veh)	8.9	0	26.6	11.5	-	-
HCM Lane LOS	A	A	D	B	-	-
HCM 95th %tile Q(veh)	0.1	-	2.1	0.1	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	120	12	7	197	7	10
Future Volume (vph)	120	12	7	197	7	10
Satd. Flow (prot)	1881	1599	1805	1900	1805	1615
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1881	1563	1782	1900	1805	1546
Satd. Flow (RTOR)		12				11
Lane Group Flow (vph)	130	13	8	214	8	11
Turn Type	NA	Free	Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		Free				4
Detector Phase	6		5	2	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	10.0	10.0
Minimum Split (s)	17.0		10.0	10.0	23.0	23.0
Total Split (s)	50.0		35.0	50.0	35.0	35.0
Total Split (%)	41.7%		29.2%	41.7%	29.2%	29.2%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	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		Max	Max	None	None
Act Effct Green (s)	11.2	62.8	38.8	59.1	10.1	10.1
Actuated g/C Ratio	0.18	1.00	0.62	0.94	0.16	0.16
v/c Ratio	0.39	0.01	0.01	0.12	0.03	0.04
Control Delay (s/veh)	26.1	0.0	8.0	1.3	23.0	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.1	0.0	8.0	1.3	23.0	13.9
LOS	C	A	A	A	C	B
Approach Delay (s/veh)	23.7			1.5	17.7	
Approach LOS	C			A	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 62.8	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.39	
Intersection Signal Delay (s/veh): 10.6	Intersection LOS: B
Intersection Capacity Utilization 28.4%	ICU Level of Service A
Analysis Period (min) 15	

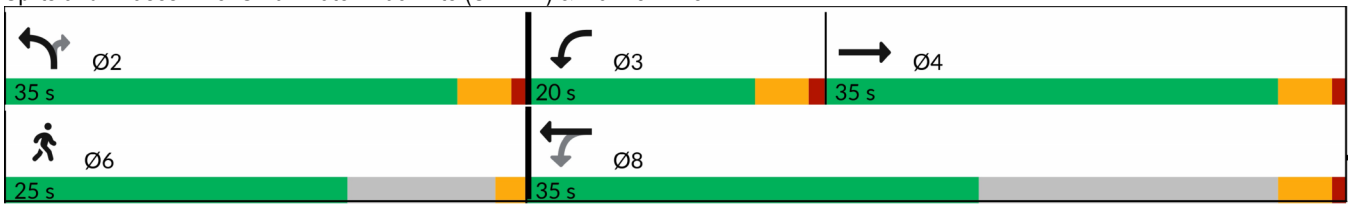
Splits and Phases: 7: E Lauridsen Blvd & S Lincoln Street



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø6
Lane Configurations							
Traffic Volume (vph)	261	20	529	358	8	498	
Future Volume (vph)	261	20	529	358	8	498	
Satd. Flow (prot)	1859	0	1752	1845	1703	1524	
Flt Permitted			0.282		0.950		
Satd. Flow (perm)	1859	0	520	1845	1703	1524	
Satd. Flow (RTOR)	5					524	
Lane Group Flow (vph)	296	0	557	377	8	524	
Turn Type	NA		pm+pt	NA	Prot	Perm	
Protected Phases	4		3	8	2		6
Permitted Phases			8			2	
Detector Phase	4		3	8	2	2	
Switch Phase							
Minimum Initial (s)	10.0		5.0	10.0	5.0	5.0	1.0
Minimum Split (s)	27.6		9.6	14.6	25.6	25.6	25.0
Total Split (s)	35.0		20.0	35.0	35.0	35.0	25.0
Total Split (%)	38.9%		22.2%	38.9%	38.9%	38.9%	28%
Yellow Time (s)	3.6		3.6	3.6	3.6	3.6	2.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0	0.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6		4.6	4.6	4.6	4.6	
Lead/Lag	Lag		Lead				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	None		None	None	Max	Max	Min
Act Effct Green (s)	18.3		38.3	38.3	30.5	30.5	
Actuated g/C Ratio	0.23		0.49	0.49	0.39	0.39	
v/c Ratio	0.68		1.12	0.42	0.01	0.57	
Control Delay (s/veh)	34.7		95.4	14.1	16.9	4.7	
Queue Delay	0.0		0.0	0.0	0.0	0.0	
Total Delay (s/veh)	34.7		95.4	14.1	16.9	4.7	
LOS	C		F	B	B	A	
Approach Delay (s/veh)	34.7			62.6	4.9		
Approach LOS	C			E	A		

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 78.1	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.12	
Intersection Signal Delay (s/veh): 40.5	Intersection LOS: D
Intersection Capacity Utilization 60.1%	ICU Level of Service B
Analysis Period (min) 15	

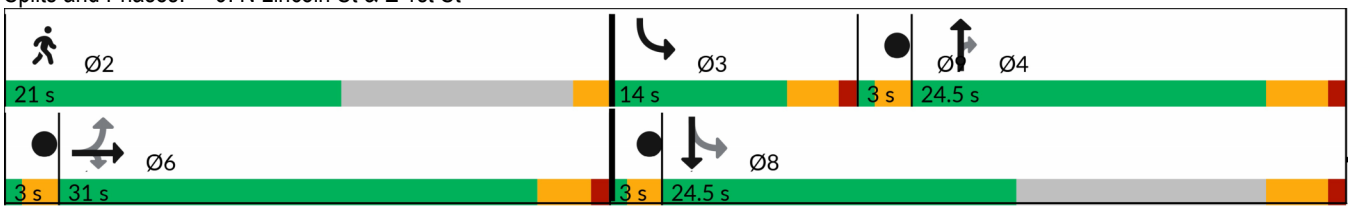
Splits and Phases: 8: S Tumwater Truck Rte (SR-117) & Marine Drive



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	727	118	0	0	0	0	139	177	54	304	0
Future Volume (vph)	35	727	118	0	0	0	0	139	177	54	304	0
Satd. Flow (prot)	1703	3406	1524	0	0	0	0	1520	1292	1736	1827	0
Flt Permitted	0.950									0.506		
Satd. Flow (perm)	1659	3406	1445	0	0	0	0	1520	1248	911	1827	0
Satd. Flow (RTOR)			166						190			
Lane Group Flow (vph)	38	782	127	0	0	0	0	149	190	58	327	0
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA	
Protected Phases		6						4		3	8	
Permitted Phases	6		6						4	8		
Detector Phase	6	6	6					4	4	3	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					7.0	7.0	5.0	7.0	
Minimum Split (s)	26.0	26.0	26.0					26.5	26.5	9.0	26.5	
Total Split (s)	31.0	31.0	31.0					24.5	24.5	14.0	24.5	
Total Split (%)	41.1%	41.1%	41.1%					32.5%	32.5%	18.5%	32.5%	
Yellow Time (s)	3.0	3.0	3.0					3.5	3.5	3.0	3.5	
All-Red Time (s)	1.0	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	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0					4.5	4.5	4.0	4.5	
Lead/Lag	Lag	Lag	Lag							Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes							Yes	Yes	
Recall Mode	Min	Min	Min					None	None	None	None	
Act Effct Green (s)	19.3	19.3	19.3					13.0	13.0	19.1	18.5	
Actuated g/C Ratio	0.41	0.41	0.41					0.27	0.27	0.40	0.39	
v/c Ratio	0.06	0.56	0.18					0.36	0.40	0.12	0.46	
Control Delay (s/veh)	11.5	13.9	2.2					20.0	6.2	9.6	13.0	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)	11.5	13.9	2.2					20.0	6.2	9.6	13.0	
LOS	B	B	A					B	A	A	B	
Approach Delay (s/veh)		12.2						12.3			12.5	
Approach LOS		B						B			B	

Intersection Summary	
Cycle Length: 75.5	
Actuated Cycle Length: 47.3	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay (s/veh): 12.3	Intersection LOS: B
Intersection Capacity Utilization 83.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 9: N Lincoln St & E 1st St



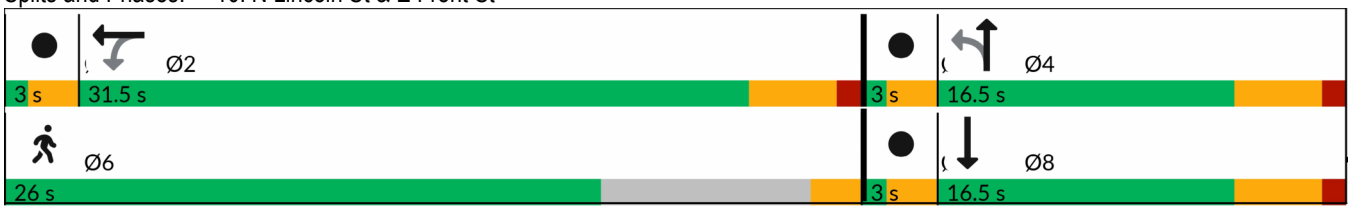
Lane Group	Ø2	Ø5	Ø7	Ø9
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Satd. Flow (RTOR)				
Lane Group Flow (vph)				
Turn Type				
Protected Phases	2	5	7	9
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	1.0	1.0	1.0	1.0
Minimum Split (s)	23.0	3.0	3.0	3.0
Total Split (s)	21.0	3.0	3.0	3.0
Total Split (%)	28%	4%	4%	4%
Yellow Time (s)	2.0	2.0	2.0	2.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag		Lead	Lead	Lag
Lead-Lag Optimize?		Yes	Yes	Yes
Recall Mode	None	None	None	None
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay (s/veh)				
Queue Delay				
Total Delay (s/veh)				
LOS				
Approach Delay (s/veh)				
Approach LOS				

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	261	851	80	100	63	0	0	90	14
Future Volume (vph)	0	0	0	261	851	80	100	63	0	0	90	14
Satd. Flow (prot)	0	0	0	0	3423	0	1703	1792	0	0	1733	0
Flt Permitted					0.989		0.689					
Satd. Flow (perm)	0	0	0	0	3418	0	1202	1792	0	0	1733	0
Satd. Flow (RTOR)					20						13	
Lane Group Flow (vph)	0	0	0	0	1216	0	102	64	0	0	106	0
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					2			4			8	
Permitted Phases				2			4					
Detector Phase				2	2		4	4			8	
Switch Phase												
Minimum Initial (s)				7.0	7.0		7.0	7.0			7.0	
Minimum Split (s)				26.5	26.5		26.5	26.5			24.5	
Total Split (s)				31.5	31.5		16.5	16.5			16.5	
Total Split (%)				58.3%	58.3%		30.6%	30.6%			30.6%	
Yellow Time (s)				3.5	3.5		3.5	3.5			3.5	
All-Red Time (s)				1.0	1.0		1.0	1.0			1.0	
Lost Time Adjust (s)					0.0		0.0	0.0			0.0	
Total Lost Time (s)					4.5		4.5	4.5			4.5	
Lead/Lag				Lag	Lag		Lag	Lag			Lag	
Lead-Lag Optimize?				Yes	Yes		Yes	Yes			Yes	
Recall Mode				Min	Min		None	None			None	
Act Effct Green (s)					27.1		9.2	9.2			9.2	
Actuated g/C Ratio					0.66		0.22	0.22			0.22	
v/c Ratio					0.54		0.38	0.16			0.27	
Control Delay (s/veh)					6.8		19.5	15.2			14.9	
Queue Delay					0.0		0.0	0.0			0.0	
Total Delay (s/veh)					6.8		19.5	15.2			14.9	
LOS					A		B	B			B	
Approach Delay (s/veh)					6.8			17.9			14.9	
Approach LOS					A			B			B	

Intersection Summary	
Cycle Length: 54	
Actuated Cycle Length: 41.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay (s/veh): 8.6	Intersection LOS: A
Intersection Capacity Utilization 83.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 10: N Lincoln St & E Front St



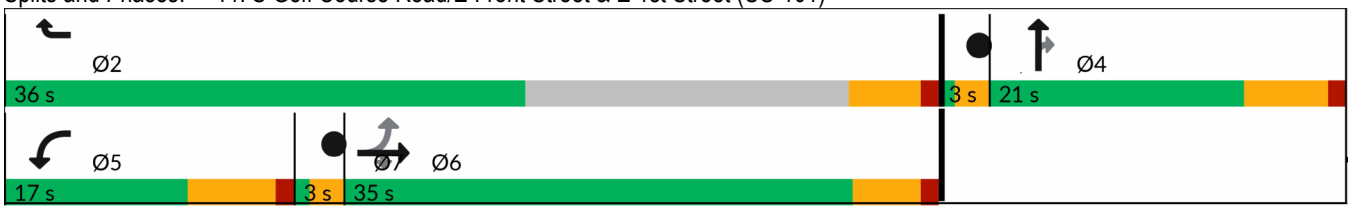
Lane Group	Ø1	Ø3	Ø6	Ø7
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Satd. Flow (RTOR)				
Lane Group Flow (vph)				
Turn Type				
Protected Phases	1	3	6	7
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	1.0	1.0	1.0	1.0
Minimum Split (s)	3.0	3.0	26.0	3.0
Total Split (s)	3.0	3.0	26.0	3.0
Total Split (%)	6%	6%	48%	6%
Yellow Time (s)	2.0	2.0	2.0	2.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lead	Lead		Lead
Lead-Lag Optimize?	Yes	Yes		Yes
Recall Mode	None	None	None	None
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay (s/veh)				
Queue Delay				
Total Delay (s/veh)				
LOS				
Approach Delay (s/veh)				
Approach LOS				

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	1632	59	84	0	1530	0	111	35	0	0	0
Future Volume (vph)	56	1632	59	84	0	1530	0	111	35	0	0	0
Satd. Flow (prot)	0	3532	1583	1770	0	2787	0	1881	1599	0	0	0
Flt Permitted		0.998		0.950								
Satd. Flow (perm)	0	3532	1546	1769	0	2787	0	1881	1599	0	0	0
Satd. Flow (RTOR)		182	182			952			173			
Lane Group Flow (vph)	0	1740	61	87	0	1577	0	114	36	0	0	0
Turn Type	Perm	NA	Perm	Prot		Prot		NA	Perm			
Protected Phases		6		5		2		4				
Permitted Phases	6		6						4			
Detector Phase	6	6	6	5		2		4	4			
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	5.0		7.0		7.0	7.0			
Minimum Split (s)	25.0	25.0	25.0	11.2		12.3		27.0	27.0			
Total Split (s)	35.0	35.0	35.0	17.0		36.0		21.0	21.0			
Total Split (%)	44.3%	44.3%	44.3%	21.5%		45.6%		26.6%	26.6%			
Yellow Time (s)	4.0	4.0	4.0	5.2		4.3		5.0	5.0			
All-Red Time (s)	1.0	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	0.0			
Total Lost Time (s)		5.0	5.0	6.2		5.3		6.0	6.0			
Lead/Lag				Lead				Lag	Lag			
Lead-Lag Optimize?				Yes				Yes	Yes			
Recall Mode	Max	Max	Max	None		Max		None	None			
Act Effct Green (s)		35.9	35.9	8.3		47.3		10.8	10.8			
Actuated g/C Ratio		0.55	0.55	0.13		0.73		0.17	0.17			
v/c Ratio		0.86	0.07	0.38		0.69		0.37	0.09			
Control Delay (s/veh)		23.4	0.1	33.5		4.7		28.2	0.4			
Queue Delay		0.0	0.0	0.0		0.0		0.0	0.0			
Total Delay (s/veh)		23.4	0.1	33.5		4.7		28.2	0.4			
LOS		C	A	C		A		C	A			
Approach Delay (s/veh)		22.6			6.2			21.6				
Approach LOS		C			A			C				

Intersection Summary	
Cycle Length: 79	
Actuated Cycle Length: 65	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay (s/veh): 15.0	Intersection LOS: B
Intersection Capacity Utilization 119.7%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 11: S Golf Course Road/E Front Street & E 1st Street (US-101)



Lane Group	Ø3	Ø7
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	3	7
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	3.0	3.0
Minimum Split (s)	5.0	5.0
Total Split (s)	3.0	3.0
Total Split (%)	4%	4%
Yellow Time (s)	2.0	2.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		

Intersection Summary

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	231	0	2	253	2	0	0	1	1	0	2
Future Vol, veh/h	2	231	0	2	253	2	0	0	1	1	0	2
Conflicting Peds, #/hr	0	0	1	1	0	0	6	0	0	0	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	1	1	1	1	1	1	0	0	0	0	0	0
Mvmt Flow	2	285	0	2	312	2	0	0	1	1	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	315	0	0	286	0	0	614	611	286	609	610	320
Stage 1	-	-	-	-	-	-	291	291	-	319	319	-
Stage 2	-	-	-	-	-	-	323	320	-	290	291	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1251	-	-	1282	-	-	407	411	758	410	412	726
Stage 1	-	-	-	-	-	-	721	675	-	697	657	-
Stage 2	-	-	-	-	-	-	693	656	-	722	675	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1251	-	-	1280	-	-	401	409	757	408	410	722
Mov Cap-2 Maneuver	-	-	-	-	-	-	401	409	-	408	410	-
Stage 1	-	-	-	-	-	-	719	673	-	696	655	-
Stage 2	-	-	-	-	-	-	685	655	-	719	673	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.07	0.06	9.76	11.31
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	757	15	-	-	14	-	-	574
HCM Lane V/C Ratio	0.002	0.002	-	-	0.002	-	-	0.006
HCM Control Delay (s/veh)	9.8	7.9	0	-	7.8	0	-	11.3
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	177	23	55	186	37	50
Future Vol, veh/h	177	23	55	186	37	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	225	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	3	3	1	1
Mvmt Flow	190	25	59	200	40	54

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	215	0	521	203
Stage 1	-	-	-	-	203	-
Stage 2	-	-	-	-	318	-
Critical Hdwy	-	-	4.13	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.227	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1349	-	517	841
Stage 1	-	-	-	-	834	-
Stage 2	-	-	-	-	740	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1349	-	492	841
Mov Cap-2 Maneuver	-	-	-	-	492	-
Stage 1	-	-	-	-	834	-
Stage 2	-	-	-	-	703	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.78	11.02
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	492	841	-	-	411	-
HCM Lane V/C Ratio	0.081	0.064	-	-	0.044	-
HCM Control Delay (s/veh)	13	9.6	-	-	7.8	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	349	327	12	46	107
Future Vol, veh/h	35	349	327	12	46	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	175	-	-	650	250	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	4	4	3	3
Mvmt Flow	37	367	344	13	48	113

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	357	0	-	0	785	344
Stage 1	-	-	-	-	344	-
Stage 2	-	-	-	-	441	-
Critical Hdwy	4.15	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.245	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1185	-	-	-	360	696
Stage 1	-	-	-	-	715	-
Stage 2	-	-	-	-	646	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1185	-	-	-	349	696
Mov Cap-2 Maneuver	-	-	-	-	464	-
Stage 1	-	-	-	-	693	-
Stage 2	-	-	-	-	646	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.74	0	11.92
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1185	-	-	-	464	696
HCM Lane V/C Ratio	0.031	-	-	-	0.104	0.162
HCM Control Delay (s/veh)	8.1	-	-	-	13.7	11.2
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3	0.6

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	47	413	410	9	12	23
Future Vol, veh/h	47	413	410	9	12	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	375	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	5	4	4	3	3
Mvmt Flow	51	449	446	10	13	25

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	455	0	-	0	997	446			
Stage 1	-	-	-	-	446	-			
Stage 2	-	-	-	-	551	-			
Critical Hdwy	4.15	-	-	-	6.43	6.23			
Critical Hdwy Stg 1	-	-	-	-	5.43	-			
Critical Hdwy Stg 2	-	-	-	-	5.43	-			
Follow-up Hdwy	2.245	-	-	-	3.527	3.327			
Pot Cap-1 Maneuver	1090	-	-	-	270	610			
Stage 1	-	-	-	-	643	-			
Stage 2	-	-	-	-	575	-			
Platoon blocked, %		-	-	-					
Mov Cap-1 Maneuver	1090	-	-	-	257	610			
Mov Cap-2 Maneuver	-	-	-	-	388	-			
Stage 1	-	-	-	-	613	-			
Stage 2	-	-	-	-	575	-			

Approach	EB	WB	SB
HCM Control Delay, s/v	0.87	0	12.62
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1090	-	-	-	510
HCM Lane V/C Ratio	0.047	-	-	-	0.075
HCM Control Delay (s/veh)	8.5	-	-	-	12.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	2	3	4	2	67	5	261	7	40	276	15
Future Vol, veh/h	20	2	3	4	2	67	5	261	7	40	276	15
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	-	-	50	150	-	-	150	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	12	12	12	0	0	0	2	2	2	2	2	2
Mvmt Flow	21	2	3	4	2	71	5	278	7	43	294	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	676	682	302	672	687	281	310	0	0	285	0	0
Stage 1	387	387	-	292	292	-	-	-	-	-	-	-
Stage 2	289	296	-	380	395	-	-	-	-	-	-	-
Critical Hdwy	7.22	6.62	6.32	7.1	6.5	6.2	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.22	5.62	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.22	5.62	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.608	4.108	3.408	3.5	4	3.3	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	354	360	715	372	372	762	1251	-	-	1277	-	-
Stage 1	617	593	-	720	675	-	-	-	-	-	-	-
Stage 2	697	651	-	646	608	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	307	346	715	355	358	762	1251	-	-	1277	-	-
Mov Cap-2 Maneuver	307	346	-	355	358	-	-	-	-	-	-	-
Stage 1	596	573	-	717	672	-	-	-	-	-	-	-
Stage 2	627	648	-	620	588	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	16.65	10.68	0.14	0.96
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1251	-	-	310	715	355	738	1277	-	-
HCM Lane V/C Ratio	0.004	-	-	0.075	0.004	0.012	0.099	0.033	-	-
HCM Control Delay (s/veh)	7.9	-	-	17.5	10.1	15.3	10.4	7.9	-	-
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	0.3	0.1	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	126	25	26	361	350	220
Future Vol, veh/h	126	25	26	361	350	220
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	7	7	8	8	4	4
Mvmt Flow	131	26	27	376	365	229

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	909	479	594	0	-	0
Stage 1	479	-	-	-	-	-
Stage 2	430	-	-	-	-	-
Critical Hdwy	6.47	6.27	4.18	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	2.272	-	-	-
Pot Cap-1 Maneuver	299	576	953	-	-	-
Stage 1	613	-	-	-	-	-
Stage 2	645	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	288	576	953	-	-	-
Mov Cap-2 Maneuver	288	-	-	-	-	-
Stage 1	591	-	-	-	-	-
Stage 2	645	-	-	-	-	-

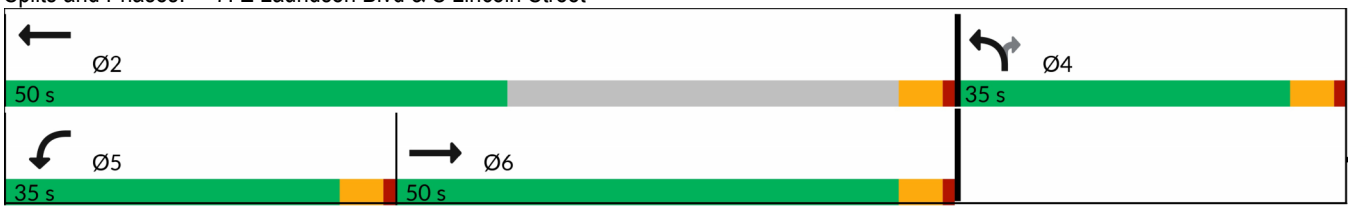
Approach	EB	NB	SB
HCM Control Delay, s/v	24.88	0.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	121	-	288	576	-	-
HCM Lane V/C Ratio	0.028	-	0.455	0.045	-	-
HCM Control Delay (s/veh)	8.9	0	27.5	11.5	-	-
HCM Lane LOS	A	A	D	B	-	-
HCM 95th %tile Q(veh)	0.1	-	2.3	0.1	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	122	12	7	200	7	10
Future Volume (vph)	122	12	7	200	7	10
Satd. Flow (prot)	1881	1599	1805	1900	1805	1615
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1881	1563	1782	1900	1805	1546
Satd. Flow (RTOR)		12				11
Lane Group Flow (vph)	133	13	8	217	8	11
Turn Type	NA	Free	Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		Free				4
Detector Phase	6		5	2	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	10.0	10.0
Minimum Split (s)	17.0		10.0	10.0	23.0	23.0
Total Split (s)	50.0		35.0	50.0	35.0	35.0
Total Split (%)	41.7%		29.2%	41.7%	29.2%	29.2%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	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		Max	Max	None	None
Act Effct Green (s)	11.3	61.9	37.9	58.3	10.1	10.1
Actuated g/C Ratio	0.18	1.00	0.61	0.94	0.16	0.16
v/c Ratio	0.39	0.01	0.01	0.12	0.03	0.04
Control Delay (s/veh)	25.4	0.0	8.1	1.3	22.3	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.4	0.0	8.1	1.3	22.3	13.6
LOS	C	A	A	A	C	B
Approach Delay (s/veh)	23.2			1.5	17.3	
Approach LOS	C			A	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 61.9	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.39	
Intersection Signal Delay (s/veh): 10.4	Intersection LOS: B
Intersection Capacity Utilization 28.6%	ICU Level of Service A
Analysis Period (min) 15	

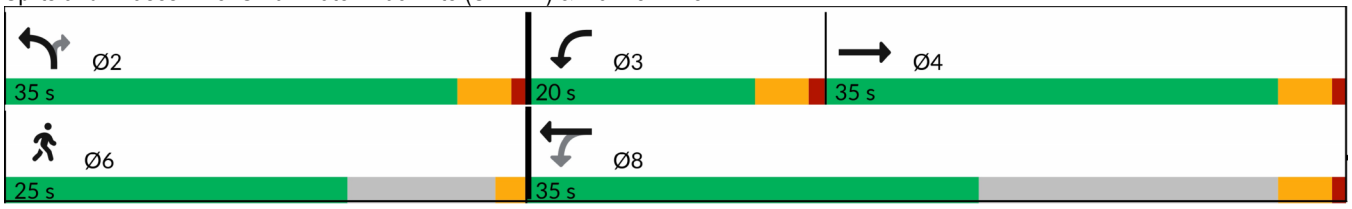
Splits and Phases: 7: E Lauridsen Blvd & S Lincoln Street



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø6
Lane Configurations							
Traffic Volume (vph)	265	20	537	363	8	505	
Future Volume (vph)	265	20	537	363	8	505	
Satd. Flow (prot)	1861	0	1752	1845	1703	1524	
Flt Permitted			0.277		0.950		
Satd. Flow (perm)	1861	0	510	1845	1703	1524	
Satd. Flow (RTOR)	5					532	
Lane Group Flow (vph)	300	0	565	382	8	532	
Turn Type	NA		pm+pt	NA	Prot	Perm	
Protected Phases	4		3	8	2		6
Permitted Phases			8			2	
Detector Phase	4		3	8	2	2	
Switch Phase							
Minimum Initial (s)	10.0		5.0	10.0	5.0	5.0	1.0
Minimum Split (s)	27.6		9.6	14.6	25.6	25.6	25.0
Total Split (s)	35.0		20.0	35.0	35.0	35.0	25.0
Total Split (%)	38.9%		22.2%	38.9%	38.9%	38.9%	28%
Yellow Time (s)	3.6		3.6	3.6	3.6	3.6	2.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0	0.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6		4.6	4.6	4.6	4.6	
Lead/Lag	Lag		Lead				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	None		None	None	Max	Max	Min
Act Effct Green (s)	18.4		38.5	38.5	30.5	30.5	
Actuated g/C Ratio	0.23		0.49	0.49	0.39	0.39	
v/c Ratio	0.68		1.14	0.42	0.01	0.58	
Control Delay (s/veh)	34.8		103.9	14.2	17.0	4.8	
Queue Delay	0.0		0.0	0.0	0.0	0.0	
Total Delay (s/veh)	34.8		103.9	14.2	17.0	4.8	
LOS	C		F	B	B	A	
Approach Delay (s/veh)	34.8			67.7	5.0		
Approach LOS	C			E	A		

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 78.3	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.14	
Intersection Signal Delay (s/veh): 43.2	Intersection LOS: D
Intersection Capacity Utilization 60.7%	ICU Level of Service B
Analysis Period (min) 15	

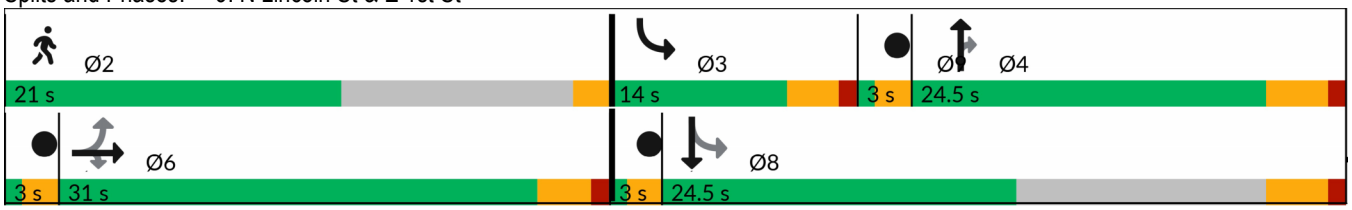
Splits and Phases: 8: S Tumwater Truck Rte (SR-117) & Marine Drive



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	738	120	0	0	0	0	141	180	55	309	0
Future Volume (vph)	36	738	120	0	0	0	0	141	180	55	309	0
Satd. Flow (prot)	1703	3406	1524	0	0	0	0	1520	1292	1736	1827	0
Flt Permitted	0.950									0.506		
Satd. Flow (perm)	1659	3406	1445	0	0	0	0	1520	1248	911	1827	0
Satd. Flow (RTOR)			166						194			
Lane Group Flow (vph)	39	794	129	0	0	0	0	152	194	59	332	0
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA	
Protected Phases		6						4		3	8	
Permitted Phases	6		6						4	8		
Detector Phase	6	6	6					4	4	3	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					7.0	7.0	5.0	7.0	
Minimum Split (s)	26.0	26.0	26.0					26.5	26.5	9.0	26.5	
Total Split (s)	31.0	31.0	31.0					24.5	24.5	14.0	24.5	
Total Split (%)	41.1%	41.1%	41.1%					32.5%	32.5%	18.5%	32.5%	
Yellow Time (s)	3.0	3.0	3.0					3.5	3.5	3.0	3.5	
All-Red Time (s)	1.0	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	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0					4.5	4.5	4.0	4.5	
Lead/Lag	Lag	Lag	Lag							Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes							Yes	Yes	
Recall Mode	Min	Min	Min					None	None	None	None	
Act Effct Green (s)	19.4	19.4	19.4					13.1	13.1	19.2	18.6	
Actuated g/C Ratio	0.41	0.41	0.41					0.28	0.28	0.40	0.39	
v/c Ratio	0.06	0.57	0.19					0.36	0.40	0.12	0.46	
Control Delay (s/veh)	11.5	14.1	2.3					20.1	6.2	9.7	13.2	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)	11.5	14.1	2.3					20.1	6.2	9.7	13.2	
LOS	B	B	A					C	A	A	B	
Approach Delay (s/veh)		12.4						12.3			12.6	
Approach LOS		B						B			B	

Intersection Summary	
Cycle Length: 75.5	
Actuated Cycle Length: 47.6	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay (s/veh): 12.4	Intersection LOS: B
Intersection Capacity Utilization 84.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 9: N Lincoln St & E 1st St



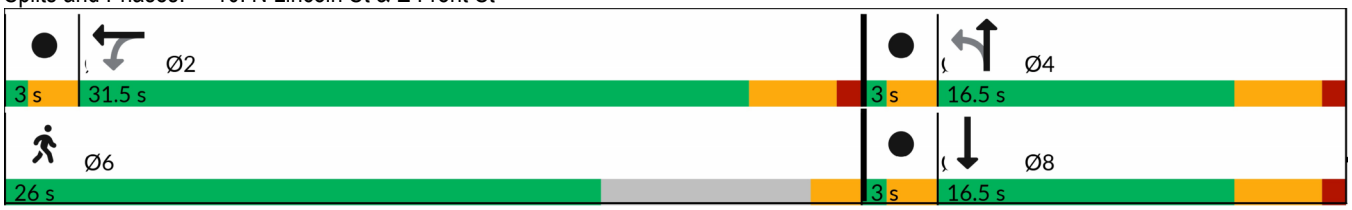
Lane Group	Ø2	Ø5	Ø7	Ø9
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Satd. Flow (RTOR)				
Lane Group Flow (vph)				
Turn Type				
Protected Phases	2	5	7	9
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	1.0	1.0	1.0	1.0
Minimum Split (s)	23.0	3.0	3.0	3.0
Total Split (s)	21.0	3.0	3.0	3.0
Total Split (%)	28%	4%	4%	4%
Yellow Time (s)	2.0	2.0	2.0	2.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag		Lead	Lead	Lag
Lead-Lag Optimize?		Yes	Yes	Yes
Recall Mode	None	None	None	None
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay (s/veh)				
Queue Delay				
Total Delay (s/veh)				
LOS				
Approach Delay (s/veh)				
Approach LOS				

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	265	864	81	102	64	0	0	91	14
Future Volume (vph)	0	0	0	265	864	81	102	64	0	0	91	14
Satd. Flow (prot)	0	0	0	0	3423	0	1703	1792	0	0	1733	0
Flt Permitted					0.989		0.688					
Satd. Flow (perm)	0	0	0	0	3418	0	1200	1792	0	0	1733	0
Satd. Flow (RTOR)					20						13	
Lane Group Flow (vph)	0	0	0	0	1235	0	104	65	0	0	107	0
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					2			4			8	
Permitted Phases				2			4					
Detector Phase				2	2		4	4			8	
Switch Phase												
Minimum Initial (s)				7.0	7.0		7.0	7.0			7.0	
Minimum Split (s)				26.5	26.5		26.5	26.5			24.5	
Total Split (s)				31.5	31.5		16.5	16.5			16.5	
Total Split (%)				58.3%	58.3%		30.6%	30.6%			30.6%	
Yellow Time (s)				3.5	3.5		3.5	3.5			3.5	
All-Red Time (s)				1.0	1.0		1.0	1.0			1.0	
Lost Time Adjust (s)					0.0		0.0	0.0			0.0	
Total Lost Time (s)					4.5		4.5	4.5			4.5	
Lead/Lag				Lag	Lag		Lag	Lag			Lag	
Lead-Lag Optimize?				Yes	Yes		Yes	Yes			Yes	
Recall Mode				Min	Min		None	None			None	
Act Effct Green (s)					27.1		9.2	9.2			9.2	
Actuated g/C Ratio					0.66		0.22	0.22			0.22	
v/c Ratio					0.55		0.39	0.16			0.27	
Control Delay (s/veh)					6.9		19.7	15.2			15.0	
Queue Delay					0.0		0.0	0.0			0.0	
Total Delay (s/veh)					6.9		19.7	15.2			15.0	
LOS					A		B	B			B	
Approach Delay (s/veh)					6.9			18.0			15.0	
Approach LOS					A			B			B	

Intersection Summary	
Cycle Length: 54	
Actuated Cycle Length: 41.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay (s/veh): 8.7	Intersection LOS: A
Intersection Capacity Utilization 84.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 10: N Lincoln St & E Front St



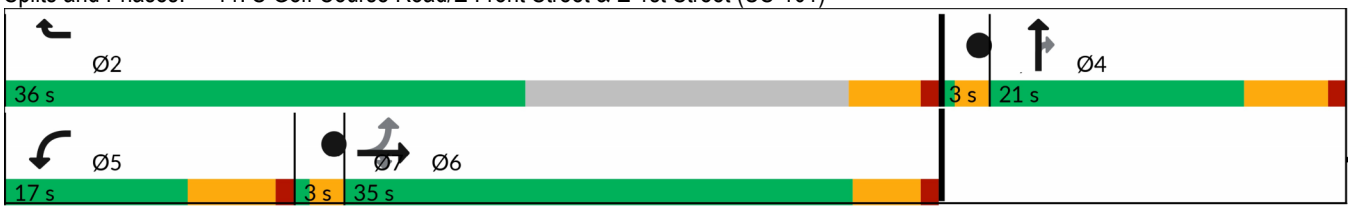
Lane Group	Ø1	Ø3	Ø6	Ø7
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Satd. Flow (RTOR)				
Lane Group Flow (vph)				
Turn Type				
Protected Phases	1	3	6	7
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	1.0	1.0	1.0	1.0
Minimum Split (s)	3.0	3.0	26.0	3.0
Total Split (s)	3.0	3.0	26.0	3.0
Total Split (%)	6%	6%	48%	6%
Yellow Time (s)	2.0	2.0	2.0	2.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lead	Lead		Lead
Lead-Lag Optimize?	Yes	Yes		Yes
Recall Mode	None	None	None	None
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay (s/veh)				
Queue Delay				
Total Delay (s/veh)				
LOS				
Approach Delay (s/veh)				
Approach LOS				

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	1656	60	85	0	1553	0	113	36	0	0	0
Future Volume (vph)	57	1656	60	85	0	1553	0	113	36	0	0	0
Satd. Flow (prot)	0	3532	1583	1770	0	2787	0	1881	1599	0	0	0
Flt Permitted		0.998		0.950								
Satd. Flow (perm)	0	3532	1546	1769	0	2787	0	1881	1599	0	0	0
Satd. Flow (RTOR)		182	182			941			173			
Lane Group Flow (vph)	0	1766	62	88	0	1601	0	116	37	0	0	0
Turn Type	Perm	NA	Perm	Prot		Prot		NA	Perm			
Protected Phases		6		5		2		4				
Permitted Phases	6		6						4			
Detector Phase	6	6	6	5		2		4	4			
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	5.0		7.0		7.0	7.0			
Minimum Split (s)	25.0	25.0	25.0	11.2		12.3		27.0	27.0			
Total Split (s)	35.0	35.0	35.0	17.0		36.0		21.0	21.0			
Total Split (%)	44.3%	44.3%	44.3%	21.5%		45.6%		26.6%	26.6%			
Yellow Time (s)	4.0	4.0	4.0	5.2		4.3		5.0	5.0			
All-Red Time (s)	1.0	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	0.0			
Total Lost Time (s)		5.0	5.0	6.2		5.3		6.0	6.0			
Lead/Lag				Lead				Lag	Lag			
Lead-Lag Optimize?				Yes				Yes	Yes			
Recall Mode	Max	Max	Max	None		Max		None	None			
Act Effct Green (s)		36.0	36.0	8.4		47.4		10.8	10.8			
Actuated g/C Ratio		0.55	0.55	0.13		0.73		0.17	0.17			
v/c Ratio		0.87	0.07	0.39		0.70		0.37	0.09			
Control Delay (s/veh)		24.3	0.1	33.5		5.0		28.3	0.4			
Queue Delay		0.0	0.0	0.0		0.0		0.0	0.0			
Total Delay (s/veh)		24.3	0.1	33.5		5.0		28.3	0.4			
LOS		C	A	C		A		C	A			
Approach Delay (s/veh)		23.5			6.5			21.6				
Approach LOS		C			A			C				

Intersection Summary	
Cycle Length: 79	
Actuated Cycle Length: 65.1	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay (s/veh): 15.6	Intersection LOS: B
Intersection Capacity Utilization 121.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 11: S Golf Course Road/E Front Street & E 1st Street (US-101)



Lane Group	Ø3	Ø7
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	3	7
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	3.0	3.0
Minimum Split (s)	5.0	5.0
Total Split (s)	3.0	3.0
Total Split (%)	4%	4%
Yellow Time (s)	2.0	2.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		

Intersection Summary

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	231	0	2	253	4	0	0	1	10	0	3
Future Vol, veh/h	2	231	0	2	253	4	0	0	1	10	0	3
Conflicting Peds, #/hr	0	0	1	1	0	0	6	0	0	0	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	1	1	1	1	1	1	0	0	0	0	0	0
Mvmt Flow	2	285	0	2	312	5	0	0	1	12	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	317	0	0	286	0	0	614	613	286	610	611	321
Stage 1	-	-	-	-	-	-	291	291	-	320	320	-
Stage 2	-	-	-	-	-	-	323	322	-	290	291	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1248	-	-	1282	-	-	407	410	758	410	411	725
Stage 1	-	-	-	-	-	-	721	675	-	696	656	-
Stage 2	-	-	-	-	-	-	693	654	-	722	675	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1248	-	-	1280	-	-	400	408	757	407	409	721
Mov Cap-2 Maneuver	-	-	-	-	-	-	400	408	-	407	409	-
Stage 1	-	-	-	-	-	-	719	673	-	694	655	-
Stage 2	-	-	-	-	-	-	684	653	-	719	673	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.07	0.06	9.76	13.25
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	757	15	-	-	14	-	-	452
HCM Lane V/C Ratio	0.002	0.002	-	-	0.002	-	-	0.035
HCM Control Delay (s/veh)	9.8	7.9	0	-	7.8	0	-	13.3
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	177	23	56	186	37	50
Future Vol, veh/h	177	23	56	186	37	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	225	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	3	3	1	1
Mvmt Flow	190	25	60	200	40	54

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	215	0	523	203
Stage 1	-	-	-	-	203	-
Stage 2	-	-	-	-	320	-
Critical Hdwy	-	-	4.13	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.227	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1349	-	516	841
Stage 1	-	-	-	-	834	-
Stage 2	-	-	-	-	738	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1349	-	490	841
Mov Cap-2 Maneuver	-	-	-	-	490	-
Stage 1	-	-	-	-	834	-
Stage 2	-	-	-	-	701	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.8	11.03
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	490	841	-	-	417	-
HCM Lane V/C Ratio	0.081	0.064	-	-	0.045	-
HCM Control Delay (s/veh)	13	9.6	-	-	7.8	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	349	327	12	46	108
Future Vol, veh/h	35	349	327	12	46	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	175	-	-	650	250	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	4	4	3	3
Mvmt Flow	37	367	344	13	48	114

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	357	0	-	0	785	344
Stage 1	-	-	-	-	344	-
Stage 2	-	-	-	-	441	-
Critical Hdwy	4.15	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.245	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1185	-	-	-	360	696
Stage 1	-	-	-	-	715	-
Stage 2	-	-	-	-	646	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1185	-	-	-	349	696
Mov Cap-2 Maneuver	-	-	-	-	464	-
Stage 1	-	-	-	-	693	-
Stage 2	-	-	-	-	646	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.74	0	11.92
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1185	-	-	-	464	696
HCM Lane V/C Ratio	0.031	-	-	-	0.104	0.163
HCM Control Delay (s/veh)	8.1	-	-	-	13.7	11.2
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3	0.6

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	47	413	410	11	18	23
Future Vol, veh/h	47	413	410	11	18	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	375	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	5	4	4	3	3
Mvmt Flow	51	449	446	12	20	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	458	0	-	0	997	446
Stage 1	-	-	-	-	446	-
Stage 2	-	-	-	-	551	-
Critical Hdwy	4.15	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.245	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1088	-	-	-	270	610
Stage 1	-	-	-	-	643	-
Stage 2	-	-	-	-	575	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1088	-	-	-	257	610
Mov Cap-2 Maneuver	-	-	-	-	388	-
Stage 1	-	-	-	-	613	-
Stage 2	-	-	-	-	575	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.87	0	13.12
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1088	-	-	-	488
HCM Lane V/C Ratio	0.047	-	-	-	0.091
HCM Control Delay (s/veh)	8.5	-	-	-	13.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	2	3	6	2	67	5	264	13	40	276	15
Future Vol, veh/h	20	2	3	6	2	67	5	264	13	40	276	15
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	-	-	50	150	-	-	150	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	12	12	12	0	0	0	2	2	2	2	2	2
Mvmt Flow	21	2	3	6	2	71	5	281	14	43	294	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	679	692	302	678	693	288	310	0	0	295	0	0
Stage 1	387	387	-	298	298	-	-	-	-	-	-	-
Stage 2	293	305	-	380	395	-	-	-	-	-	-	-
Critical Hdwy	7.22	6.62	6.32	7.1	6.5	6.2	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.22	5.62	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.22	5.62	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.608	4.108	3.408	3.5	4	3.3	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	352	355	715	369	369	756	1251	-	-	1267	-	-
Stage 1	617	593	-	715	670	-	-	-	-	-	-	-
Stage 2	694	644	-	646	608	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	305	342	715	351	355	756	1251	-	-	1267	-	-
Mov Cap-2 Maneuver	305	342	-	351	355	-	-	-	-	-	-	-
Stage 1	596	573	-	712	667	-	-	-	-	-	-	-
Stage 2	624	642	-	620	588	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	16.73	10.86	0.14	0.96
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1251	-	-	308	715	351	732	1267	-	-
HCM Lane V/C Ratio	0.004	-	-	0.076	0.004	0.018	0.1	0.034	-	-
HCM Control Delay (s/veh)	7.9	-	-	17.6	10.1	15.4	10.5	7.9	-	-
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0.1	0.3	0.1	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	129	25	26	361	350	220
Future Vol, veh/h	129	25	26	361	350	220
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	7	7	8	8	4	4
Mvmt Flow	134	26	27	376	365	229

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	909	479	594	0	-	0
Stage 1	479	-	-	-	-	-
Stage 2	430	-	-	-	-	-
Critical Hdwy	6.47	6.27	4.18	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	2.272	-	-	-
Pot Cap-1 Maneuver	299	576	953	-	-	-
Stage 1	613	-	-	-	-	-
Stage 2	645	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	288	576	953	-	-	-
Mov Cap-2 Maneuver	288	-	-	-	-	-
Stage 1	591	-	-	-	-	-
Stage 2	645	-	-	-	-	-

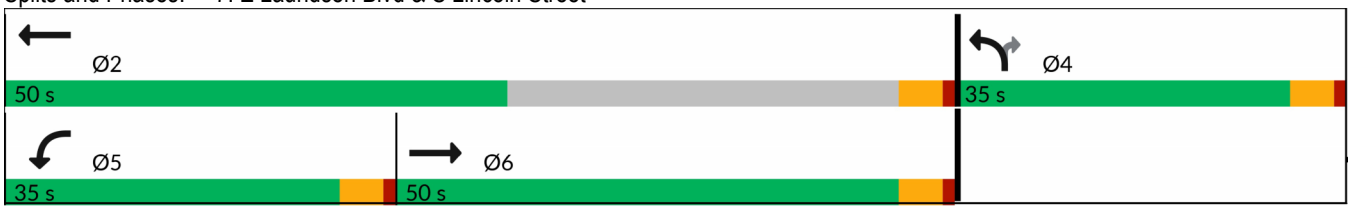
Approach	EB	NB	SB
HCM Control Delay, s/v	25.28	0.6	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	121	-	288	576	-	-
HCM Lane V/C Ratio	0.028	-	0.466	0.045	-	-
HCM Control Delay (s/veh)	8.9	0	27.9	11.5	-	-
HCM Lane LOS	A	A	D	B	-	-
HCM 95th %tile Q(veh)	0.1	-	2.3	0.1	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	122	12	7	200	7	10
Future Volume (vph)	122	12	7	200	7	10
Satd. Flow (prot)	1881	1599	1805	1900	1805	1615
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1881	1563	1782	1900	1805	1546
Satd. Flow (RTOR)		12				11
Lane Group Flow (vph)	133	13	8	217	8	11
Turn Type	NA	Free	Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		Free				4
Detector Phase	6		5	2	4	4
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	10.0	10.0
Minimum Split (s)	17.0		10.0	10.0	23.0	23.0
Total Split (s)	50.0		35.0	50.0	35.0	35.0
Total Split (%)	41.7%		29.2%	41.7%	29.2%	29.2%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	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		Max	Max	None	None
Act Effct Green (s)	11.3	61.9	37.9	58.3	10.1	10.1
Actuated g/C Ratio	0.18	1.00	0.61	0.94	0.16	0.16
v/c Ratio	0.39	0.01	0.01	0.12	0.03	0.04
Control Delay (s/veh)	25.4	0.0	8.1	1.3	22.3	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.4	0.0	8.1	1.3	22.3	13.6
LOS	C	A	A	A	C	B
Approach Delay (s/veh)	23.2			1.5	17.3	
Approach LOS	C			A	B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 61.9	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.39	
Intersection Signal Delay (s/veh): 10.4	Intersection LOS: B
Intersection Capacity Utilization 28.6%	ICU Level of Service A
Analysis Period (min) 15	

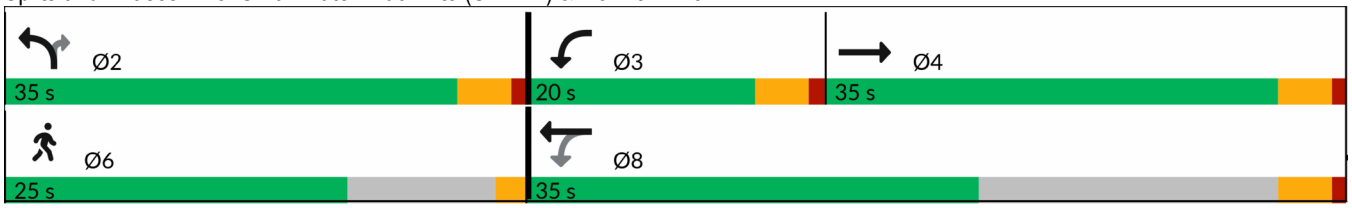
Splits and Phases: 7: E Lauridsen Blvd & S Lincoln Street



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø6
Lane Configurations							
Traffic Volume (vph)	265	20	537	363	8	508	
Future Volume (vph)	265	20	537	363	8	508	
Satd. Flow (prot)	1861	0	1752	1845	1703	1524	
Flt Permitted			0.277		0.950		
Satd. Flow (perm)	1861	0	510	1845	1703	1524	
Satd. Flow (RTOR)	5					535	
Lane Group Flow (vph)	300	0	565	382	8	535	
Turn Type	NA		pm+pt	NA	Prot	Perm	
Protected Phases	4		3	8	2		6
Permitted Phases			8			2	
Detector Phase	4		3	8	2	2	
Switch Phase							
Minimum Initial (s)	10.0		5.0	10.0	5.0	5.0	1.0
Minimum Split (s)	27.6		9.6	14.6	25.6	25.6	25.0
Total Split (s)	35.0		20.0	35.0	35.0	35.0	25.0
Total Split (%)	38.9%		22.2%	38.9%	38.9%	38.9%	28%
Yellow Time (s)	3.6		3.6	3.6	3.6	3.6	2.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0	0.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6		4.6	4.6	4.6	4.6	
Lead/Lag	Lag		Lead				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	None		None	None	Max	Max	Min
Act Effct Green (s)	18.4		38.5	38.5	30.5	30.5	
Actuated g/C Ratio	0.23		0.49	0.49	0.39	0.39	
v/c Ratio	0.68		1.14	0.42	0.01	0.58	
Control Delay (s/veh)	34.8		103.9	14.2	17.0	4.8	
Queue Delay	0.0		0.0	0.0	0.0	0.0	
Total Delay (s/veh)	34.8		103.9	14.2	17.0	4.8	
LOS	C		F	B	B	A	
Approach Delay (s/veh)	34.8			67.7	5.0		
Approach LOS	C			E	A		

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 78.3	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.14	
Intersection Signal Delay (s/veh): 43.1	Intersection LOS: D
Intersection Capacity Utilization 60.7%	ICU Level of Service B
Analysis Period (min) 15	

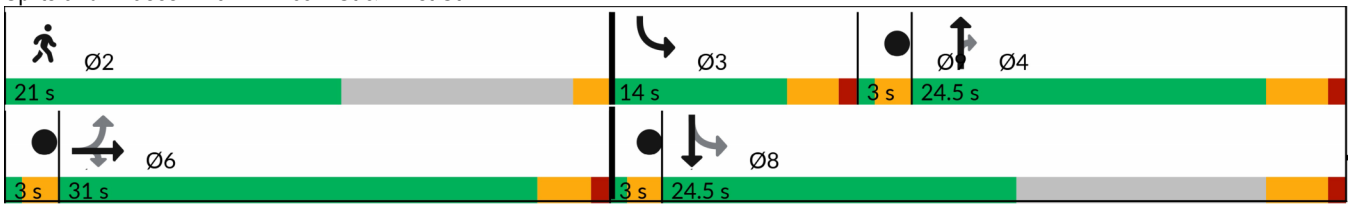
Splits and Phases: 8: S Tumwater Truck Rte (SR-117) & Marine Drive



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	741	120	0	0	0	0	141	186	55	311	0
Future Volume (vph)	36	741	120	0	0	0	0	141	186	55	311	0
Satd. Flow (prot)	1703	3406	1524	0	0	0	0	1520	1292	1736	1827	0
Flt Permitted	0.950									0.506		
Satd. Flow (perm)	1659	3406	1445	0	0	0	0	1520	1248	911	1827	0
Satd. Flow (RTOR)			166						200			
Lane Group Flow (vph)	39	797	129	0	0	0	0	152	200	59	334	0
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA	
Protected Phases		6						4		3	8	
Permitted Phases	6		6						4	8		
Detector Phase	6	6	6					4	4	3	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0					7.0	7.0	5.0	7.0	
Minimum Split (s)	26.0	26.0	26.0					26.5	26.5	9.0	26.5	
Total Split (s)	31.0	31.0	31.0					24.5	24.5	14.0	24.5	
Total Split (%)	41.1%	41.1%	41.1%					32.5%	32.5%	18.5%	32.5%	
Yellow Time (s)	3.0	3.0	3.0					3.5	3.5	3.0	3.5	
All-Red Time (s)	1.0	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	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0					4.5	4.5	4.0	4.5	
Lead/Lag	Lag	Lag	Lag							Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes							Yes	Yes	
Recall Mode	Min	Min	Min					None	None	None	None	
Act Effct Green (s)	19.5	19.5	19.5					13.1	13.1	19.2	18.6	
Actuated g/C Ratio	0.41	0.41	0.41					0.28	0.28	0.40	0.39	
v/c Ratio	0.06	0.57	0.19					0.36	0.41	0.12	0.47	
Control Delay (s/veh)	11.5	14.1	2.3					20.1	6.2	9.7	13.2	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)	11.5	14.1	2.3					20.1	6.2	9.7	13.2	
LOS	B	B	A					C	A	A	B	
Approach Delay (s/veh)		12.4						12.2			12.7	
Approach LOS		B						B			B	

Intersection Summary	
Cycle Length: 75.5	
Actuated Cycle Length: 47.6	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay (s/veh): 12.4	Intersection LOS: B
Intersection Capacity Utilization 84.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 9: N Lincoln St & E 1st St



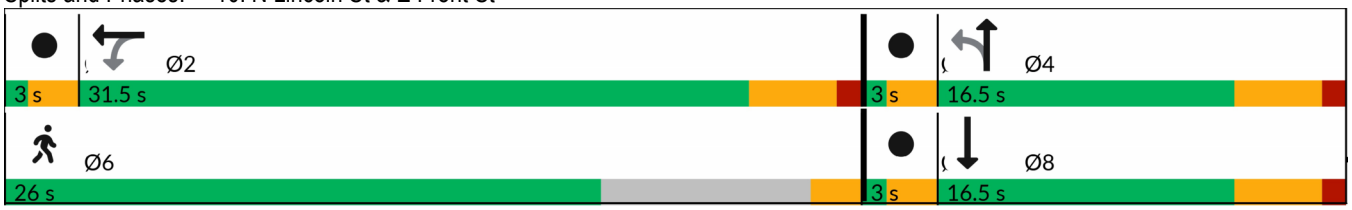
Lane Group	Ø2	Ø5	Ø7	Ø9
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Satd. Flow (RTOR)				
Lane Group Flow (vph)				
Turn Type				
Protected Phases	2	5	7	9
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	1.0	1.0	1.0	1.0
Minimum Split (s)	23.0	3.0	3.0	3.0
Total Split (s)	21.0	3.0	3.0	3.0
Total Split (%)	28%	4%	4%	4%
Yellow Time (s)	2.0	2.0	2.0	2.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag		Lead	Lead	Lag
Lead-Lag Optimize?		Yes	Yes	Yes
Recall Mode	None	None	None	None
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay (s/veh)				
Queue Delay				
Total Delay (s/veh)				
LOS				
Approach Delay (s/veh)				
Approach LOS				

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	267	864	81	102	64	0	0	91	14
Future Volume (vph)	0	0	0	267	864	81	102	64	0	0	91	14
Satd. Flow (prot)	0	0	0	0	3423	0	1703	1792	0	0	1733	0
Flt Permitted					0.989		0.688					
Satd. Flow (perm)	0	0	0	0	3418	0	1200	1792	0	0	1733	0
Satd. Flow (RTOR)					19						13	
Lane Group Flow (vph)	0	0	0	0	1237	0	104	65	0	0	107	0
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					2			4			8	
Permitted Phases				2			4					
Detector Phase				2	2		4	4			8	
Switch Phase												
Minimum Initial (s)				7.0	7.0		7.0	7.0			7.0	
Minimum Split (s)				26.5	26.5		26.5	26.5			24.5	
Total Split (s)				31.5	31.5		16.5	16.5			16.5	
Total Split (%)				58.3%	58.3%		30.6%	30.6%			30.6%	
Yellow Time (s)				3.5	3.5		3.5	3.5			3.5	
All-Red Time (s)				1.0	1.0		1.0	1.0			1.0	
Lost Time Adjust (s)					0.0		0.0	0.0			0.0	
Total Lost Time (s)					4.5		4.5	4.5			4.5	
Lead/Lag				Lag	Lag		Lag	Lag			Lag	
Lead-Lag Optimize?				Yes	Yes		Yes	Yes			Yes	
Recall Mode				Min	Min		None	None			None	
Act Effct Green (s)					27.2		9.3	9.3			9.3	
Actuated g/C Ratio					0.66		0.22	0.22			0.22	
v/c Ratio					0.55		0.39	0.16			0.27	
Control Delay (s/veh)					6.9		19.7	15.2			15.0	
Queue Delay					0.0		0.0	0.0			0.0	
Total Delay (s/veh)					6.9		19.7	15.2			15.0	
LOS					A		B	B			B	
Approach Delay (s/veh)					6.9			18.0			15.0	
Approach LOS					A			B			B	

Intersection Summary	
Cycle Length: 54	
Actuated Cycle Length: 41.4	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay (s/veh): 8.7	Intersection LOS: A
Intersection Capacity Utilization 84.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 10: N Lincoln St & E Front St



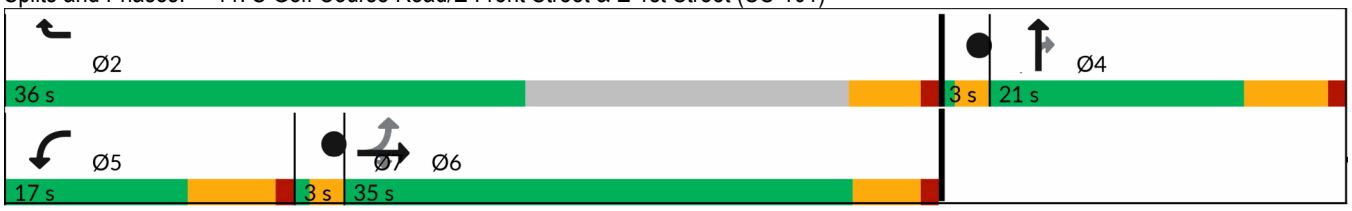
Lane Group	Ø1	Ø3	Ø6	Ø7
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Satd. Flow (RTOR)				
Lane Group Flow (vph)				
Turn Type				
Protected Phases	1	3	6	7
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	1.0	1.0	1.0	1.0
Minimum Split (s)	3.0	3.0	26.0	3.0
Total Split (s)	3.0	3.0	26.0	3.0
Total Split (%)	6%	6%	48%	6%
Yellow Time (s)	2.0	2.0	2.0	2.0
All-Red Time (s)	0.0	0.0	0.0	0.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lead	Lead		Lead
Lead-Lag Optimize?	Yes	Yes		Yes
Recall Mode	None	None	None	None
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay (s/veh)				
Queue Delay				
Total Delay (s/veh)				
LOS				
Approach Delay (s/veh)				
Approach LOS				

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	1665	60	85	0	1555	0	113	36	0	0	0
Future Volume (vph)	57	1665	60	85	0	1555	0	113	36	0	0	0
Satd. Flow (prot)	0	3532	1583	1770	0	2787	0	1881	1599	0	0	0
Flt Permitted		0.998		0.950								
Satd. Flow (perm)	0	3532	1546	1769	0	2787	0	1881	1599	0	0	0
Satd. Flow (RTOR)		182	182			941			173			
Lane Group Flow (vph)	0	1775	62	88	0	1603	0	116	37	0	0	0
Turn Type	Perm	NA	Perm	Prot		Prot		NA	Perm			
Protected Phases		6		5		2		4				
Permitted Phases	6		6						4			
Detector Phase	6	6	6	5		2		4	4			
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	5.0		7.0		7.0	7.0			
Minimum Split (s)	25.0	25.0	25.0	11.2		12.3		27.0	27.0			
Total Split (s)	35.0	35.0	35.0	17.0		36.0		21.0	21.0			
Total Split (%)	44.3%	44.3%	44.3%	21.5%		45.6%		26.6%	26.6%			
Yellow Time (s)	4.0	4.0	4.0	5.2		4.3		5.0	5.0			
All-Red Time (s)	1.0	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	0.0			
Total Lost Time (s)		5.0	5.0	6.2		5.3		6.0	6.0			
Lead/Lag				Lead				Lag	Lag			
Lead-Lag Optimize?				Yes				Yes	Yes			
Recall Mode	Max	Max	Max	None		Max		None	None			
Act Effct Green (s)		36.0	36.0	8.4		47.4		10.8	10.8			
Actuated g/C Ratio		0.55	0.55	0.13		0.73		0.17	0.17			
v/c Ratio		0.87	0.07	0.39		0.70		0.37	0.09			
Control Delay (s/veh)		24.6	0.1	33.5		5.0		28.3	0.4			
Queue Delay		0.0	0.0	0.0		0.0		0.0	0.0			
Total Delay (s/veh)		24.6	0.1	33.5		5.0		28.3	0.4			
LOS		C	A	C		A		C	A			
Approach Delay (s/veh)		23.8			6.5			21.6				
Approach LOS		C			A			C				

Intersection Summary	
Cycle Length: 79	
Actuated Cycle Length: 65.1	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay (s/veh): 15.8	Intersection LOS: B
Intersection Capacity Utilization 121.6%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 11: S Golf Course Road/E Front Street & E 1st Street (US-101)



Lane Group	Ø3	Ø7
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	3	7
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	3.0	3.0
Minimum Split (s)	5.0	5.0
Total Split (s)	3.0	3.0
Total Split (%)	4%	4%
Yellow Time (s)	2.0	2.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	None	None
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		

Intersection Summary

APPENDIX E

COLLISION DATA

N
NOT TO SCALE

W 10TH STREET
W 18TH STREET
MARINE DRIVE
W 8TH STREET
S C STREET
S LINCOLN STREET
E FRONT STREET
E 1ST STREET
W EDGEWOOD DRIVE
W LAURIDSEN BOULEVARD
S DRY CREEK ROAD
E LAURIDSEN BOULEVARD
S LAUREL STREET
S GOLF COURSE ROAD

2024 Collisions
2023 Collisions
2022 Collisions
2021 Collisions
2020 Collisions
2019 Collisions

Kimley»Horn

2019 - JUNE 2024 COLLISION HISTORY
PROJECT PENINSULA - CITY OF PORT ANGELES, WASHINGTON (KH 014645006)

Collision Data Table

Project Peninsula - Port Angeles, WA

REPORT NUMBER	DATE	TIME	INTERSECTION	SEVERITY	# VEHICLES	# PEDS	# BIKES	COLLISION TYPE	VEHICLE 1 MANEUVER	VEHICLE 2 MANEUVER
3472941	2019-02-22	15:55	Marine Drive at S Tumwater Truck Route (SR-117)	Possible Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic
3837410	2021-01-28	14:05	Marine Drive at S Tumwater Truck Route (SR-117)	Unknown	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
EB42621	2021-06-24	9:40	Marine Drive at S Tumwater Truck Route (SR-117)	Possible Injury	2	0	0	Same direction -- both turning right -- both moving -- sideswipe	Making Right Turn	Making Right Turn
EB66424	2021-09-10	18:00	Marine Drive at S Tumwater Truck Route (SR-117)	Possible Injury	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
EC12428	2022-01-17	17:23	Marine Drive at S Tumwater Truck Route (SR-117)	No Apparent Injury	2	0	0	Same direction -- both turning right -- one stopped -- sideswipe	Stopped at Signal or Stop S	Making Right Turn
ED13128	2022-12-06	23:28	Marine Drive at S Tumwater Truck Route (SR-117)	No Apparent Injury	2	0	0	From same direction - all others	Backing	Stopped at Signal or Stop Sign
ED54411	2023-04-13	7:30	Marine Drive at S Tumwater Truck Route (SR-117)	No Apparent Injury	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
3899049	2023-07-11	14:45	Marine Drive at S Tumwater Truck Route (SR-117)	Unknown	1	0	0	Building	Making Right Turn	N/A
ED87559	2023-08-08	21:17	Marine Drive at S Tumwater Truck Route (SR-117)	Possible Injury	1	1	0	Vehicle turning left hits pedestrian	Making Left Turn	N/A
EE03129	2023-09-26	17:08	Marine Drive at S Tumwater Truck Route (SR-117)	No Apparent Injury	1	0	0	Signal Pole	Making Left Turn	N/A
EE06158	2023-10-05	15:29	Marine Drive at S Tumwater Truck Route (SR-117)	Suspected Minor Injury	1	0	0	Signal Pole	Going Straight Ahead	N/A
3899208	2023-10-23	11:14	Marine Drive at S Tumwater Truck Route (SR-117)	No Apparent Injury	2	0	0	From same direction - one right turn - one straight	Overtaking and Passing	Making Right Turn
3903620	2024-02-11	13:59	Marine Drive at S Tumwater Truck Route (SR-117)	Suspected Minor Injury	1	1	0	Vehicle turning left hits pedestrian	Making Left Turn	N/A
EC96457	2022-10-23	19:40	S Airport Road at US-101	Unknown	1	0	0	Metal Sign Post	Making Right Turn	N/A
3923437	2023-07-20	16:15	S Airport Road at US-101	No Apparent Injury	2	0	0	Entering at angle	Making Left Turn	Going Straight Ahead
E898082	2019-02-28	10:45	S Dry Creek Road at US-101	No Apparent Injury	2	0	0	Entering at angle	Making Left Turn	Going Straight Ahead
E959733	2019-09-11	16:06	S Dry Creek Road at US-101	No Apparent Injury	2	0	0	Entering at angle	Making Left Turn	Going Straight Ahead
EA57809	2020-07-27	10:11	S Dry Creek Road at US-101	Possible Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Stopped at Signal or Stop S	Going Straight Ahead
EA60329	2020-08-05	9:45	S Dry Creek Road at US-101	Possible Injury	2	0	0	Entering at angle	Making Left Turn	Going Straight Ahead
EC16185	2022-01-29	17:29	S Dry Creek Road at US-101	No Apparent Injury	2	0	0	Entering at angle	Making Left Turn	Going Straight Ahead
EC55329	2022-06-09	14:42	S Dry Creek Road at US-101	No Apparent Injury	2	0	0	Entering at angle	Making Left Turn	Going Straight Ahead
EC79363	2022-08-30	16:51	S Dry Creek Road at US-101	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Starting in Traffic Lane	Stopped at Signal or Stop Sign
EE04598	2023-09-26	23:42	S Dry Creek Road at US-101	No Apparent Injury	1	0	0	Roadway Ditch	Making Left Turn	N/A
EE26041	2023-12-02	11:48	S Dry Creek Road at US-101	No Apparent Injury	2	0	0	Entering at angle	Making Left Turn	Going Straight Ahead
EE71955	2024-04-26	19:20	S Dry Creek Road at US-101	No Apparent Injury	2	0	0	Entering at angle	Making Left Turn	Going Straight Ahead
EE80748	2024-05-26	13:26	S Dry Creek Road at US-101	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
EE85912	2024-06-10	22:47	S Dry Creek Road at US-101	Possible Injury	2	0	0	Entering at angle	Making Left Turn	Going Straight Ahead
ED64583	2023-05-15	16:23	S Dry Creek Road at W Edgewood Drive	No Apparent Injury	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
E895283	2019-02-04	8:32	S Golf Course Road/E Front Street at E 1st Street/US-101	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
3741392	2019-03-02	13:08	S Golf Course Road/E Front Street at E 1st Street/US-101	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
E917710	2019-04-29	16:14	S Golf Course Road/E Front Street at E 1st Street/US-101	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Starting in Traffic Lane	Stopped for Traffic
3797561	2019-08-19	13:27	S Golf Course Road/E Front Street at E 1st Street/US-101	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic
E995368	2019-12-19	17:23	S Golf Course Road/E Front Street at E 1st Street/US-101	No Apparent Injury	2	0	0	Entering at angle	Making Right Turn	Going Straight Ahead
EB31720	2021-05-17	16:37	S Golf Course Road/E Front Street at E 1st Street/US-101	No Apparent Injury	2	0	0	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing
EB46602	2021-07-08	18:36	S Golf Course Road/E Front Street at E 1st Street/US-101	No Apparent Injury	1	0	0	Linear Curb	Going Straight Ahead	N/A
EB71639	2021-09-26	14:23	S Golf Course Road/E Front Street at E 1st Street/US-101	Possible Injury	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead
EB74302	2021-10-04	7:59	S Golf Course Road/E Front Street at E 1st Street/US-101	Suspected Minor Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
3837584	2021-11-03	16:39	S Golf Course Road/E Front Street at E 1st Street/US-101	Suspected Minor Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic
3837596	2021-12-03	10:07	S Golf Course Road/E Front Street at E 1st Street/US-101	No Apparent Injury	2	0	0	Same direction -- both turning left -- one stopped -- rear end	Making Left Turn	Stopped for Traffic
EC23795	2022-02-25	14:54	S Golf Course Road/E Front Street at E 1st Street/US-101	No Apparent Injury	2	0	0	Entering at angle	Making Right Turn	Going Straight Ahead
EC63493	2022-07-06	13:26	S Golf Course Road/E Front Street at E 1st Street/US-101	Possible Injury	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead
EC71534	2022-07-17	16:17	S Golf Course Road/E Front Street at E 1st Street/US-101	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
3899138	2023-03-28	9:48	S Golf Course Road/E Front Street at E 1st Street/US-101	Suspected Minor Injury	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead
3923439	2023-07-21	22:40	S Golf Course Road/E Front Street at E 1st Street/US-101	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
3743114	2019-01-22	17:45	S Lincoln Street at E 1st Street	No Apparent Injury	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead
3797530	2019-04-22	13:06	S Lincoln Street at E 1st Street	Possible Injury	1	1	0	Vehicle turning right hits pedestrian	Making Right Turn	N/A
3741755	2019-06-29	19:26	S Lincoln Street at E 1st Street	No Apparent Injury	2	0	0	From same direction - one right turn - one straight	Going Straight Ahead	Making Right Turn
E949797	2019-08-05	20:22	S Lincoln Street at E 1st Street	Possible Injury	1	0	0	Vehicle overturned	Making Right Turn	N/A
E984060	2019-11-19	18:29	S Lincoln Street at E 1st Street	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Slowing
3797569	2019-12-20	15:43	S Lincoln Street at E 1st Street	Possible Injury	1	1	0	Vehicle turning left hits pedestrian	Making Left Turn	N/A
EA12077	2020-02-05	16:06	S Lincoln Street at E 1st Street	No Apparent Injury	2	0	0	From same direction - both going straight - both moving - rear-end	Changing Lanes	Slowing
EA60212	2020-09-01	8:18	S Lincoln Street at E 1st Street	Suspected Minor Injury	1	0	1	Pedalcyclist Strikes Moving Vehicle	Going Straight Ahead	N/A
3903737	2023-05-03	19:06	S Lincoln Street at E 1st Street	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
ED67006	2023-05-29	19:44	S Lincoln Street at E 1st Street	No Apparent Injury	2	0	0	Entering at angle	Making Right Turn	Going Straight Ahead
3907583	2023-10-07	22:06	S Lincoln Street at E 1st Street	No Apparent Injury	2	0	0	Entering at angle	Going Straight Ahead	Making Right Turn

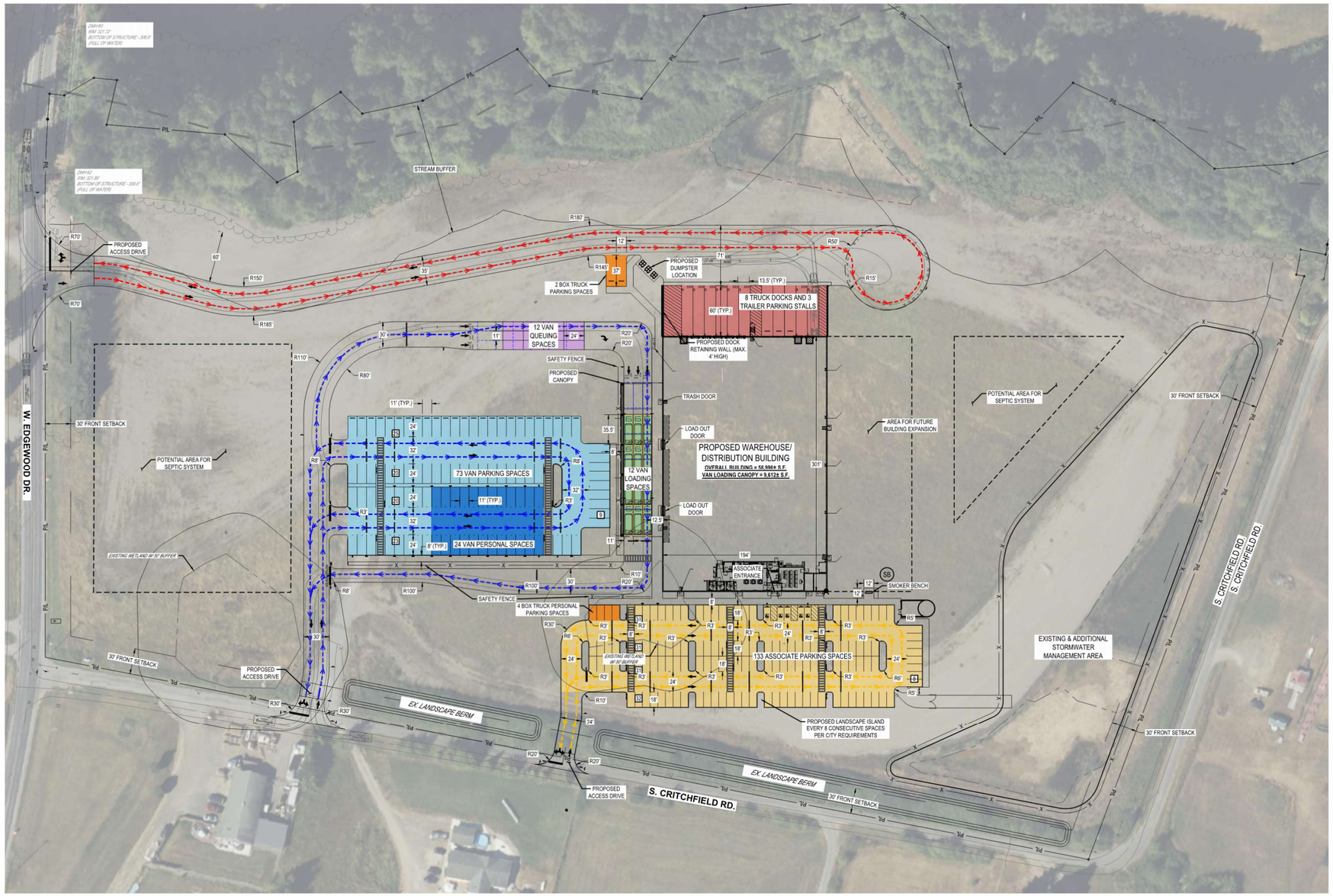
Collision Data Table

Project Peninsula - Port Angeles, WA

EE20993	2023-11-11	21:40	S Lincoln Street at E 1st Street	No Apparent Injury	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead
3797476	2019-01-10	18:18	S Lincoln Street at E Front Street	Possible Injury	1	2	0	Vehicle turning left hits pedestrian	Making Left Turn	N/A
3807032	2019-02-02	21:08	S Lincoln Street at E Front Street	No Apparent Injury	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
EA25451	2020-03-13	6:42	S Lincoln Street at E Front Street	Possible Injury	1	0	1	Pedalcyclist Strikes Moving Vehicle	Making Right Turn	N/A
EA49168	2020-07-15	13:45	S Lincoln Street at E Front Street	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic
3837542	2021-02-11	6:58	S Lincoln Street at E Front Street	No Apparent Injury	1	0	0	Street Light Pole or Base	Making Left Turn	N/A
EB33018	2021-05-13	17:19	S Lincoln Street at E Front Street	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
EB51471	2021-07-24	0:53	S Lincoln Street at E Front Street	No Apparent Injury	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
EB56470	2021-07-28	18:40	S Lincoln Street at E Front Street	No Apparent Injury	2	0	0	From same direction - one right turn - one straight	Going Straight Ahead	Making Right Turn
EC01893	2021-12-18	10:33	S Lincoln Street at E Front Street	No Apparent Injury	2	0	0	Trailer Parked (Legally or Not)	Making Left Turn	N/A
3837418	2022-05-21	17:30	S Lincoln Street at E Front Street	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
ED60098	2023-05-06	17:19	S Lincoln Street at E Front Street	No Apparent Injury	2	0	0	One parked--one moving	Illegally Parked, Unoccupie	Making Right Turn
ED81670	2023-07-19	13:50	S Lincoln Street at E Front Street	Possible Injury	4	0	0	From same direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
3903614	2024-01-26	18:27	S Lincoln Street at E Front Street	Possible Injury	1	1	0	Vehicle turning left hits pedestrian	Making Left Turn	N/A
EE64128	2024-03-31	08:03	S Lincoln Street at E Front Street	No Apparent Injury	2	0	0	From same direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
3881051	2024-05-11	21:28	S Lincoln Street at E Front Street	No Apparent Injury	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
3743198	2019-06-20	15:15	S Lincoln Street at E Lauridsen Boulevard	No Apparent Injury	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
3815600	2019-06-25	22:22	S Lincoln Street at E Lauridsen Boulevard	No Apparent Injury	1	0	0	Traffic Island	Making Left Turn	N/A
E982190	2019-11-13	9:02	S Lincoln Street at E Lauridsen Boulevard	No Apparent Injury	2	0	0	From same direction - both going straight - both moving - sideswipe	Going Straight Ahead	Going Straight Ahead
EA38104	2020-06-02	12:19	S Lincoln Street at E Lauridsen Boulevard	No Apparent Injury	2	0	0	Entering at angle	Making Left Turn	Going Straight Ahead
EA59620	2020-08-25	17:00	S Lincoln Street at E Lauridsen Boulevard	No Apparent Injury	2	0	0	Entering at angle	Making Right Turn	Going Straight Ahead
EB49215	2021-07-16	12:08	S Lincoln Street at E Lauridsen Boulevard	No Apparent Injury	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
EB56926	2021-08-11	0:15	S Lincoln Street at E Lauridsen Boulevard	No Apparent Injury	1	0	0	Signal Pole	Other*	N/A
EB59415	2021-08-17	15:38	S Lincoln Street at E Lauridsen Boulevard	Unknown	1	0	0	Vehicle overturned	Making Right Turn	N/A
EB80834	2021-10-15	15:24	S Lincoln Street at E Lauridsen Boulevard	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
EB83844	2021-10-30	14:01	S Lincoln Street at E Lauridsen Boulevard	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
EC16264	2022-01-26	18:11	S Lincoln Street at E Lauridsen Boulevard	No Apparent Injury	2	0	0	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
ED06466	2022-11-21	18:08	S Lincoln Street at E Lauridsen Boulevard	No Apparent Injury	2	0	0	From same direction - both going straight - both moving - sideswipe	Changing Lanes	Going Straight Ahead
3907581	2023-09-29	18:17	S Lincoln Street at E Lauridsen Boulevard	No Apparent Injury	2	0	0	Entering at angle	Making Left Turn	Going Straight Ahead
EE07939	2023-10-06	12:44	S Lincoln Street at E Lauridsen Boulevard	No Apparent Injury	2	0	0	From same direction - both going straight - both moving - sideswipe	Making Right Turn	Making Right Turn
E941410	2019-06-28	9:58	S Tumwater Truck Route (SR-117) at W Lauridsen Boulevard	No Apparent Injury	2	0	0	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic
E953984	2019-08-24	19:52	S Tumwater Truck Route (SR-117) at W Lauridsen Boulevard	No Apparent Injury	2	0	0	Entering at angle	Making Left Turn	Going Straight Ahead
EC01482	2021-12-09	7:32	S Tumwater Truck Route (SR-117) at W Lauridsen Boulevard	No Apparent Injury	2	0	0	Entering at angle	Making Left Turn	Making Left Turn
3899032	2022-01-23	1:56	S Tumwater Truck Route (SR-117) at W Lauridsen Boulevard	Unknown	1	0	0	Street Light Pole or Base	Making Right Turn	N/A
EC85614	2022-09-19	13:30	S Tumwater Truck Route (SR-117) at W Lauridsen Boulevard	Suspected Minor Injury	3	0	0	Entering at angle	Making Left Turn	Going Straight Ahead
3797727	2019-08-01	4:30	W Edgewood Drive/W Lauridsen Boulevard at S Airport Road	Possible Injury	1	0	0	Utility Pole	Making Left Turn	N/A
EA73732	2020-09-14	11:10	W Edgewood Drive/W Lauridsen Boulevard at S Airport Road	Suspected Minor Injury	2	0	0	Entering at angle	Making Right Turn	Going Straight Ahead
ED18818	2022-12-19	17:14	W Edgewood Drive/W Lauridsen Boulevard at S Airport Road	No Apparent Injury	2	0	0	Entering at angle	Going Straight Ahead	Going Straight Ahead

APPENDIX F

SITE PLAN



LEGEND

- EXISTING PROPERTY LINE
- EXISTING SETBACK LINE
- EXISTING STREAM
- EXISTING WETLAND PER N.W.I.
- ASSOCIATE TRAFFIC FLOW DIRECTION
- VAN DRIVER FLOW DIRECTION
- TRUCK TRAFFIC FLOW DIRECTION
- PARKING COUNT
- PEDESTRIAN WALKWAY
- PROPOSED CONCRETE SIDEWALK
- SMOKER BENCH

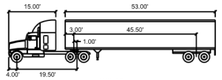
GRAPHIC SCALE (IN FEET)
1 in. = 50 ft.

PRELIMINARY PARCEL INFORMATION

APPROXIMATE ACREAGE	25.55 AC
EXISTING ZONING/LAND USE	IH - INDUSTRIAL HEAVY
REQUIRED PARKING	N/A
MINIMUM FRONT YARD SETBACK *	30 FT
MINIMUM SIDE YARD SETBACK *	15 FT
MINIMUM REAR YARD SETBACK *	0 FT
LANDSCAPE REQUIREMENTS *	PARKING AREAS SHALL HAVE LANDSCAPE ISLANDS EVERY 8 CONSECUTIVE PARKING SPACES
MINIMUM DRIVE AISLE DIMENSIONS	24'-0"
MINIMUM PARKING STALL DIMENSIONS	STANDARD: 9' X 18'

* = PARCEL INFORMATION BASED OFF CITY OF PORT ANGELES, WA CODE OF ORDINANCES.

TRUCK TEMPLATE



WB-67

TRACTOR WIDTH:	8.00'	LOCK TO LOCK TIME:	6.0 SECONDS
TRAILER WIDTH:	8.50'	STEERING ANGLE:	28.4°
TRACTOR TRACK:	8.00'	ARTICULATING ANGLE:	75.0°
TRAILER TRACK:	8.50'		

VAN TEMPLATE

E450

WIDTH:	9.75'
TRACK:	9.75'
LOCK TO LOCK TIME:	6.0 SECONDS
STEERING ANGLE:	34.3°

SITE SKETCH NOTES

1. UTILITIES AND EASEMENTS MAY NEED TO BE RELOCATED BASED ON PROPOSED IMPROVEMENTS.
2. ADDITIONAL STORMWATER MANAGEMENT MAY BE REQUIRED BASED ON PROPOSED IMPROVEMENTS.

CESO
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Phone: 614.794.7060 Fax: 888.206.4926

THESE DRAWINGS ARE FOR DOCUMENTATION PURPOSES ONLY AND ARE PRELIMINARY OR INCOMPLETE. NOT FOR CONSTRUCTION, RECORDING, OR CONVEYANCE OF ANY KIND.

AMBROSE PROPERTY GROUP

PROJECT PENINSULA

S. CRITCHFIELD RD
PORT ANGELES, WA 98363

Revisions / Submissions

ID	Description	Date
0	CSP REV0	02/12/2025
1	CSP REV1	02/13/2025
2	CSP REV2	02/20/2025
3	CSP REV3	03/04/2025
4	CSP REV4	03/14/2025
5	CSP REV5	04/11/2025

Project Number:	763838
Scale:	AS SHOWN
Drawn By:	QSS
Checked By:	CW
Date:	04/11/2025
Issue:	CONCEPT

Drawing Title:
CONCEPT SITE PLAN

CSP-05