Knutson Farms Industrial Park Project

Traffic Analysis Report (Final)

Prepared by HDR

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Attachment A – Existing Traffic Counts

Attachment B – Pavement Analysis

Attachment C – Queuing Results

Acronyms and Abbreviations

AC	asphaltic concrete
ADA	Americans with Disabilities Act
Ave	Avenue
Blvd	Boulevard
BNSF	BNSF Railway
CMF	crash modification factor
Dr	Drive
E	east
EB	eastbound
EIS	Environmental Impact Statement
ESAL	Equivalent Single Axle Load
FHWA	Federal Highway Administration
ft	feet
FWD	falling weight deflectometer
HCM	Highway Capacity Manual
HGV	heavy goods vehicle
HWA	HWA Geosciences Inc.
ITE	Institute of Transportation Engineers
KFIP	Knutson Farms Industrial Park
LOS	level of service
LRE	long-range estimates
M	million
min	minute
MOE	measure of effectiveness
N	north
NB	northbound
NE	northeast
OD	Origin-Destination [matrix]
Ped	Pedestrian
PTV	PTV America
Rd	Road
SB	southbound
SE	southeast
sec	second
SEPA	Washington State Environmental Policy Act
SF	square feet
SR	State Route
St	Street
TRB	Transportation Research Board
v/c	volume-to-capacity

vpd	vehicles per day
vph	vehicles per hour
WB	westbound
Wy	Way
WSDOT	Washington State Department of Transportation

1.0 INTRODUCTION

This traffic analysis report is prepared as a supporting technical document for the Knutson Farms Environmental Impact Statement (EIS). The Transportation Impact section of the Draft EIS is based on the findings presented in this report.

1.1 Project Description

Knutson Farms, Inc., has applied to develop a warehouse project (Project) of up to 2.6 million square feet (SF) of building area on the approximately 188-acre Knutson Farms property located within unincorporated Pierce County, Washington. The proposed Knutson Farms Industrial Park (KFIP) Project is located east of Shaw Road between East (E) Main Avenue and E Pioneer Avenue. The Project site is just outside the Puyallup city limits, but it is within the Puyallup Urban Growth Area as identified in the 2015 Puyallup Comprehensive Plan. The large-scale map of the Project location is shown in Figure 1, and the Project location is shown in a more local context with the intersections studied in Figure 2.

The site currently consists of four single-family homes that would be removed. As of this writing, the expected completion and operation of the Project would occur in 2026. Vehicular access between the arterial street network and the site would be provided via 33rd Street Southeast (SE), 80th Street E, and 5th Avenue SE. Most site traffic would pass through the 5th Avenue SE/33rd Street SE intersection, and the 5th Avenue SE/Shaw Road intersection would be signalized in conjunction with the Project. The 5th Avenue SE/33rd Street SE intersection would be two-way-stop controlled with the eastern and western legs controlled. The western leg (eastbound direction) would have a dedicated left-turn lane and a shared through-right-turn lane. The current expectation is for trucks to be prohibited from using 33rd Street SE between 5th Avenue SE and 8th Avenue SE. The Project site plan drawing is shown in Figure 3.

1.1.1 State Environmental Policy Act Substantive Authority, Permits Needed

The Washington State Environmental Policy Act (SEPA) is generally described as having two aspects, one procedural and the other substantive. The procedural aspect of SEPA is what underlies the process of SEPA Checklist review; threshold determination; and, in some instances such as this one, preparation of an EIS.

The substantive component of SEPA established in Revised Code of Washington 43.21C.060 and Washington Administrative Code 197-11-660 authorizes application of SEPA to condition or deny a proposal even when it may comply with the immediately applicable development regulations. The statute and regulations set out prerequisites for jurisdictions' use of this substantive SEPA authority. One aspect of substantive SEPA authority that differs from application of zoning regulations is that an application's vesting date does not govern what plans and policies may be applied through substantive SEPA authority. Instead, per the SEPA statute and regulations, plans, and policies in effect when the Draft EIS is issued may be applied.

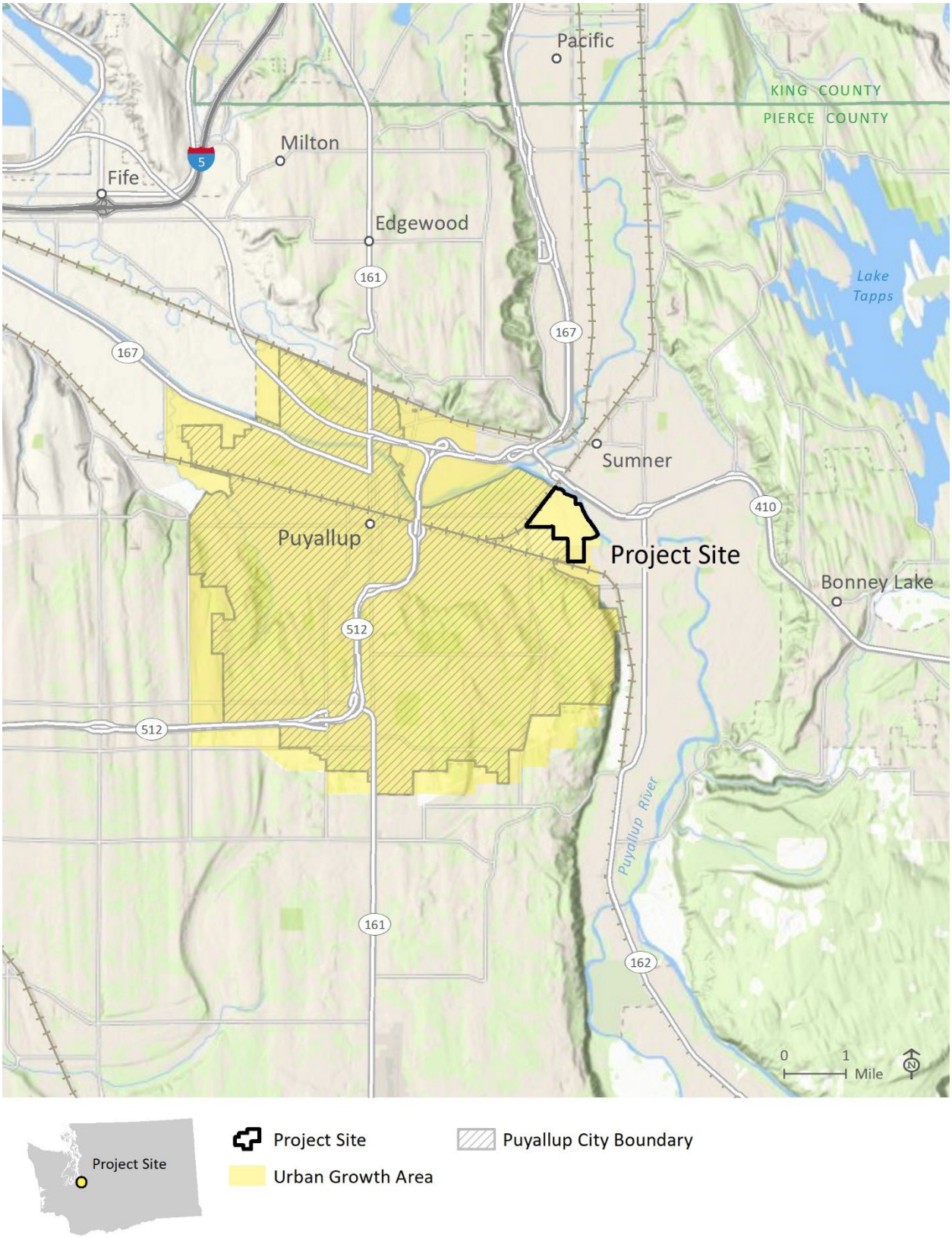

Figure 1. Large-Scale Project Location/Vicinity Map

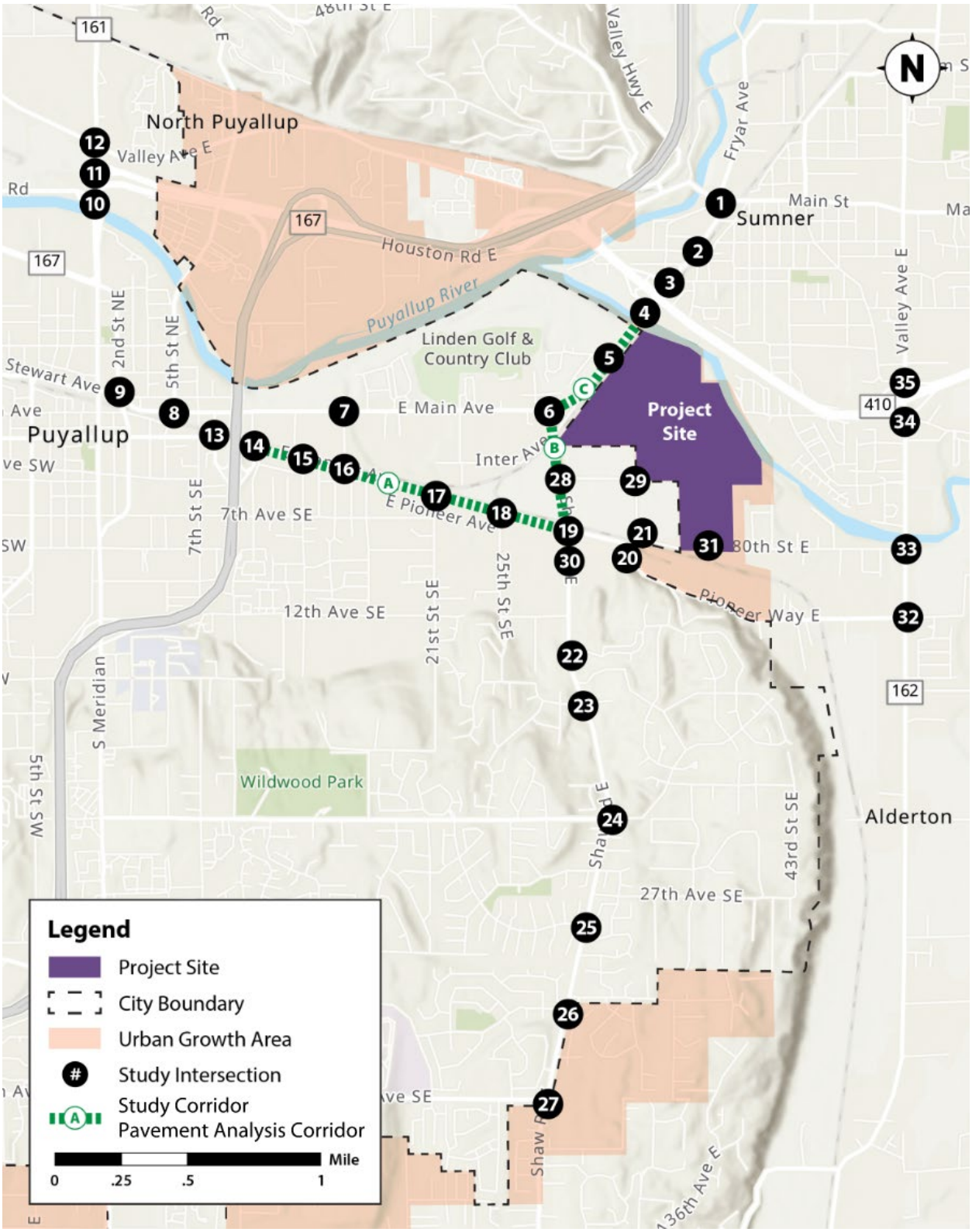

Figure 2. Local Project Vicinity Map with Study Intersections/Corridors

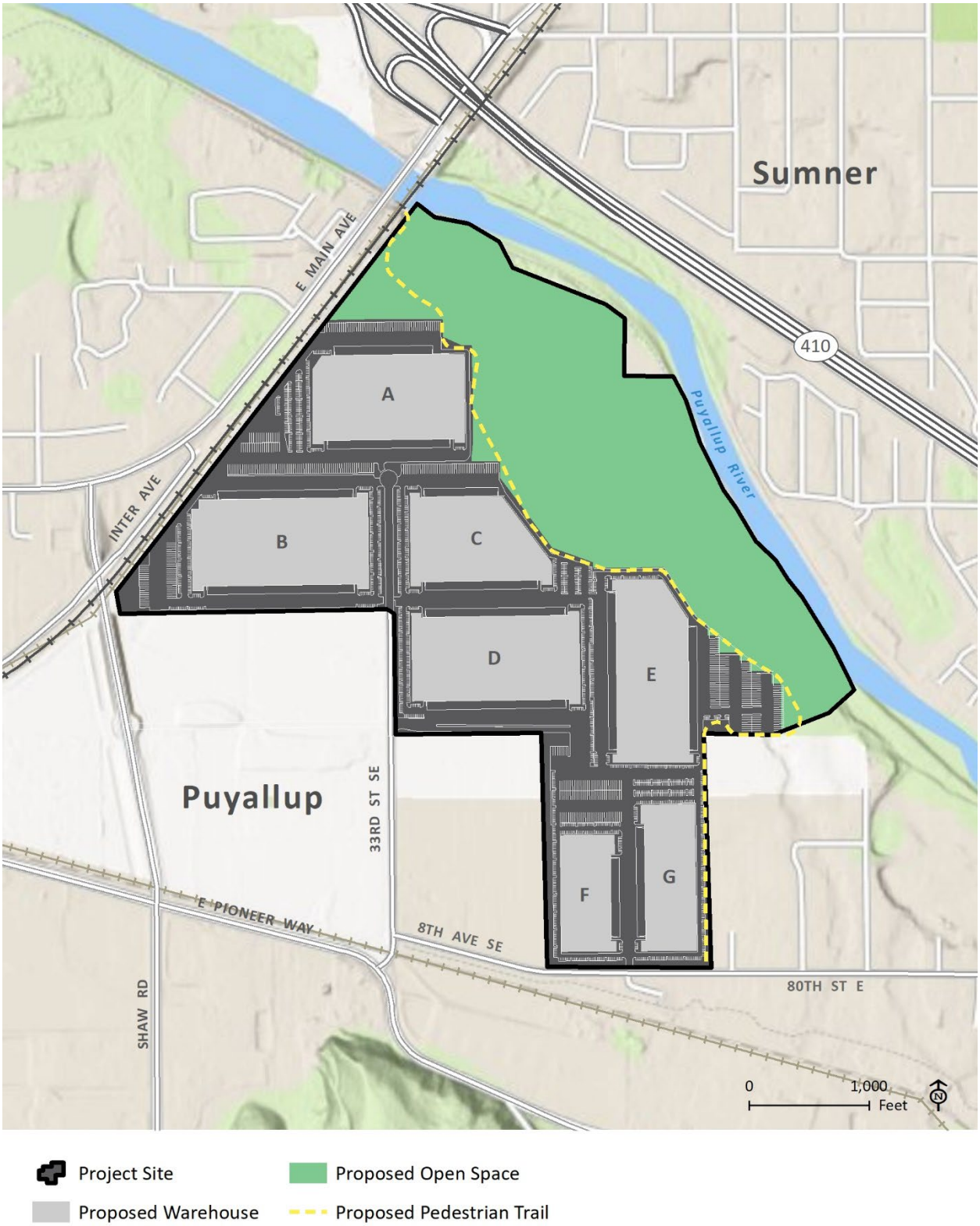

Figure 3. Site Plan

Consistent with the prerequisites, Pierce County has adopted Pierce County Code 18D.40.060 (https://pierce.county.codes/PCC/18D.40.060 and incorporated by reference here), which specifies when the County may exercise its SEPA substantive authority and the regulations, plans, and codes that Pierce County may rely upon in doing so. Pierce County may use this authority in connection with permits and approvals for KFIP, which is located within the County. Among the specified plans is Title 19A, Pierce County Comprehensive Plan.

The City of Puyallup, in Puyallup Municipal Code 21.04.210 (https://www.codepublishing.com/WA/Puyallup/html/Puyallup21/Puyallup2104.html#21.04.210), incorporated here by reference, has similarly provided in its Code for use of substantive SEPA authority per the SEPA statute. Therefore, the City of Puyallup may also use substantive SEPA authority in connection with its jurisdiction over approvals needed, for example, for KFIP access to City streets.

To facilitate the Project proposal, the applicant, Knutson Farms, would need civil (street right-of-way) permits for street right-of-way improvements to City of Puyallup public rights-of-way. Based on the proposed site plan under the proposed action, the City notes that right-of-way permits would be required to connect the Project access to 33rd Street SE. In order to mitigate Project impacts on City of Puyallup public right-of-way, the City of Puyallup would require other civil (street right-of-way) permits. Those mitigation measures are outlined in this chapter and would be based on the scenario under which the ultimate build-out of the Project is constructed.

1.2 Study Intersections/Corridors

The list of study intersections and corridors was identified with the City's concurrence during the scoping process. The 35 counted intersections and three safety study corridors are listed below and shown in Figure 2.

1. Traffic Avenue & Cannery Way
2. Traffic Avenue & State Street
3. Traffic Avenue & State Route (SR) 410 westbound (WB) ramps
4. E Main Avenue & SR 410 eastbound (EB) ramps
5. E Main Avenue & 5th Avenue northeast (NE)
6. E Main Avenue & Shaw Road E
7. E Main Avenue & 15th Street SE
8. E Main Avenue & 5th Street NE
9. E Main Avenue & 2nd Street NE
10. North (N) Meridian Avenue & SR 167 northbound (NB)
11. N Meridian Avenue & SR 167 southbound (SB)
12. N Meridian Avenue & Valley Avenue NE
13. E Pioneer Avenue & SR 512 SB ramps
14. E Pioneer Avenue & SR 512 NB ramps
15. E Pioneer Avenue & 13th Street SE
17. E Pioneer Avenue & 25th Street SE
18. East Pioneer Avenue & 21st Street SE
19. E Pioneer Avenue & Shaw Road E
20. E Pioneer Avenue & 33rd Street SE
21. 8th Avenue SE & 33rd Street SE
22. Shaw Road E & Highlands Boulevard
23. Shaw Road E & 16th Avenue SE
24. Shaw Road E & 23rd Avenue SE
25. Shaw Road E & Forest Green Boulevard
26. Shaw Road E & Manorwood Drive
27. Shaw Road E & 39th Avenue SE
28. Shaw Road E & 5th Avenue SE
29. 33rd Street SE & 5th Avenue SE
30. Shaw Road E & Safeway driveway
31. 80th Street E & warehouse driveway
32. SR 162 & E Pioneer Avenue
33. SR 162 & 80th Street E
34. SR 162 & SR 410 EB ramps

16. E Pioneer Avenue & 15th Street SE
35. SR 162 & SR 410 WB ramps

A. E Pioneer Avenue – between SR 512 and Shaw Road E
B. Shaw Road E – between E Pioneer and E Main Avenue
C. E Main Avenue – between Shaw Road E and White River

1.3 Traffic Counts

Traffic counts were collected at intersections 1 through 27 on August 3, 2021. A need for additional traffic counts was identified to improve model calibration. Traffic counts for intersections 28 through 35 were collected on June 23, 2022. The field counts were adjusted for this analysis in two ways. First, an adjustment derived from Washington State Department of Transportation (WSDOT) data to reflect lower-than-typical traffic overall as a result of the Covid-19 pandemic. Second, because summertime counts can be higher than normal within this area, a seasonal adjustment factor was applied to produce volumes that reflect an annual average condition for each peak hour. The peak hours observed during the count period were 7:15–8:15 a.m. and 3:45–4:45 p.m. Site generated traffic volumes peak during traditional AM and PM peak periods and therefore midday traffic counts that coincide with school release were not collected.

Volumes from the East Town Crossing Traffic Impact Study, which used traffic counts collected between 4:00 and 5:00 p.m. on May 4, 2022, were used to validate the adjusted volumes described above. Comparing the adjusted volumes with the collected counts from the East Town Crossing Traffic Impact Study resulted in increased traffic volumes at the following intersections and inclusion of those higher volumes in the baseline model for the study:

- Shaw Road E and 23rd Avenue SE (7 percent increase)
- E Pioneer Avenue and Shaw Road E (11 percent increase)
- E Main Avenue and Shaw Road E (2 percent increase)

Refer to Attachment A for the Existing Traffic Counts

2.0 SCENARIOS ANALYZED

The six scenarios shown in Table 1 were considered and analyzed for the expected Project completion and operation year 2026.

Table 1. Build Scenarios Size and Generated Traffic Volumes

Build Scenario	Total SF (in millions)	Total Daily Trips (vpd)	Total Heavy Vehicle Trips (vpd)	Total PM Peak Hour Trips (vph)	Total Peak Hour Heavy Vehicle Trips (vph)
A – Proposed Action	2.6	8,724	1,482	880	104
B – Rail scenario	2.6	8, 487	1,207	729	86
C – Proposed Action, with mitigation	2.6	8,724	1482	880	104
D – Reduced land use scenario	1.73	5,844	998	590	70
E – Reduced land use scenario, with mitigation	1.73	5,844	998	590	70

Note: vpd = vehicles per day; vph = vehicles per hour

2.1 No Action Scenario

The No Action Scenario was included for equal evaluation in this study to facilitate the identification of impacts of other scenarios. Under the No Action Scenario, none of the facilities proposed to assist with Project traffic access would be constructed.

2.2 Scenario A: Proposed Action

As indicated in the Project description, a warehouse complex is proposed for the Knutson Farms property. The applicant seeks to build seven warehouses, each varying in size from approximately 190,000 to 490,000 SF, for a total of 2.6 million SF of Industrial Park use consistent with the Institute of Transportation Engineers (ITE) Land Use Code 130. These facilities typically provide for storage and processing of shipped materials and/or goods that are reconstituted and packaged, then shipped elsewhere. The development, as proposed by the applicant, would have 1,730 parking spaces for cars and 473 parking spaces for freight trailers.

In addition to these general definitions, a restrictive covenant has been agreed upon for Knutson Farms that would:

> *… strictly prohibit "High-Cube Fulfillment Center Warehouse – Sort," ITE Land Use Code 155, and "High Cube Parcel Hub Warehouse," ITE Land Use Code 156, uses under the definitions under the definitions established in the ITE Trip Generation Manual 11th Edition.*

The covenant also limits trips to a level consistent with Industrial Park use. The ITE manual defines Industrial Park as:

> *An industrial park contains several individual industrial or related facilities. It is characterized by a mix of manufacturing, service, and warehouse facilities with a*

> *wide variation in the proportion of each type of use from one location to another. Many industrial parks contain highly diversified facilities. Some parks in the database have a large number of small businesses and others have one or two dominant industries.*

More information about the assumptions associated with Scenario A is provided in Section 3.0.

Scenario A was analyzed by combining the traffic in the No Action Scenario with new traffic generated by the proposed Knutson Farms development. The intersection lane arrangements and signal timing assumptions associated with the No Action Scenario were preserved for Scenario A, with the exception of certain intersections at or near Knutson Farms access points.

2.3 Scenario B: Rail Delivery

The Scenario B was developed to analyze the potential to mitigate traffic impacts by shifting some Project-related truck traffic onto trains. Overall, Scenario B was meant to test the relative impact of the use of trains to bring as much freight onto the site as reasonably possible to lessen overall traffic impacts. The conceptual rail layout for the site is shown in Figure 4. The alignment and design of the rail spur and on-site rail lines were formulated by a rail engineer on the EIS Project team with consultation from the rail operators.

In terms of traffic, Scenario B differs from Scenario A in two ways. First, trains serving the Knutson Farms site would use BNSF Railway (BNSF) and Meeker Southern lines, which cross Shaw Road and several other study area streets at grade. Second, while the amount of proposed warehouse square footage is the same as with Scenario A, the number of heavy truck trips generated by Scenario B would be slightly lower than with Scenario A.

Through brief coordination with the BNSF and analysis of the infrastructure available, preliminary spatial and operational evaluation of potential rail capacity for the Knutson Farms site indicated that two trains per day, each a maximum 55 standard railcars in length, could serve the site. The freight capacity of this level of train activity was estimated to be equivalent to between 275 and 320 truck trips. The possibility of the site accommodating two trains per day was predicated on tight control and maximum capacity operations. To take a more conservative approach and to avoid over-estimating the potential benefit, the low end of that estimate of daily truck trips (275), representing a truck trip reduction of approximately 18.5 percent, was used for traffic analysis. Non-truck trip generation would be unchanged from Scenario A. More information about the assumptions associated with Scenario B is provided in Section 3.0. The alternative development and feasibility was documented in a Rail Mitigation Analysis technical memorandum (City of Puyallup 2021).

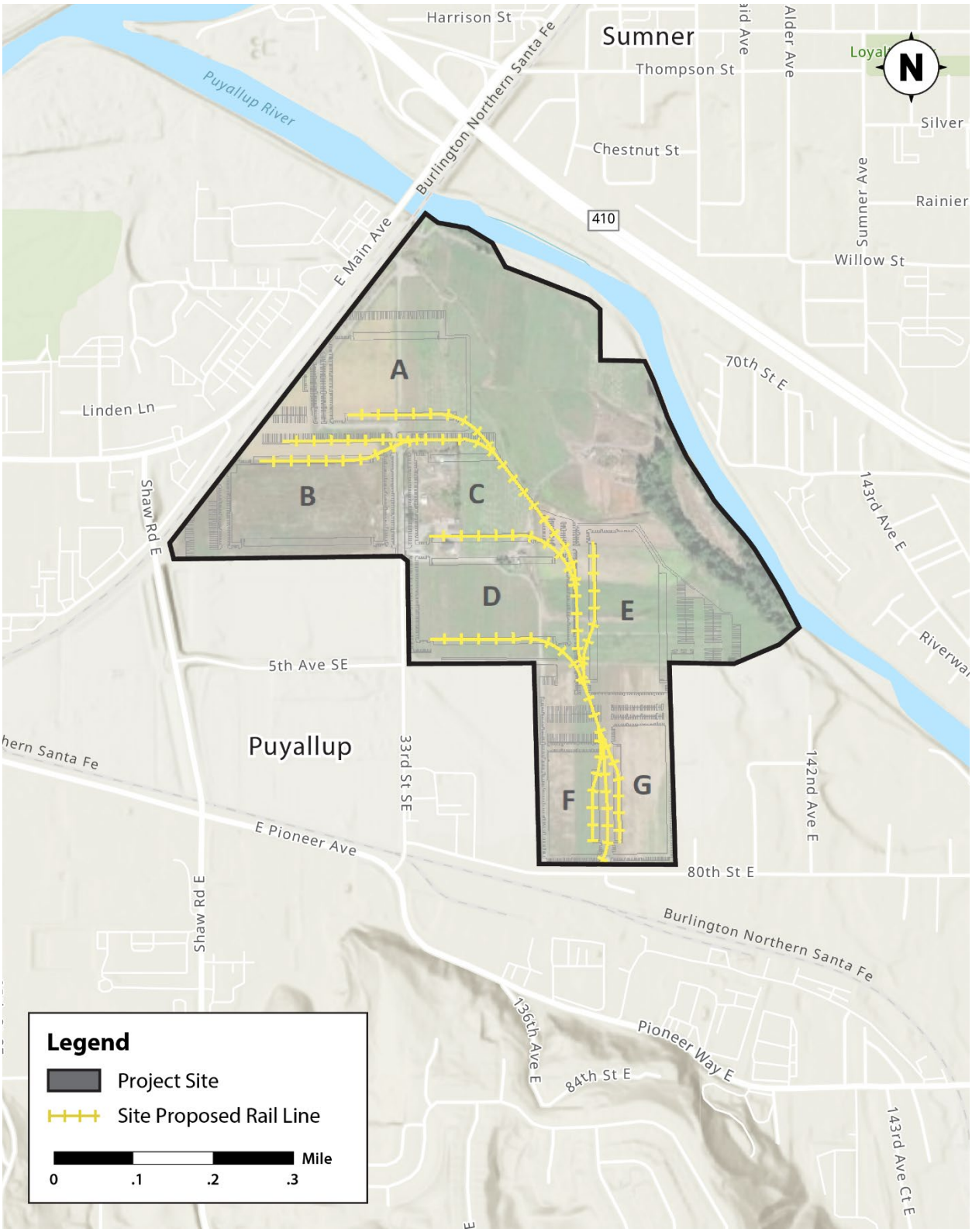

Figure 4. Rail Access

2.4 Scenario C: Proposed Action with Mitigation

Scenario C was formed by making changes to the assumptions about transportation infrastructure based on the analysis results of Scenario A. These changes generally take the form of intersection capacity upgrades and other operational modifications that help the intersections process peak hour traffic more efficiently. Intersection mitigations were developed only for individual intersections at which traffic generated by the proposed Project Scenario A would result in a degradation in level of service (LOS) below the responsible agency's LOS standard LOS, so Scenario C was developed to address LOS deficiencies and other impacts. More information about this measure is included in the next section.

2.5 Scenario D: Reduced Footprint Alternative

Scenario D represents a modification of Scenario A. Specifically, initial findings related to non-transportation resource impacts and associated mitigation resulted in the need to consider a scenario that would use less of the Knutson Farms site and therefore accommodate a lower level of land use. To assess transportation effects for Scenario D, the amount of land use programmed was reduced by one-third from that assumed in Scenario A.

2.6 Scenario E: Reduced Footprint Alternative with Mitigation

In a similar fashion to formation of Scenario C, the results of the Scenario D analysis directly informed the mitigation needs that defined Scenario E. Because Knutson Farms land use is lower for Scenarios D and E, its traffic generation is also lower. As such, fewer locations indicate that mitigation would be needed in Scenario E than in Scenario C.

2.7 Project Trip Generation and Distribution

Project trip generation estimates were derived using the assumptions documented for the proposed warehousing land use as represented by ITE land use 130 – Industrial Park, and land use that would be displaced by the Project, land use 210 – Single Family Residential. Table 2 shows the relevant assumptions and calculation results.

Project trips were distributed to the immediate surrounding street network differently depending upon whether they were heavy truck trips or passenger car/light-truck trips. Heavy trucks are not allowed to use the central site access (33rd Street SE, south of 5th Avenue E). Figure 5 and Figure 6 show the general distributions for these two types of trips side-by-side.

Table 2. Project Trip Generation Data

Land Use	Quantity (Unit)	Trip Rate or Equation[a]	Directional Split	Site-Generated Trips		
				Heavy Trucks	All Others	Total
Daily						
Proposed: 130 – Industrial Park (16.9% daily heavy trucks)	2,600 (1,000 SF)	3.37 per day	50% In 50% Out **Total**	741 741 **1,482**	3,640 3,640 **7,280**	4,381 4,381 **8,762**
Displaced: 210 – Single Family Residential	4 (DU)	9.43 per day	50% In 50% Out **Total**	0 0 **0**	(19) (19) **(38)**	(19) (19) **(38)**
		Net New Daily Trips:	In Out **Total**	741 741 **1,482**	3,621 3,621 **7,242**	4,362 4,362 **8,724**
AM Peak Hour						
Proposed: 130 – Industrial Park (11.8% AM heavy trucks)	2,600 (1,000 SF)	0.34 per hour	81% In 19% Out **Total**	84 20 **104**	632 148 **780**	716 168 **884**
Displaced: 210 – Single Family Residential	4 (DU)	0.7 per hour	25% In 75% Out **Total**	0 0 **0**	(1) (2) **(3)**	(1) (2) **(3)**
		Net New AM Peak Hour Trips:	In Out **Total**	84 20 **104**	631 146 **777**	715 166 **881**
PM Peak Hour						
Proposed: 130 – Industrial Park (11.8% PM heavy trucks)	2,600 (1,000 SF)	0.34 per hour	22% In 78% Out **Total**	23 81 **104**	171 609 **780**	194 690 **884**
Displaced: 210 – Single Family Residential	4 (DU)	0.94 per hour	63% In 37% Out **Total**	0 0 **0**	(3) (1) **(4)**	(3) (1) **(4)**
		Net New PM Peak Hour Trips:	In Out **Total**	23 81 **104**	168 608 **776**	191 689 **880**

[a] Rates and equations are from the ITE Trip Generation manual, 11th edition (ITE 2021).

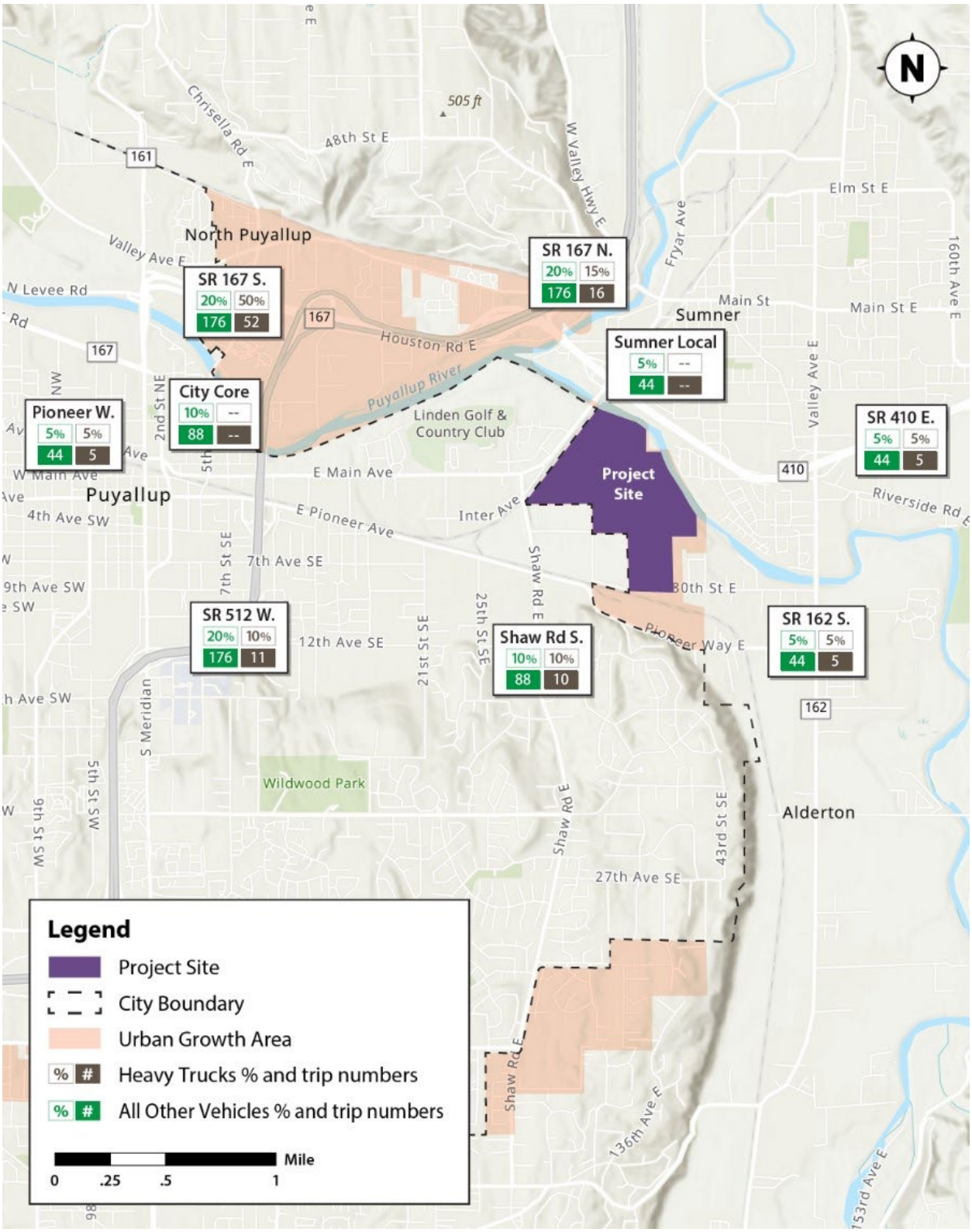

Figure 5. Scenarios A and C, PM Peak Distribution of Site-Generated Trips

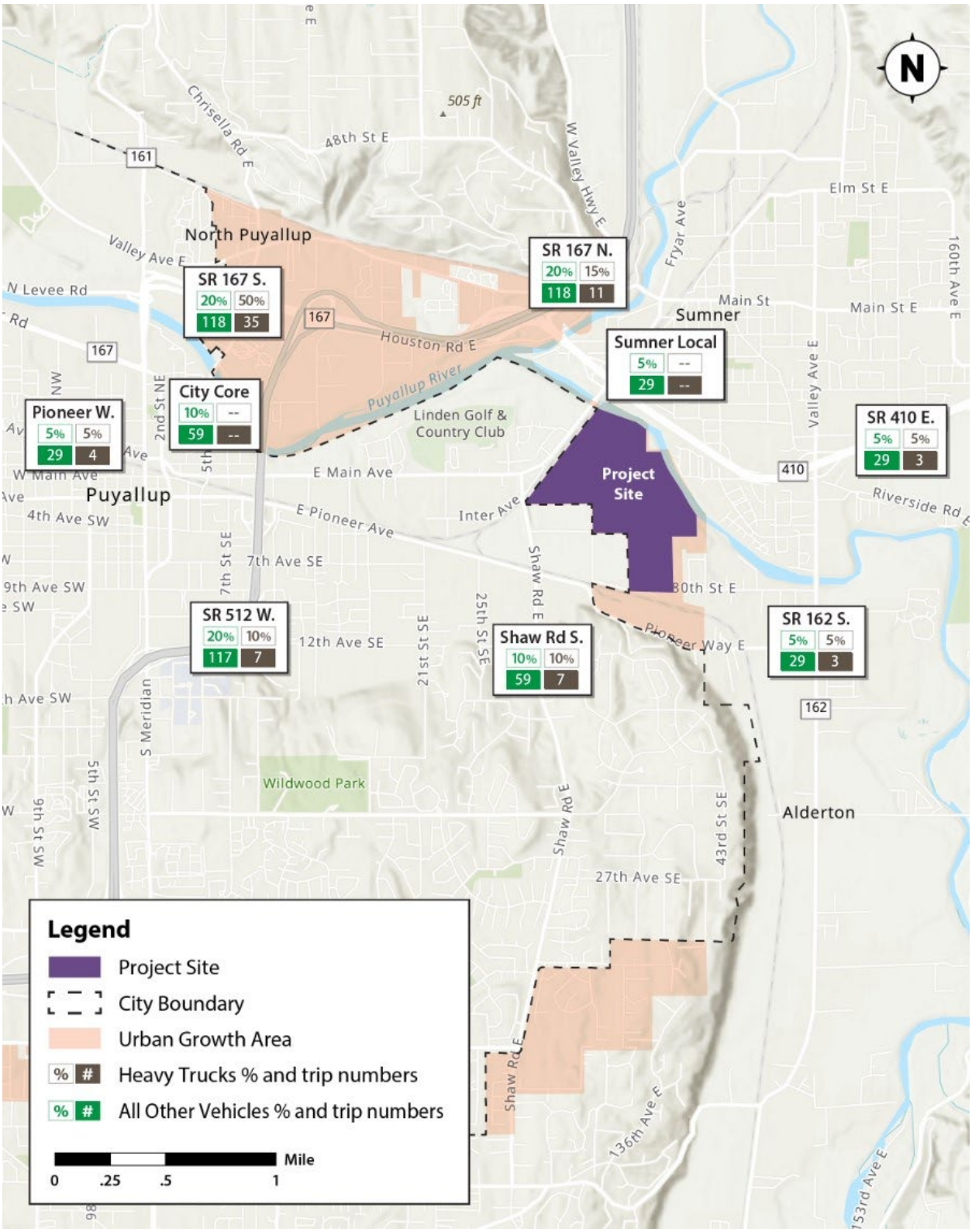

Figure 6. Scenarios D and E, PM Peak Distribution of Site-Generated Trips

3.0 METHODS AND ASSUMPTIONS

The quantitative analysis of traffic operations for this Project was conducted using VISSIM traffic modeling software (microscopic simulation). This software was used to build the traffic models of the roadway network within the Project area.

3.1 Simulation Model Inputs and Assumptions

The existing conditions simulation models for the study area were developed using VISSIM version 2020, a widely used, behavior-based, multi-purpose, traffic microsimulation program developed by PTV America (PTV). Stochastic models, or those that incorporate variability such as VISSIM, track individual vehicle movements and interactions. This feature leads to more robust analysis than deterministic methods such as those documented in the *Highway Capacity Manual* (HCM; TRB 2016) as implemented by common analysis software programs such as Synchro or Highway Capacity Software. Stochastic microsimulation is particularly useful when evaluating traffic conditions, when demand is at or above capacity. Some parts of the street network around Knutson Farms exhibit such capacity challenges that make the stochastic simulation approach better able to account for the effects of extensive peak-hour queues. VISSIM as a micro-simulation model more accurately assesses existing conditions and anticipated impacts when freeways and ramps are nearby, closely spaced intersections, and oversaturated conditions, all of which exist here. Additionally, the size of the Project, the number of trips it would generate, the variability in truck types, and similar variables further support use of VISSIM instead of Synchro.

3.1.1 Input Data

Multiple data sources were used to develop the data inputs and calibration targets used in the VISSIM models for the Knutson Farms EIS Project. The basic VISSIM model data inputs, sources, and uses are shown in Table 3.

Table 3. Project Data Types

Type	Source	Purpose
Street network layout and geometry	Aerial imagery and Project team field review	Study
Peak period intersection traffic volumes	Third-party data vendor	Study and calibration
Traffic signal timings	Cities, WSDOT	Study
Vehicle travel times	Third-party data vendor	Study and calibration
Field queue lengths	Observations by Project staff	Calibration
Future traffic volumes/Project trips	Calculations by Project staff based on ITE Land Use 130, per applicant covenant	Study
Rail crossing blockage durations	Calculations by Project staff	Study

3.1.2 Model Geometrics

Scaled aerial photography was used to develop the base VISSIM network and establish intersection lane configurations, stop-bar locations, vehicle travel paths, and turn-pocket lengths. Where necessary, the information collected from online aerial photography was verified during field observations. Model entry links were extended to provide sufficient distance for lane changes as vehicles enter the simulation network.

3.1.3 Volume Inputs

Peak hour traffic volumes were summarized in 15-minute intervals to represent the traffic fluctuations during simulated peak hours, which allowed the VISSIM models to represent more closely the traffic arrival patterns and queuing at the study intersections. The VISSIM models used a 30-minute seeding period (using 80 percent of peak hour flow rate) prior to the start of the peak hour. The seeding period allows for traffic to be loaded into the network before simulation results are recorded. Heavy vehicle percentages for each model input were derived from existing count data for the analysis of existing conditions and the No Build Scenario.

New trips (for both trucks and non-truck traffic) generated for the proposed Project were estimated using the ITE Trip Generation manual, 11th edition (ITE 2021), which was the current industry standard at the onset of this study. As discussed in the previous section, Project trips for the scenarios were estimated using the ITE land use category 130 – Industrial Park to represent the proposed warehouse complex. The independent variable used for trip calculations is 1,000 SF of gross floor area. With no specific end user prescribed for the Knutson Farms site, this land use designation assumption was selected because it represents a covenant-restricted estimate of potential trip generation for the potential allowable uses under Pierce County zoning. The ITE 130 land use category has a relatively robust data background and includes both trip generation rates and heavy vehicle percentages. More information about trip generation is provided in Section 2.7 of this report.

3.1.4 Vehicle Models and Distribution in the Traffic Stream

Car and heavy vehicle distributions were based on the VISSIM North American default vehicle fleet developed by PTV in January 2010. The model distribution for cars is based on a PTV estimate of the more popular models on the road that year and is shown in Table 4. The model distribution for trucks is based on a Federal Highway Administration (FHWA) truck size and weight study (USDOT 2020), and is shown in Table 5. Note that the model's term for a truck is a "heavy goods vehicle" (HGV).

Table 4. Car Performance Models, Frequencies, and VISSIM 3D Model Files

#	Make/Model	Type	Percentage	3D Vehicle Model
1	Ford F-150	Light Truck	19.2	LtTruck_Ford_F150_2009.v3d
2	Chevrolet Silverado	Light Truck	15.1	LtTruck_Chevrolet_Silverado_2008.v3d
3	Toyota Camry	Car	13.5	Car_Toyota_Camry_2006.v3d
4	Ford Explorer	SUV	10.6	SUV_Ford_Explorer_2008.v3d
5	Honda Accord	Car	12.9	Car_Honda_Accord_2003.v3d
6	Plymouth Voyager	Light Truck	5.5	Van_Plymouth_Voyager_1999.v3d
7	Jeep Grand Cherokee	SUV	5.8	SUV_Jeep_Grand_Cherokee_2002.v3d
8	Nissan Quest	Car	6.4	Van_Nissan_Quest_1995.v3d
9	GMC Yukon	SUV	5.0	SUV_GMC_Yukon_XL_2008.v3d
10	Nissan Altima	Car	6.0	Car_Nissan_Altima_2005.v3d

Source: PTV 2021.
Note: SUV = sport utility vehicle. Car performance models are not listed in descending order by frequency.

Table 5. Truck Performance Models, Frequencies, and VISSIM 3D Model Files

#	Description	Percentage	3D Vehicle Model	
			Tractor	Trailer
1	5-Axle Tractor Semi-trailer	47.8	HGV_wb50_tractor.v3d	HGV_wb50_trailer.v3d
2	3-Axle Single-Unit Truck	27.7	truck.v3d	N/A
3	4-Axle Tractor Semi-trailer	10.6	HGV_wb40_tractor.v3d	HGV_wb40_trailer.v3d
4	4-Axle or more Single-Unit Truck	4.9	HGV_flatbed_truck_v3d	N/A
5	3-Axle Tractor Semi-trailer	4.7	HGV_wb67d_tractor.v3d	HGV_wb67d_trailer.v3d
6	6-Axle Tractor Semi-trailer	4.4	HGV_wb65_tractor.v3d	HGV_wb65_trailer.v3d

Source: PTV 2021; USDOT 2020.
Notes: N/A = not applicable

3.1.5 Vehicle Routing

Traffic patterns in VISSIM were modeled using static routes and routing decisions. Vehicle routing through the study area, where multiple intersections exist, was achieved through the development of an Origin-Destination (OD) matrix. The OD matrix was estimated by evaluating permitted/prohibited movements and calculating the ratios of individual turn movements at each intersection. When using an OD matrix, a vehicle is assigned one complete route upon entering the model that continues until the vehicle leaves the network. Routings followed the traffic distributions indicated in Section 3.5.

3.1.6 Speed Distributions

Speed distributions were used based on the speed limit within the network. Speed decisions were used in the models to generate desired vehicle speeds at various roadway segments, and reduced speed areas were placed in locations where drivers need to reduce their speed due to roadway alignment or for turning movements at intersections.

3.1.7 Lane-Change Distance and Emergency Stop Distance

The look-back or lane-change distance defines the distance at which vehicles attempt to change lanes. The longer the distance, the farther back the driver prepares for their next turning movement before making the movement, thus resulting in better lane utilization. Lane-change distances were initially set to a default value of 1,500 feet and adjusted, where necessary, to match field conditions and calibrate congestion levels. Known decision-making patterns and engineering judgment were also used to assess the assumptions and modifications that were made, where applicable.

Emergency stop is the last possible position where a vehicle can change lanes. The default value for emergency stops is 16.4 feet, and was increased to 50 feet at intersections and where diverges occurred in the model to allow enough space for drivers to make decisions prior to being too close to an intersection or diverge location, especially at higher speeds.

3.1.8 Signal Operations and Stop Control

The City of Puyallup, for local intersections, and WSDOT, at the intersections of SRs, provided signal timing and phasing used in the AM and PM peak hour models. Field investigations were conducted to verify signal phasing, protected/permissive movements, right-turn-on-red behaviors, and overlap phasing. Stop control was also coded in the model for unsignalized intersections. For future scenarios,

signal phasing was retained, but timings were modified slightly at some intersections to optimize progression.

3.1.9 Rail Crossings

A railroad (Meeker Southern) runs mostly east/west along E Pioneer Avenue near the southern edge of the Project site. For the scenarios that do not involve rail freight delivery, it is assumed that no trains use it during peak street traffic hours; therefore, no rail crossing activity was analyzed. For Scenario B, the Rail Delivery scenario, one train movement was assumed to block key intersections during each peak hour. Rail parameters (train length, crossing speed, crossing width) specific to this Project were developed to help estimate the traffic impact of these crossings. Most importantly, a train was programmed to enter 30 minutes into the peak hour measurement period. Based on those rail parameters, a train serving Knutson Farms was estimated to block Shaw Road for just under 7 minutes.

3.1.10 Multiple Model Runs and Simulation Output Processing

VISSIM is a stochastic model, which means that it incorporates randomness. Due to the varying nature of the simulations between runs with different random seed numbers, VISSIM results can differ significantly from one run to the next. By contrast, a deterministic model would produce the same results each time it is conducted. An accurate VISSIM modeling effort requires multiple simulations, and the results are calculated using an average of these runs. Ten simulation runs were performed, each with a different random number seed, to determine results for existing conditions and each future scenario, with the results of the ten runs then averaged for reporting here.

3.2 Simulation Model Calibration

Calibration is an iterative process that involves adjusting model parameters until the simulation reasonably replicates driver behavior, traffic flow patterns, and field-measured data. A synopsis of the calibration process follows, with emphasis placed on identifying the key decisions and assumptions made in the refinement process to achieve the calibration targets outlined in Section 3.2.2.

3.2.1 Visual Checking and Error Correction

The visual checking and error correction process focused on addressing coding errors before the calibration process began. This process involved reviewing data inputs, VISSIM error reports, and model animations. Although performed primarily during model development, visual checking and error correction is still an important process that should be performed during calibration. When making changes to driver behavior or other model parameters, this step helps ensure unintended consequences in the model are minimized.

Data inputs included network geometry, traffic volumes, signal timing, and route choices, and were reviewed by the model developer as well as a quality control reviewer. VISSIM produces an error file after each simulation run. This can include vehicle removal, signal issues, end-of-link errors, and various others. Critical errors in the model were accounted for and corrected during this step. Visual checking of the animation was performed to check for abnormal driving behavior or irregular queuing within the network and to identify coding parameters subject to additional refinement.

3.2.2 Calibration Targets

The following model calibration targets were defined for this study:

- Hourly Volumes (model versus observed):
  - Simulated and measured turning movement volumes for more than 85 percent of links should be:
    - Within 100 vehicles per hour (vph) for volumes under 700 vph
    - Within 15 percent for volumes between 700 and 2,700 vph
    - Within 400 vph for volumes over 2,700 vph
  - Simulated and measured turning movement volumes for more than 85 percent of links to have a GEH statistic (explained in Section 3.2.3) value of less than 5.0
  - Sum of turning movement volumes within the calibration area to be within 5 percent
  - Sum of turning movement volumes to have a GEH statistic value of 5 or lower
- Visual Audits:
  - Check consistency with field conditions for the following:
    - Weaving maneuvers
    - Patterns and extent of queues at intersections and on congested links
    - Lane utilization/choice
    - Locations of bottlenecks
    - Modifications to look-back distances (which were made to specific links to better represent lane utilization/choice, or how vehicles behave approaching intersections or congested links)
- Vehicle Travel Times:
  - Simulated and measured travel times within 15 percent or 1 minute, whichever is greater

3.2.3 Volume Validation

The GEH statistic, named for the scientist who developed it (Geoffrey E. Havers) in London in the 1970s, is used in traffic model calibration by comparing expected or measured traffic volume with output from a model and is calculated using the following formula:

$$GEH = \sqrt{\frac{2(m-c)^2}{m+c}}$$

Notes:
m = output traffic volume from the simulation model (vph)
c = input traffic volume (vph)

The adequacy of GEH performance is scored using the following scale:

GEH < 5.0	**Acceptable fit**
5.0 <= GEH <= 10.0	Caution: possible model error or bad data
GEH > 10.0	Unacceptable

Using GEH instead of difference percentages allows for more consistent testing over a wider range of volumes. GEH is not linear and places less importance on links with low expected volumes while allowing for variation at high-volume locations where simulation models can be more difficult to calibrate. As indicated, GEH values of 5 to 10 could indicate that additional investigation and adjustment are warranted, and values over 10 indicate that the model is not sufficiently calibrated.

3.2.4 Calibration Parameters

Calibration parameters are based on the default "Urban Motorized" driver behavior built into the VISSIM software, with a few modifications based on suggestions from PTV and the simulation team's engineering judgment to better replicate existing conditions. The Knutson Farms EIS team updated a previous VISSIM model (confidential document, CH2M 2017) for the analysis documented in this report. The default speed distribution parameters in the model were adjusted in the previous study. Based on observations and calibration results, it was determined to maintain the previously adjusted speed distribution parameters.

In addition to the "Urban Motorized" car-following behavior described above, the lane-change parameter "waiting time before diffusion" was adjusted. The waiting time before diffusion was increased from 60 to 140 seconds. This was done to ensure that a vehicle waiting to make a lane change on a congested multi-lane link is not removed from the model due to the naturally longer waiting times inherent when longer signal cycle lengths are used.

Some of the intersections in the study area used adaptive signal timing. At these intersections, average splits and cycle lengths were provided to estimate the timing experience in the field. This was adjusted where necessary to account for the nature of adaptive signal timing to meet calibration targets.

These changes resulted in traffic conditions that were generally consistent with field-observed conditions.

3.2.5 Calibration Results

The results of the VISSIM calibration process were used to determine the simulation model's ability to replicate observed queue lengths, traffic volumes, and travel times. Calibration results are presented separately for each of these three measures.

Queue Length

Queue lengths can be a valuable calibration parameter if it is possible that the vehicle mix or driver behavior affects the average amount of space each vehicle takes up when it is stopped in queue at an intersection. For example, longer vehicles or more conservative driving behavior, in the form of leaving more empty space in front of one's own vehicle in this situation, could lead to turning lanes holding

fewer vehicles and worse intersection performance than might otherwise be predicted by the simulation model.

Peak hour queue lengths at three specific locations were compared visually between (1) field conditions observed by Project team staff in person while existing count data were being collected for this Project and (2) a simulation model run from each peak hour. This comparison provides additional information regarding the accuracy of the simulation model at replicating field conditions. These locations were:

1. NB at E Main Avenue and SR 410 WB ramps
2. WB and NB at E Main Avenue and Shaw Road E
3. NB and SB at E Pioneer Avenue and Shaw Road E

Table 6 shows these field-observed queue extents on a lane-specific basis. Field observed queue lengths are equivalent to 95th percentile queue lengths. All queue extents indicated in the simulation examined for these areas were generally consistent with observations of existing field conditions.

Table 6. Field Observed (Simulated) Queue Extents (in feet) at Selected Locations

Int. #3	E Main Avenue & SR 410 WB Ramps						
	Northbound						
Peak	Left	Thru	Right				
AM	257 (302)	139 (251)	257 (251)				
PM	199 (227)	96 (184)	171 (184)				
Int. #6	E Main Avenue & Shaw Road E						
	Westbound			Northbound			
Peak	Left	Left	Thru	Left	Right	Right	
AM	64 (77)	119 (77)	110 (66)	105 (85)	108 (160)	92 (160)	
PM	234 (249)	180 (249)	248 (240)	132 (97)	78 (86)	47 (86)	
Int. #19	E Pioneer Avenue & Shaw Road E						
	Southbound			Northbound			
Peak	Left	Left	Thru/Right	Left	Left	Thru	Thru/Right
AM	90 (41)	32 (41)	116 (107)	64 (79)	84 (79)	390 (236)	195 (282)
PM	47 (94)	244 (392)	223 (392)	64 (79)	72 (79)	154 (125)	180 (271)

Source: IDAX Data Solutions, field observed August 3, 2021

Traffic Volume

Table 7 and Table 8 provide a comparison of the AM and PM peak hour modeled traffic volumes and balanced existing volumes for all movements at each intersection. Model volumes were examined for all intersection turn movements using VISSIM's "node evaluation" feature. As shown below, the AM and PM peak hour traffic volumes, as measured in the VISSIM simulation models, correlate well with the balanced volumes obtained in the field, with a calculated GEH of less than 2.5 for all movements. These GEH results are all well within the acceptable range of 0 to 5. These results indicate that the volumes in the VISSIM models are a good representation of the existing traffic counts, and the VISSIM models are calibrated for volume.

Table 7. Volume Calibration Summary, AM Peak Hour

Intersection	Volume		GEH	Difference		Acceptable Volume Difference	Calibrated?	
	Observed	Simulated		vph	%		vph	GEH
Traffic Ave/Fryar Ave & Main St/Cannery Wy	1,669	1,646	0.6	-23	-1.4	+/- 15%	Yes	Yes
Traffic Ave & State St	1,347	1,319	0.8	-28	-2.1	+/- 15%	Yes	Yes
E Main Ave & SR 410 WB/ Thompson St	1,983	1,955	0.6	-28	-1.4	+/- 15%	Yes	Yes
E Main Ave & SR 410 EB	1,949	1,910	0.9	-39	-2.0	+/- 15%	Yes	Yes
E Main Ave & 5th Ave NE	1,575	1,523	1.3	-52	-3.3	+/- 15%	Yes	Yes
E Main Ave & Shaw Rd E	1,740	1,671	1.7	-69	-4.0	+/- 15%	Yes	Yes
E Main Ave & 15th St SE	873	825	1.6	-48	-5.5	+/- 15%	Yes	Yes
E Main Ave & 5th St SE	787	757	1.1	-30	-3.8	+/- 15%	Yes	Yes
E Main Ave/W Stewart Ave & 2nd St NE	1,316	1,294	0.6	-22	-1.7	+/- 15%	Yes	Yes
N Meridian Ave & SR 167 EB	3,097	3,053	0.8	-44	-1.4	+/- 400 vph	Yes	Yes
N Meridian Ave & SR 167 WB	2,679	2,670	0.2	-9	-0.3	+/- 15%	Yes	Yes
N Meridian Ave & Valley Ave NE	3,088	3,073	0.3	-15	-0.5	+/- 400 vph	Yes	Yes
E Pioneer Ave & SR 512 WB ramps	959	934	0.8	-25	-2.6	+/- 15%	Yes	Yes
E Pioneer Ave & SR 512 EB ramps	1,107	1072	1.1	-35	-3.2	+/- 15%	Yes	Yes
E Pioneer Ave & 13th St SE	1,013	977	1.1	-36	-3.6	+/- 15%	Yes	Yes
E Pioneer Ave & 15th St SE	1,078	1,037	1.3	-41	-3.8	+/- 15%	Yes	Yes
E Pioneer Ave & 21st St SE	915	873	1.4	-42	-4.6	+/- 15%	Yes	Yes
E Pioneer Ave & 25th St SE	831	841	0.3	10	1.2	+/- 15%	Yes	Yes
E Pioneer Ave & Shaw Rd E	1,941	1,854	2.0	-87	-4.5	+/- 15%	Yes	Yes
E Pioneer Ave & 33rd St SE	592	568	1.0	-24	-4.1	+/- 100 vph	Yes	Yes
33rd St SE & 8th Ave SE	119	105	1.3	-14	-11.8	+/- 100 vph	Yes	Yes
Shaw Rd E & Highlands Blvd	1,193	1,136	1.7	-57	-4.8	+/- 15%	Yes	Yes
Shaw Rd E & 16th Ave SE	1,119	1,064	1.7	-55	-4.9	+/- 15%	Yes	Yes
Shaw Rd E & 23rd Ave SE/Crystal Ridge Dr SE	1,217	1,170	1.4	-47	-3.9	+/- 15%	Yes	Yes

Intersection	Volume		GEH	Difference		Acceptable Volume Difference	Calibrated?	
	Observed	Simulated		vph	%		vph	GEH
Shaw Rd E & Forest Green Blvd	1,059	1,026	1.0	-33	-3.1	+/- 15%	Yes	Yes
Shaw Rd E & Manorwood Dr	1,052	1,023	0.9	-29	-2.8	+/- 15%	Yes	Yes
Shaw Rd E & 39th Ave SE	1,497	1,479	0.5	-18	-1.2	+/- 15%	Yes	Yes
Shaw Rd E & 5th Ave SE	1,257	1,201	1.6	-56	-4.5	+/- 15%	Yes	Yes
33rd St SE & 5th Ave SE	19	16	0.7	-3	-15.8	+/- 100 vph	Yes	Yes
Shaw Rd E & Safeway Driveway	1,428	1,366	1.7	-62	-4.3	+/- 15%	Yes	Yes
80th St & Warehouse Driveway	102	90	1.2	-12	-11.8	+/- 100 vph	Yes	Yes
E Pioneer & SR 162	1,231	1,203	0.8	-28	-2.3	+/- 15%	Yes	Yes
80th St & SR 162	955	935	0.7	-20	-2.1	+/- 15%	Yes	Yes
SR 162 & SR 410 EB	1,260	1,232	0.8	-28	-2.2	+/- 15%	Yes	Yes
SR 162 & SR 410 WB	1,242	1,217	0.7	-25	-2.0	+/- 15%	Yes	Yes

Notes: Ave = Avenue; Blvd = Boulevard; Dr = Drive; Rd = Road; St = Street; Wy = Way

Table 8. Volume Calibration Summary, PM Peak Hour

Intersection	Volume			Difference		Acceptable	Calibrated?	
	Observed	Simulated	GEH	vph	%	Volume Difference	vph	GEH
Traffic Ave/Fryar Ave & Main St/Cannery Wy	2,283	2,237	1.0	-46	-2.0	+/- 15%	Yes	Yes
Traffic Ave & State St	1,566	1,537	0.7	-29	-1.9	+/- 15%	Yes	Yes
E Main Ave & SR 410 WB/ Thompson St	2,666	2,583	1.6	-83	-3.1	+/- 15%	Yes	Yes
E Main Ave & SR 410 EB	2,849	2,764	1.6	-85	-3.0	+/- 400 vph	Yes	Yes
E Main Ave & 5th Ave NE	2,572	2,485	1.7	-87	-3.4	+/- 15%	Yes	Yes
E Main Ave & Shaw Rd E	2,815	2,714	1.9	-101	-3.6	+/- 400 vph	Yes	Yes
E Main Ave & 15th St SE	1,578	1,521	1.4	-57	-3.6	+/- 15%	Yes	Yes
E Main Ave & 5th St SE	1,322	1,286	1.0	-36	-2.7	+/- 15%	Yes	Yes
E Main Ave/W Stewart Ave & 2nd St NE	1,609	1,576	0.8	-33	-2.1	+/- 15%	Yes	Yes
N Meridian Ave & SR 167 EB	4,157	4,299	2.2	142	3.4	+/- 400 vph	Yes	Yes
N Meridian Ave & SR 167 WB	2,841	2,974	2.5	133	4.7	+/- 400 vph	Yes	Yes
N Meridian Ave & Valley Ave NE	3,360	3,565	3.5	205	6.1	+/- 400 vph	Yes	Yes
E Pioneer Ave & SR 512 WB ramps	1,482	1,433	1.3	-49	-3.3	+/- 15%	Yes	Yes
E Pioneer Ave & SR 512 EB ramps	1,660	1,600	1.5	-60	-3.6	+/- 15%	Yes	Yes

Intersection	Volume			Difference		Acceptable	Calibrated?	
	Observed	Simulated	GEH	vph	%	Volume Difference	vph	GEH
E Pioneer Ave & 13th St SE	1,612	1,550	1.6	-62	-3.8	+/- 15%	Yes	Yes
E Pioneer Ave & 15th St SE	1,752	1,698	1.3	-54	-3.1	+/- 15%	Yes	Yes
E Pioneer Ave & 21st St SE	1,449	1,400	1.3	-49	-3.4	+/- 15%	Yes	Yes
E Pioneer Ave & 25th St SE	1,408	1,368	1.1	-40	-2.8	+/- 15%	Yes	Yes
E Pioneer Ave & Shaw Rd E	3,245	3,065	3.2	-180	-5.5	+/- 400 vph	Yes	Yes
E Pioneer Ave & 33rd St SE	1,035	994	1.3	-41	-4.0	+/- 15%	Yes	Yes
33rd St SE & 8th Ave SE	260	248	0.8	-12	-4.6	+/- 100 vph	Yes	Yes
Shaw Rd E & Highlands Blvd	1,779	1,721	1.4	-58	-3.3	+/- 15%	Yes	Yes
Shaw Rd E & 16th Ave SE	1,670	1,606	1.6	-64	-3.8	+/- 15%	Yes	Yes
Shaw Rd E & 23rd Ave SE/ Crystal Ridge Dr SE	1,844	1,768	1.8	-76	-4.1	+/- 15%	Yes	Yes
Shaw Rd E & Forest Green Blvd	1,536	1,476	1.5	-60	-3.9	+/- 15%	Yes	Yes
Shaw Rd E & Manorwood Dr	1,501	1,443	1.5	-58	-3.9	+/- 15%	Yes	Yes
Shaw Rd E & 39th Ave SE	2,185	2,125	1.3	-60	-2.7	+/- 15%	Yes	Yes

Notes: Ave = Avenue; Blvd = Boulevard; Dr = Drive; Rd = Road; St = Street; Wy = Way

All peak hour intersection volumes indicated in the simulation were consistent with field-counted volumes.

Travel Time

Travel times for two corridors were provided by the traffic data collection vendor. These corridors were:

1. East Pioneer from 7th Street SE to 33rd Street SE
2. From Traffic Avenue and State Street to Shaw Road and 39th Street

Note that these are not the same as the safety and pavement analysis corridors indicated previously. Travel time measurements were recorded from the VISSIM model runs and compared to travel times experienced in the field. Table 9 shows the results of this comparison.

Table 9. Travel Time Calibration

Travel Time Segment and Direction	Travel Time		Difference		Acceptable Difference	Calibrated?
	Observed	VISSIM	Minutes	%		
AM Peak Hour						
E Pioneer Ave, 7th St to 33rd St EB	3.80	4.17	0.37	9.8	± 15% or 1 min	Yes
E Pioneer Ave, 33rd St to 7th St WB	4.47	4.20	-0.27	5.9	± 15% or 1 min	Yes
Shaw Rd/39th Ave to Main Ave/State St NB	4.13	4.33	0.20	4.9	± 15% or 1 min	Yes
Traffic Ave/State St to Shaw Rd/39th Ave SB	4.85	4.26	-0.59	12.2	± 15% or 1 min	Yes

Travel Time Segment and Direction	Travel Time		Difference		Acceptable Difference	Calibrated?
	Observed	VISSIM	Minutes	%		
PM Peak Hour						
E Pioneer Ave, 7th St to 33rd St EB	5.00	5.00	0.00	0.0	± 15% or 1 min	Yes
E Pioneer Ave, 33rd St to 7th St WB	5.75	5.07	-0.68	11.7	± 15% or 1 min	Yes
Shaw Rd/39th Ave to Main Ave/State St NB	5.97	6.02	0.05	0.8	± 15% or 1 min	Yes
Traffic Ave/State St to Shaw Rd/39th Ave SB	9.30	7.92	-1.38	14.9	± 15% or 1 min	Yes

Notes: Ave = Avenue; Rd = Road; St = Street

All travel times indicated in the simulation were consistent with measurements of existing field travel times.

3.3 Measures of Effectiveness for Scenario Comparisons

The VISSIM simulation model measures vehicle travel characteristics that are consistent with the way people determine how effectively the transportation system is working. The differences between the traffic measures of effectiveness (MOEs) from the "No Action" simulation, and those from the simulations of Project action scenarios form the basis for determining the scenarios' traffic impacts. The MOEs employed for this analysis were vehicle delay, LOS, 50th- and 95th-percentile queue length, travel time, and volume-to-capacity (v/c) ratio. Note that LOS is assigned directly from vehicle delay.

3.3.1 Intersection Delay and LOS

After the simulation and post-processing, the average of the delays experienced by all vehicles at each intersection (due to red light, stop sign, or other control feature) is determined, and each of these average delays is assigned a letter grade referred to as LOS, ranging from LOS A (best) to LOS F (worst). The grading scale for LOS is based on the guidelines from the HCM, published by the Transportation Research Board (TRB; 2016). Table 10 shows the HCM peak hour delay thresholds for signalized and unsignalized intersections.

Table 10. Delay Thresholds for Intersection LOS

LOS	Description	Average Delay Range (seconds/vehicle)	
		Signalized	Unsignalized
A	No congestion; nearly all drivers experience little to no delay	0 to 10.0	0 to 10.0
B	No congestion; most drivers experience little to no delay	10.1 to 20.0	10.1 to 15.0
C	Light congestion; most drivers experience minor delay	20.1 to 35.0	15.1 to 25.0
D	Moderate congestion; individual movements with high delay	35.1 to 55.0	25.1 to 35.0
E	Heavy congestion, with high delays on multiple movements	55.1 to 80.0	35.1 to 50.0
F	Extensive delays due to cycle failures at signals or sparse opportunities to make desired movements at unsignalized intersections	80.1 or more	50.1 or more

Source: TRB 2016

The HCM delay thresholds are used to assign LOS to the VISSIM delay results, but it should be noted that the method of measuring intersection vehicle delays in VISSIM is slightly different from the HCM method. With the HCM method, intersection delays are calculated based on traffic volume and the

effects of traffic control devices (e.g., signals, stop signs; TRB 2016), whereas VISSIM directly measures the simulated total delay, which consists of control delay, delay due specifically to the presence of other vehicles, and other delay incurred in the vicinity of the traffic control device. In most cases, the differences between total delay and control delay are often considered negligible. While the TRB does not endorse any specific software model to estimate intersection delay, the same LOS thresholds are commonly applied in both cases.

In most communities, LOS D is considered the worst acceptable condition for peak hour intersection traffic operations. LOS E is often characterized by unstable flow and high delays for lower-volume movements, and can result in individual drivers choosing to change their travel patterns to avoid congested intersections. At LOS F, congestion is severe enough that the calculation of intersection delay using the HCM methodology breaks down, and very high delay results are not necessarily considered valid. For example, a delay estimate or measurement of 450 seconds for one scenario and 500 seconds for another might not lead to a reliable conclusion that the former intersection can be expected to perform "better" than the latter. For this reason, intersection delay estimates over 300 seconds per vehicle are truncated to "300+" for this study.

The City of Puyallup Comprehensive Plan contains the following policies regarding LOS:

> *"The City's existing level of service policy sets the following standards for its roadways:*
>
> - *Volume to capacity (V/C) ratio of 0.85 for arterial and collector segments in the PM peak hour (page 7.21 and map figure 7-7, City of Puyallup Transportation Element, 2015).*
>
> *T- 3.2 Develop a transportation system that achieves the following levels of service metrics:*
>
> - *Vehicular LOS: Maintain standards that promote growth where appropriate while preserving and maintaining the existing transportation system. Set LOS D as the standard for PM peak hour intersection performance, with the exception of the Meridian, Shaw Road, and 9th Street SW corridors, where LOS E operations will be considered acceptable during PM period in recognition of the need to balance driver experience with other considerations, such as cost, right of way, and other modes.*
> - *Pedestrian LOS: Provision of sidewalks, trails, and/or separated paths will be prioritized within pedestrian priority areas, as defined in Puyallup Moves.*
> - *Bicycle LOS: Provision of bike lanes, separated paths, protected facilities, and bicycle boulevards, as defined in Puyallup Moves.*
> - *Transit LOS: Partner with Pierce Transit, Sound Transit, and other transit operators to provide transit stop amenities and safe access to transit at major transit stops and park and ride facilities.*

T- 3.3 Improve the transportation system concurrently with increasing demands due to growth.

a. Track transportation concurrency to ensure that infrastructure can accommodate growth and maintain level of service standards.
b. Require developers to perform a transportation impact analysis, at the discretion of the City Engineer, to demonstrate the effect of significant additional travel demand from their projects on the transportation network. In the event the analysis shows that the project would impact the level of service in the affected area, new development is responsible for improvements to the transportation system. If the existing vehicle level of service is below the standard, the developer shall mitigate impacts to the pre-developed level of service condition plus an allowable increase in delay of up to 15%.

As indicated by City policy, the standard of acceptability for v/c on arterial and collector PM peak hour corridor segments is 0.85, and intersection LOS (D or better) is applied for PM peak hour conditions. Three corridors are subject to a lower standard (LOS E or better), and one of those, Shaw Road, is within the Knutson Farms study area. The analysis documented here applies that standard to AM peak hour operations as well. The SR 410 ramp terminal intersections in this study are under WSDOT jurisdiction and were subject to a LOS D standard for both peak hours.

3.3.2 Queue Lengths at Intersections

Queue estimates from VISSIM's node evaluation function were compiled for all turning movements modeled at the study area intersections. This function was used to tabulate the queue extent during each time step during the peak hour, and the calculated 95th-percentile value for the hour was reported.

3.3.3 Travel Time

Travel time measurements over multiple roadway segments were coded in VISSIM, and times were measured during each simulation run to capture overall vehicle performance at the corridor level. The travel time segments originally used during calibration were expanded somewhat for reporting purposes. As shown in Figure 7, travel times are reported for each scenario for the following segments:

1. E Pioneer Avenue from 7th Street SE to 33rd Street SE
2. Shaw Road E from 39th Street SE to E Main Avenue
3. E Main Avenue from Shaw Road to Cannery Way (Sumner)

Because the City's Comprehensive Plan does not mention travel time measurements or standards, these results are presented here only as an additional method of interpreting and assessing the impacts of traffic congestion as a result of the Project impacts.

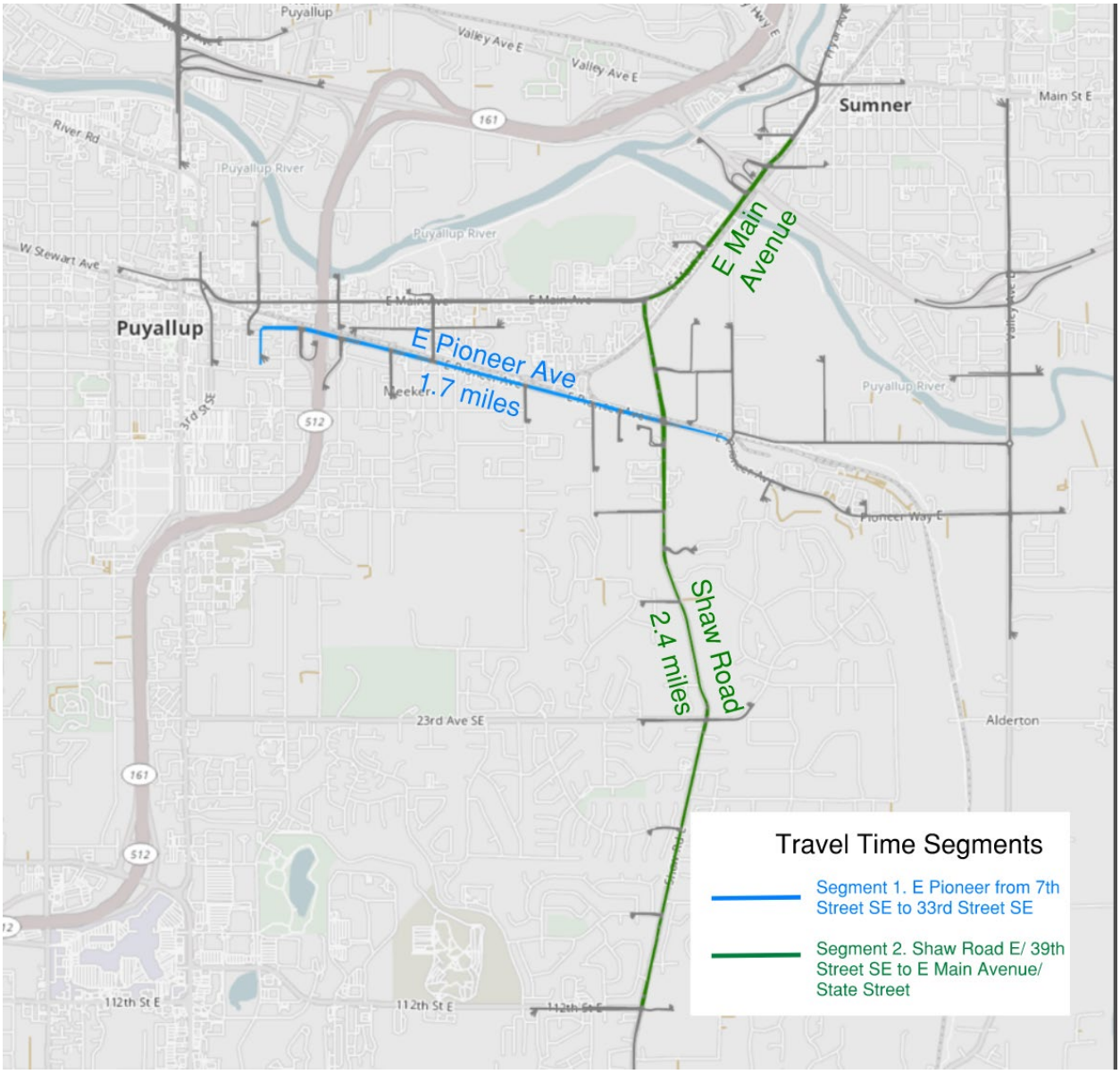

Figure 7. Reported Travel Time Segments

3.3.4 Segmental v/c Ratio

The v/c ratio LOS standard for the City is 0.85 (City of Puyallup Transportation Element 2015: page 7.21 and map figure 7-7). While not typically applied at the development project scale, v/c is applied to the Project given its far-reaching study area of impact and extensive impacts to the City's transportation network. The v/c ratio along segments within the Project area are used to compare the No Action Scenario with the build scenarios and the mitigated build scenarios. The v/c ratio identifies the capacity constraints along the corridor and how the traffic generated by the Proposed Action further impacts the corridor capacity within the Project area. The proportional difference between the No Action Scenario and Scenarios A and D would be used to determine additional proportional mitigation required to address the reduction in corridor capacity caused by the traffic generated by the applicant. Section 4.1.4

provides existing capacity and v/c ratio for each segment below. Figure 8 show segments with reported v/c ratios, including:

1. E Main Avenue – Shaw Road E to 5th Avenue NE
2. E Main Avenue – 5th Avenue NE to SR 410
3. E Main Avenue – 23rd St to Shaw Road E
4. Shaw Road E – E Main Avenue to 5th Avenue SE
5. E Pioneer – 21st Street SE to 25th Street SE
6. E Pioneer – Shaw Road E to SR 162
7. SR 162 – 143rd Avenue E to 80th Street E
8. SR 162 – SR 410 to 143rd Avenue E
9. Shaw Road E – 12th Avenue SE to 16th Avenue SE
10. Shaw Road E – 16th Avenue SE to 23rd Avenue SE
11. Shaw Road E – 23rd Avenue SE to 39th Avenue SE

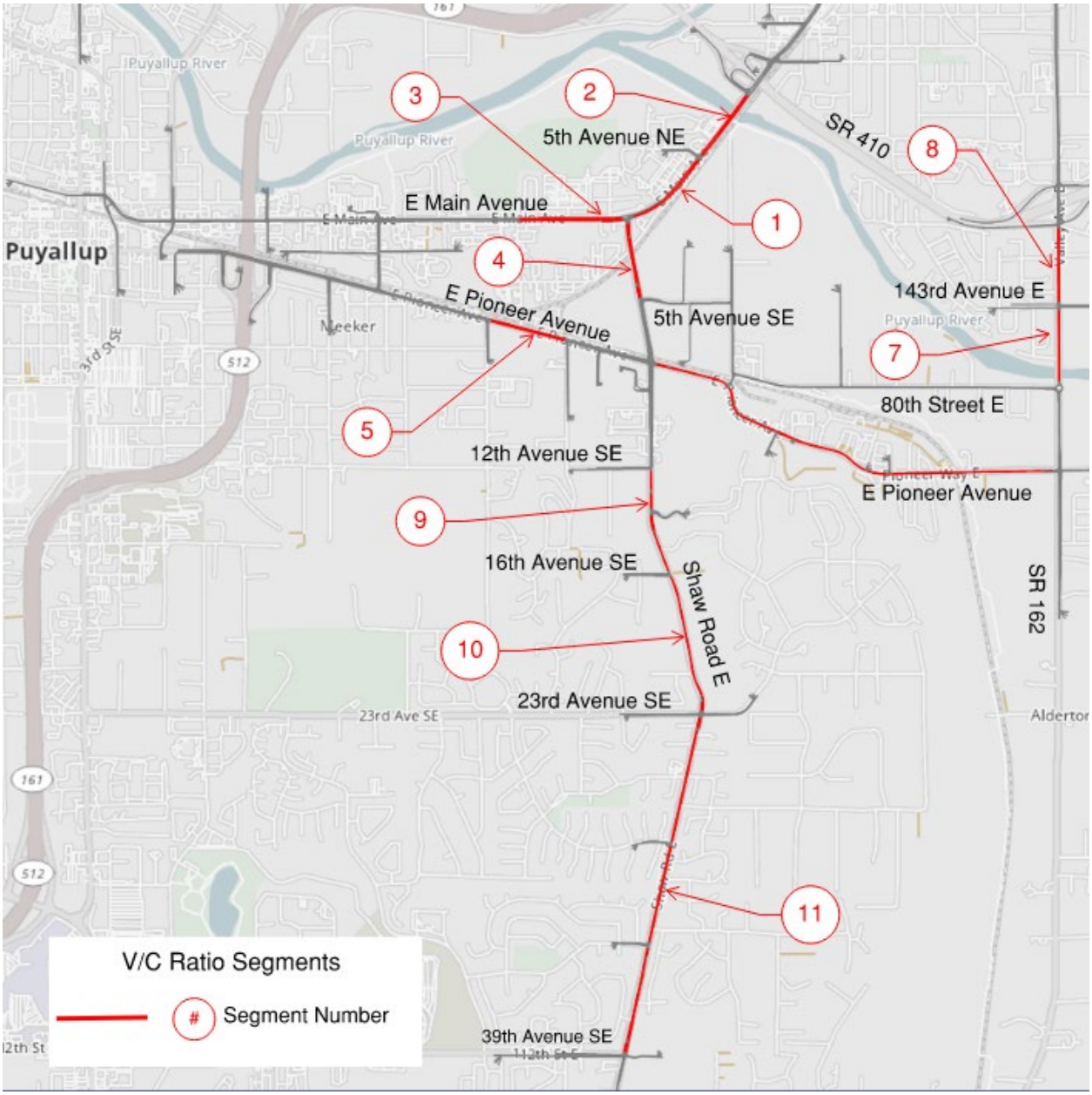

Figure 8. Reported v/c Ratio Segments

3.4 Background Traffic Growth

Overall traffic volumes were grown from the existing counts collected in 2021 for the AM peak period and the 2022 traffic counts from the East Town Crossing traffic impact study (see Section 1.3) to the scenario comparison year of 2026 using an annual average growth rate. The traffic analysis team arrived at a consensus growth rate by considering similar traffic impact studies conducted within the area since 2017, in addition to the growth rate assumed for the SR 410/Traffic Avenue Interchange improvement project. Table 11 shows the previous studies and their growth rates that were used to derive the applied average growth rate used in the analysis documented in this report.

Table 11. Background Traffic Growth in Previous Studies

Date	Project	Annual Growth Rate (%)
February 2017	Viking Warehouse	3
March 2017	SR 410/Traffic Avenue Interchange Improvements	1.6[a]
March 2017	Pioneer Crossing	3
December 2017	Van Lierop Park	1
June 2018	Shaw Road Subarea	1
February 2020	Puyallup Corporate Center	3
December 2020	East Town Crossing [not approved]	1

[a] WSDOT used different annual growth rates for the AM (1.73%) and PM (1.46%) peak hours. The rate shown here is the average of those rates.

The average of the annual growth rates shown in Table 11 is 1.94 percent. As a result of this comparison, an annual background traffic growth rate of 2 percent per year linearly has been applied for this study. In addition to this annual growth, trips generated by the following specific large projects were added to background traffic:

1. East Town Crossing
2. Prologis Park Edgewood
3. Puyallup Corporate Center
4. Fitness Quest (previously known as the “Regional Wrestling Center”)
5. Shaw Heights
6. ST Sumner Parking Garage

3.5 Crash Analysis

Crash data for 31 of the 35 study intersections (those that existed since 2015) and three study corridors indicated in the introduction to this report were collected for the 7 complete years 2015 through 2021. WSDOT crash data includes police-reported vehicle crashes. These data were examined with respect to type, severity, and year, both in terms of raw crash counts and, in the case of intersections, the volume-weighted crash rate. Rates were not examined for the corridor crashes because crashes that occur within the influence area of an intersection are not counted in the “corridor” total. Crashes in the “corridor” totals are those that occur between the study intersections. Note that the three corridors were selected for their relevance to the proposed Project, not as a sampling to represent the City of Puyallup.

3.6 Pavement Analysis

Because the Project would increase truck traffic on public streets near the site which is anticipated to have impacts to existing pavement. Pavement was analyzed to determine the potential impact of trucks on remaining pavement service life. Specifically, HWA GeoSciences Inc. (HWA) performed an investigation of the existing pavement on the designated truck routes within the project vicinity: E Main Avenue, Shaw Road E, and E Pioneer Avenue. The investigation included drilling and retrieving pavement cores as well as falling weight deflectometer (FWD) testing. Pavement cores were performed at 28 locations along the three subject roadways. Existing asphaltic concrete (AC) pavement cores were retrieved, and the depth of crushed (aggregate) base was measured at each location. The FWD is a

nondestructive test that is used to evaluate pavement component layer stiffness of existing pavement as well as condition and resilience of the subgrade material. The test simulates pavement loading by applying an impulse load to the pavement surface and measuring the pavement response by a series of sensors linearly spaced away from the loading plate. HWA used the FWD results to estimate the subgrade resilient modulus and the existing structural number using two different software programs.

In order to estimate the traffic loading on the existing pavement, the traffic volumes were converted into Equivalent Single-Axle Loads (ESALs). An ESAL is defined as equivalent to a single axle with dual wheels and a load of 18 kips (one kip, or kilopound, is equal to 1,000 pounds). The FHWA official Vehicle Classification set (FHWA 2014) is used in calculating ESALs for pavement design and is shown in Figure 9.

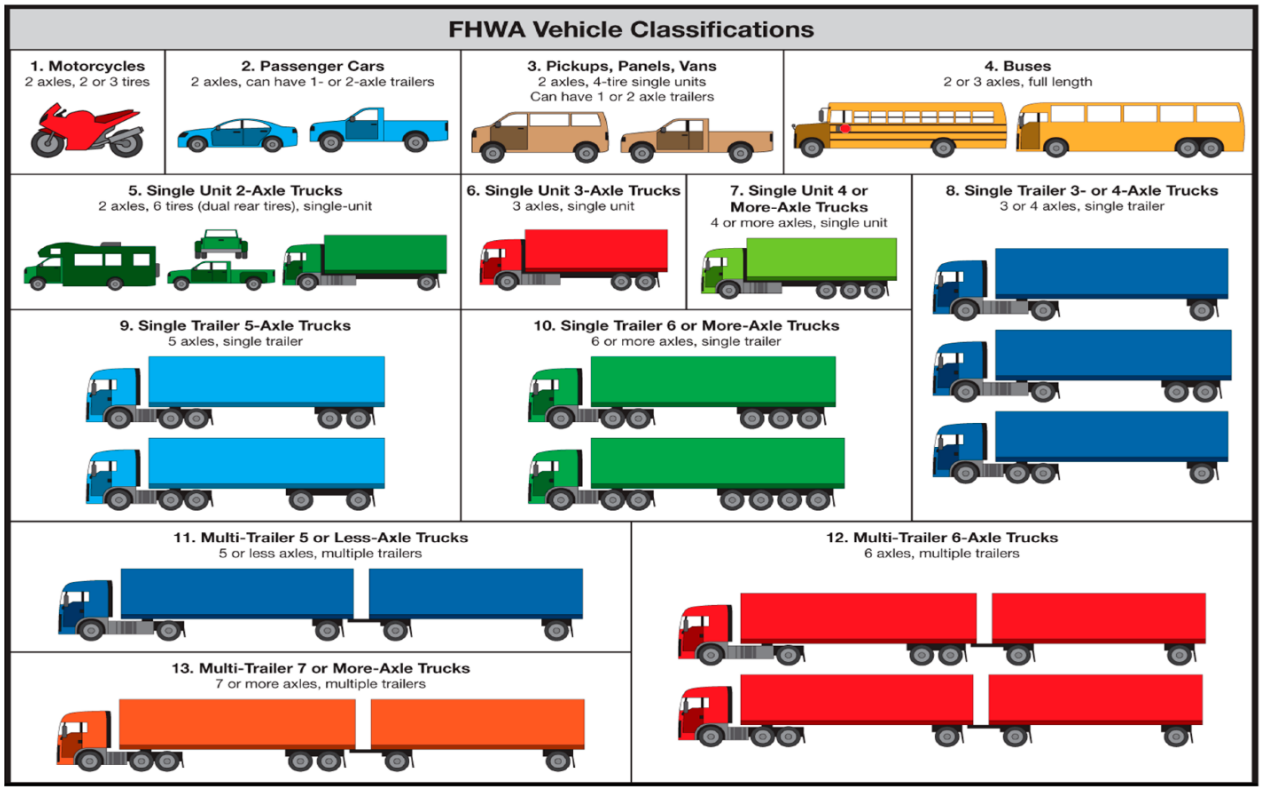

Figure 9. FHWA Vehicle Classifications

The traffic was grouped by IDAX into four vehicle groups (Class 1 through Class 4) that reflect groupings of the 13 FHWA Vehicle Classifications as follows:

- Class 1 (motorcycle, car, van, pickup) = FHWA Vehicle Classifications 1 through 3
- Class 2 (single-unit truck) = FHWA Vehicle Classifications 4 through 7
- Class 3 (double-unit truck) = FHWA Vehicle Classifications 8 through 10
- Class 4 (triple-unit truck) = FHWA Vehicle Classifications 11 through 13

The existing average daily traffic was estimated for each of the three pavement assessment sites as shown in Table 12.

Table 12. Existing Average Daily Traffic by Class

Location	Class				
	1	2	3	4	Total
Shaw Road E, north of E Pioneer Avenue	19,209	2,252	207	65	21,733
E Pioneer Avenue, east of 13th Street SE	15,373	1,200	164	58	16,795
E Main Avenue, north of 5th Avenue NE	24,175	3,237	289	67	27,768

The use of truck data and these conversion factors is important because comprehensive research has indicated that pavement damage from trucks is exponentially greater than from passenger cars. The ESALs for each class of traffic were estimated using the WSDOT simplified load factors shown in Table 13.

Table 13. WSDOT Pavement Load Factors by Class

Class	FHWA Vehicle Classifications	Pavement Load Factor
1	1, 2, and 3	0.0008
2	4, 5, 6, and 7	0.40
3	8, 9, and 10	1.00
4	11, 12, and 13	1.75

Traffic volumes at the three locations were grown and factors were applied for ESAL estimates. The change in ESAL from Scenario A was then evaluated for the potential to change the expected lifespan of the roadway (i.e., remaining service life). The results of this analysis are shown in Section 6.0. See Attachment B for the complete Pavement Analysis.

4.0 TRAFFIC SIMULATION RESULTS

The traffic simulation results across all scenarios are tabulated together in this section. The measures of effectiveness include LOS, delay, queue lengths, travel times, and v/c ratio.

LOS is based on the HCM and uses average delay in seconds at an intersection. For signalized intersections, the average delay of all approaches is used to determine LOS. For unsignalized intersections, the greatest average delay of the stop-controlled movements is used to determine LOS. The LOS thresholds are dependent on intersection control type, ranging between LOS A and LOS F. The LOS thresholds for signalized and unsignalized intersections were shown previously in Table 10.

Jurisdictional ownership of intersections varies between WSDOT, Pierce County, Sumner, and Puyallup within the Project study area; most of the affected intersections within the study area are City of Puyallup owned and managed. Jurisdictional owners may have different LOS standards. For this Project, the City of Puyallup LOS standard is LOS E or better at intersections on the Meridian Avenue and Shaw Road corridors, and LOS D or better at all others. A standard of LOS D or better was applied for intersections outside Puyallup's jurisdiction. LOS and average delay results for each scenario are provided in the subsections below, and intersections that exceed the LOS standard are indicated with red text.

Queue length indicates operational issues such as lane blockage. The 95th percentile queue, which represents the measured queue length that is not exceeded during 95 percent of the signal cycles, which is typically the storage length that turn lanes are designed to provide. The 50th percentile queue represents the average queue length during the peak hour. When queue lengths become extensive and spillback to an adjacent intersection, the capacity impacts are no longer localized to a single intersection and congestion will extend along a corridor or throughout the network.

Travel time is used to understand how future congestion would affect certain origin-destination pairs. Travel time provides a good indication of whether a transportation network is over capacity where congestion cripples the ability to progress traffic through the corridor.

A v/c ratio less than 0.85 is Puyallup's performance indicator. A v/c ratio of 1.0 is representative of a corridor at capacity. A v/c ratio that exceeds 1.0 is operating over capacity and would result in a degradation of MOEs described above. The v/c ratio would be used to estimate the proportion of corridor-wide mitigation improvements, such as widening of Shaw Road E, triggered by the volume generated by the applicant. The proportional ratio is calculated by taking the difference in v/c between the No Action Scenario and Scenario A, and dividing it by the No Action v/c. A second proportional ratio would be calculated for Scenario D.

Although each MOE is a useful metric independently, it is important to consider them together to gain a thorough understanding of how the transportation system is functioning. Results for each scenario are provided below along with a comparison of each MOE for all the scenarios.

4.1 Existing

4.1.1 LOS and Delay

For both the AM and PM peak periods, all intersections provide acceptable LOS and meet the LOS standards for the existing condition (see Table 14 and Notes: Ave = Avenue; Blvd = Boulevard; Dr = Drive; Rd = Road; sec = second; St = Street

Table 15).

Table 14. AM Peak Hour Intersection LOS and Delay – Existing 2021

Intersection Location	Jurisdiction Control	Intersection Control	LOS Standard	Existing	
				Delay (sec)	LOS
1. Traffic Ave & Cannery Way	Sumner	Signal	D	45.7	D
2. Traffic Ave & State St	Sumner	Signal	D	16.2	B
3. E Main Ave & SR 410 WB	WSDOT	Signal	D	19.9	B
4. E Main Ave & SR 410 EB	WSDOT	Signal	D	23.9	C
5. E Main Ave & 5th Ave NE	Puyallup	Unsignalized	D	7.3	A
6. E Main Ave & Shaw Rd E	Puyallup	Signal	E	14.6	B
7. E Main Ave & 15th St SE	Puyallup	Signal	D	8.3	A
8. E Main Ave & 5th St SE	Puyallup	Signal	D	10.7	B
9. E Main Ave/W Stewart Ave & 2nd St NE	Puyallup	Signal	D	15.0	B
10. N Meridian Ave & SR 167 NB	WSDOT	Signal	D	31.4	C
11. N Meridian Ave & SR 167 SB	WSDOT	Signal	D	21.4	C
12. N Meridian Ave & Valley Ave NE	WSDOT	Signal	E	26.6	C
13. E Pioneer Ave & SR 512 WB ramps	WSDOT	Signal	D	20.5	C
14. E Pioneer Ave & SR 512 EB ramps	WSDOT	Signal	D	11.4	B
15. E Pioneer Ave & 13th St SE	Puyallup	Unsignalized	D	10.0	B
16. E Pioneer Ave & 15th St SE	Puyallup	Signal	D	5.8	A
17. E Pioneer Ave & 21st St SE	Puyallup	Signal	D	7.4	A
18. E Pioneer Ave & 25th St SE	Puyallup	Unsignalized	D	15.0	C
19. E Pioneer Ave & Shaw Rd E	Puyallup	Signal	E	42.9	D
20. E Pioneer Ave & 33rd St SE	Puyallup	Unsignalized	D	8.9	A
21. 33rd St SE & 8th Ave SE	Puyallup	Unsignalized	D	9.3	A
22. Shaw Rd E & Highlands Blvd	Puyallup	Unsignalized	E	27.1	D
23. Shaw Rd E & 16th Ave SE	Puyallup	Unsignalized	E	26.0	D
24. Shaw Rd E & 23rd Ave SE	Puyallup	Signal	E	21.5	C
25. Shaw Rd E & Forest Green Blvd	Puyallup	Unsignalized	E	12.7	B
26. Shaw Rd E & Manorwood Dr	Puyallup	Unsignalized	E	11.7	B
27. Shaw Rd E & 39th Ave SE	Puyallup	Signal	E	16.0	B
28. Shaw Rd E & 5th Ave SE	Puyallup	Unsignalized	E	15.0	B
29. 33rd St SE & 5th Ave SE	Puyallup	Unsignalized	D	0.7	A
30. Shaw Rd E & Safeway Driveway	Puyallup	Signal	E	13.4	B
31. 80th St & Warehouse Driveway	Puyallup	Unsignalized	D	5.9	A

Intersection Location	Jurisdiction Control	Intersection Control	LOS Standard	Existing	
				Delay (sec)	LOS
32. SR 162 & W Pioneer Ave	WSDOT	Signal	D	24.0	C
33. SR 162 & 80th St	WSDOT	Unsignalized	D	12.3	B
34. SR 162 & SR 410 EB	WSDOT	Signal	D	21.3	C
35. SR 162 & SR 410 WB	WSDOT	Signal	D	18.0	B

Notes: Ave = Avenue; Blvd = Boulevard; Dr = Drive; Rd = Road; sec = second; St = Street

Table 15. PM Peak Hour Intersection LOS and Delay – Existing 2022

Intersection Location	Jurisdiction Control	Intersection Control	LOS Standard	Existing	
				Delay (sec)	LOS
1. Traffic Ave & Cannery Way	Sumner	Signal	D	37.7	D
2. Traffic Ave & State St	Sumner	Signal	D	2.9	A
3. E Main Ave & SR 410 WB	WSDOT	Signal	D	28.6	C
4. E Main Ave & SR 410 EB	WSDOT	Signal	D	17.3	B
5. E Main Ave & 5th Ave NE	Puyallup	Unsignalized	D	7.3	A
6. E Main Ave & Shaw Rd E	Puyallup	Signal	E	16.6	B
7. E Main Ave & 15th St SE	Puyallup	Signal	D	9.3	A
8. E Main Ave & 5th St SE	Puyallup	Signal	D	13.9	B
9. E Main Ave/W Stewart Ave & 2nd St NE	Puyallup	Signal	D	9.8	A
10. N Meridian Ave & SR 167 NB	WSDOT	Signal	D	24.3	C
11. N Meridian Ave & SR 167 SB	WSDOT	Signal	D	9.7	A
12. N Meridian Ave & Valley Ave NE	WSDOT	Signal	E	49.0	D
13. E Pioneer Ave & SR 512 WB ramps	WSDOT	Signal	D	23.7	C
14. E Pioneer Ave & SR 512 EB ramps	WSDOT	Signal	D	8.9	A
15. E Pioneer Ave & 13th St SE	Puyallup	Unsignalized	D	10.3	B
16. E Pioneer Ave & 15th St SE	Puyallup	Signal	D	10.7	B
17. E Pioneer Ave & 21st St SE	Puyallup	Signal	D	9.3	A
18. E Pioneer Ave & 25th St SE	Puyallup	Unsignalized	D	16.2	C
19. E Pioneer Ave & Shaw Rd E	Puyallup	Signal	E	38.9	D
20. E Pioneer Ave & 33rd St SE	Puyallup	Unsignalized	D	9.2	A
21. 33rd St SE & 80th Ave SE	Puyallup	Unsignalized	D	7.4	A
22. Shaw Rd E & Highlands Blvd	Puyallup	Unsignalized	E	19.9	C
23. Shaw Rd E & 16th Ave SE	Puyallup	Unsignalized	E	25.7	D
24. Shaw Rd E & 23rd Ave SE	Puyallup	Signal	E	24.5	C
25. Shaw Rd E & Forest Green Blvd	Puyallup	Unsignalized	E	15.4	C
26. Shaw Rd E & Manorwood Dr	Puyallup	Unsignalized	E	15.4	C
27. Shaw Rd E & 39th Ave SE	Puyallup	Signal	E	32.6	C
28. Shaw Rd E & 5th Ave SE	Puyallup	Unsignalized	E	1.1	A
29. 33rd St SE & 5th Ave SE	Puyallup	Unsignalized	D	0.1	A
30. Shaw Rd E & Safeway Driveway	Puyallup	Signal	E	11.4	B
31. 80th St & Warehouse Driveway	Puyallup	Unsignalized	D	1.3	A

Intersection Location	Jurisdiction Control	Intersection Control	LOS Standard	Existing	
				Delay (sec)	LOS
32. SR 162 & W Pioneer Ave	WSDOT	Signal	D	20.7	C
33. SR 162 & 80th St	WSDOT	Unsignalized	D	20.7	C
34. SR 162 & SR 410 EB	WSDOT	Signal	D	12.8	B
35. SR 162 & SR 410 WB	WSDOT	Signal	D	15.4	B

Notes: Ave = Avenue; Blvd = Boulevard; Dr = Drive; Rd = Road; sec = second; St = Street

4.1.2 Queue Lengths

Excessive queueing (queue lengths exceeding 1,000 feet) was not reported during the AM or PM peak period, with a majority of the 95th percentile queue lengths ranging between 100 and 500 feet. The 95th percentile queue represents the queue length that only has a 5 percent likelihood of being exceeded. Queue lengths reported from VISSIM are limited to the segment length between signalized intersections. However, since the queue lengths reported do not exceed any distance between signalized intersections, the queue lengths shown do not underestimate the 95th percentile queue. Due to the large number of turning movements for which queue results were compiled, the tables showing the results of AM and PM peak hour queue extents across simulation scenarios have been placed in Attachment C.

4.1.3 Travel Time

Average travel times were collected during the AM and PM peak periods for specific routes within the Project area, shown below in Table 16.

Table 16. AM and PM Peak Hour Travel Times

Segment	Direction of Travel	Distance (miles)	2021 AM Peak Travel Time (min)	2022 PM Peak Travel Time (min)
E Pioneer Ave, 7th St to 33rd St SE	Eastbound	1.7	4.17	5.00
E Pioneer Ave, 33rd St SE to 7th St	Westbound	1.7	4.20	5.07
Shaw Rd/39th Ave to E Main Ave	Northbound	2.5	4.33	6.02
Shaw Rd/39th Ave to E Main Ave	Southbound	2.5	4.26	7.92

Notes: Ave = Avenue; min = minute; Rd = Road; St = Street

4.1.4 v/c Ratio

The v/c ratio was calculated using HCM methodology along corridor segments within the Project area. Results are shown in Table 17. The v/c ratios shown in red text exceed the 0.85 v/c performance indicator. During the PM peak period, a majority of the segments exceed a 1.0 v/c ratio. Capacity along each corridor was determined using Florida Department of Transportation methodology.

Table 17. Peak Hour Segmental v/c Ratio – Existing 2021 AM and 2022 PM

Roadway Segment	Direction of Travel	Calculated Directional Maximum Capacity	Demand Volume (vehicles)		v/c Ratio	
			2021 AM	2022 PM	2021 AM	2022 PM
1. E Main Ave – Shaw Rd E to 5th Ave NE	Westbound	1,445	472	1,620	0.33	1.12
	Eastbound	1445	1,001	843	0.69	0.58
2. E Main Ave – 5th Ave NE to SR 410	Westbound	1,445	503	1,614	0.35	1.12
	Eastbound	760	991	856	1.30	1.13
3. E Main Ave – 23rd St to Shaw Rd E	Westbound	1,615	372	803	0.23	0.50
	Eastbound	1,615	313	518	0.19	0.32
4. Shaw Rd E – E Main Ave to 5th Ave SE	Northbound	1,445	893	658	0.62	0.46
	Southbound	1,445	305	1,151	0.21	0.80
5. E Pioneer Ave – 21st St SE to 25th St SE	Westbound	1,445	454	626	0.31	0.43
	Eastbound	1,445	382	765	0.26	0.53
6. E Pioneer Ave – Shaw Rd E to SR 162	Westbound	560	356	324	0.64	0.58
	Eastbound	560	210	342	0.38	0.61
7. SR 162 – 143rd Ave E to 80th St E	Northbound	800	694	600	0.87	0.75
	Southbound	800	373	1,136	0.47	1.42
8. SR 162 – SR 410 to 143rd Ave E	Northbound	840	694	600	0.83	0.71
	Southbound	840	373	1136	0.44	1.35
9. Shaw Rd E – 12th Ave SE to 16th Ave SE	Northbound	560	848	597	1.51	1.07
	Southbound	560	277	1,170	0.49	2.09
10. Shaw Rd E – 16th Ave SE to 23rd Ave SE	Northbound	560	796	560	1.42	1.00
	Southbound	560	270	1040	0.48	1.86
11. Shaw Rd E – 23rd Ave SE to 39th Ave SE	Northbound	560	715	523	1.28	0.93
	Southbound	560	275	957	0.49	1.71

Notes: Ave = Avenue; Rd = Road; St = Street

4.2 No Action Scenario

4.2.1 LOS and Delay

Without development activity at Knutson Farms, the changes affecting intersection LOS after 5 years follow normal trend lines for growth based on regional models. Other surrounding developments and standard expected traffic growth rates that are captured in the regional travel demand model used to develop future volumes would impact traffic flow and LOS without the Proposed Action. All intersections meet performance indicators during the AM peak period (see Table 18). Based on the future projected volumes, the following intersections are expected to exceed the LOS standard threshold during the 2026 PM peak period (see Table 19):

- Traffic Avenue/Fryar Avenue & Main Street/Cannery Way (within Sumner city limits)
- E Main Avenue & SR 410 WB/Thompson Street (within Sumner city limits)
- N Meridian Avenue & Valley Avenue NE (Puyallup city limits, WSDOT intersection)

Table 18. AM Peak Hour Intersection LOS and Delay – No Action Scenario

Intersection Location	Jurisdiction Control	Intersection Control	LOS Standard	No Action Scenario	
				Delay (sec)	LOS
1. Traffic Ave/Fryar Ave & Main St/Cannery Wy	Sumner	Signal	D	42.9	D
2. Traffic Ave & State St	Sumner	Signal	D	14.4	B
3. E Main Ave & SR 410 WB/Thompson St	WSDOT	Signal	D	20.6	C
4. E Main Ave & SR 410 EB	WSDOT	Signal	D	16.6	B
5. E Main Ave & 5th Ave NE	Puyallup	Unsignalized	D	7.1	A
6. E Main Ave & Shaw Rd E	Puyallup	Signal	E	12.4	B
7. E Main Ave & 15th St SE	Puyallup	Signal	D	7.4	A
8. E Main Ave & 5th St SE	Puyallup	Signal	D	10.0	A
9. E Main Ave/W Stewart Ave & 2nd St NE	Puyallup	Signal	D	12.3	B
10. N Meridian Ave & SR 167 NB	WSDOT	Signal	D	31.4	C
11. N Meridian Ave & SR 167 SB	WSDOT	Signal	D	21.4	C
12. N Meridian Ave & Valley Ave NE	WSDOT	Signal	E	26.6	C
13. E Pioneer Ave & SR 512 WB ramps	WSDOT	Signal	D	18.6	B
14. E Pioneer Ave & SR 512 EB ramps	WSDOT (maintained by Puyallup)	Signal	D	10.3	B
15. E Pioneer Ave & 13th St SE	Puyallup	Unsignalized	D	8.9	A
16. E Pioneer Ave & 15th St SE	Puyallup	Signal	D	5.5	A
17. E Pioneer Ave & 21st St SE	Puyallup	Signal	D	6.9	A
18. E Pioneer Ave & 25th St SE	Puyallup	Unsignalized	D	11.6	B
19. E Pioneer Ave & Shaw Rd E	Puyallup	Signal	E	33.0	C
20. E Pioneer Ave & 33rd St SE	Puyallup	Unsignalized	D	9.4	A
21. 33rd St SE & 80th Ave SE	Puyallup	Unsignalized	D	7.7	A
22. Shaw Rd E & Highlands Blvd	Puyallup	Unsignalized	E	23.2	C
23. Shaw Rd E & 16th Ave SE	Puyallup	Unsignalized	E	17.7	C
24. Shaw Rd E & 23rd Ave SE/Crystal Ridge Dr SE	Puyallup	Signal	E	18.9	B
25. Shaw Rd E & Forest Green Blvd	Puyallup	Unsignalized	E	12.7	B
26. Shaw Rd E & Manorwood Dr	Puyallup	Unsignalized	E	11.1	B
27. Shaw Rd E & 39th Ave SE	Puyallup	Signal	E	14.4	B
28. Shaw Rd E and 5th Ave SE	Puyallup	Unsignalized	E	0.8	A
29. 33rd St SE & 5th Ave SE	Puyallup	Unsignalized	D	0.7	A
30. Shaw Rd E & Safeway Driveway	Puyallup	Signal	E	8.3	A
31. 80th St & Warehouse Driveway	Puyallup	Unsignalized	D	0.9	A
32. SR 162 and W Pioneer Ave	WSDOT	Signal	D	24.0	C
33. SR 162 & 80th St	WSDOT	Unsignalized	D	13.1	B
34. SR 162 & SR 410 EB	WSDOT	Signal	D	17.7	B
35. SR 162 & SR 410 WB	WSDOT	Signal	D	16.8	B

Notes: Ave = Avenue; Blvd = Boulevard; Dr = Drive; Rd = Road; sec = second; St = Street; Wy = Way

Table 19. PM Peak Hour Intersection LOS and Delay – No Action Scenario

Intersection Location	Jurisdiction Control	Intersection Control	LOS Standard	No Action Scenario	
				Delay (sec)	LOS
1. Traffic Ave/Fryar Ave & Main St/Cannery Wy	Sumner	Signal	D	***63.7***	***E***
2. Traffic Ave & State St	Sumner	Signal	D	44.8	D
3. E Main Ave & SR 410 WB/Thompson St	WSDOT	Signal	D	***60.1***	***E***
4. E Main Ave & SR 410 EB	WSDOT	Signal	D	35.7	D
5. E Main Ave & 5th Ave NE	Puyallup	Unsignalized	D	7.4	A
6. E Main Ave & Shaw Rd E	Puyallup	Signal	E	21.1	C
7. E Main Ave & 15th St SE	Puyallup	Signal	D	10.2	B
8. E Main Ave & 5th St SE	Puyallup	Signal	D	15.2	B
9. E Main Ave/W Stewart Ave & 2nd St NE	Puyallup	Signal	D	10.6	B
10. N Meridian Ave & SR 167 NB	WSDOT	Signal	D	30.0	C
11. N Meridian Ave & SR 167 SB	WSDOT	Signal	D	12.8	B
12. N Meridian Ave & Valley Ave NE	WSDOT	Signal	E	***138.4***	***F***
13. E Pioneer Ave & SR 512 WB ramps	WSDOT	Signal	D	34.4	C
14. E Pioneer Ave & SR 512 EB ramps	WSDOT	Signal	D	15.2	B
15. E Pioneer Ave & 13th St SE	Puyallup	Unsignalized	D	11.2	B
16. E Pioneer Ave & 15th St SE	Puyallup	Signal	D	11.6	B
17. E Pioneer Ave & 21st St SE	Puyallup	Signal	D	9.6	A
18. E Pioneer Ave & 25th St SE	Puyallup	Unsignalized	D	17.5	C
19. E Pioneer Ave & Shaw Rd E	Puyallup	Signal	E	49.2	D
20. E Pioneer Ave & 33rd St SE	Puyallup	Unsignalized	D	13.8	B
21. 33rd St SE & 80th Ave SE	Puyallup	Unsignalized	D	8.1	A
22. Shaw Rd E & Highlands Blvd	Puyallup	Unsignalized	E	36.3	E
23. Shaw Rd E & 16th Ave SE	Puyallup	Unsignalized	E	33.1	D
24. Shaw Rd E & 23rd Ave SE/Crystal Ridge Dr SE	Puyallup	Signal	E	41.1	D
25. Shaw Rd E & Forest Green Blvd	Puyallup	Unsignalized	E	22.3	C
26. Shaw Rd E & Manorwood Dr	Puyallup	Unsignalized	E	26.2	D
27. Shaw Rd E & 39th Ave SE	Puyallup	Signal	E	75.7	E
28. Shaw Rd E and 5th Ave SE	Puyallup	Unsignalized	E	1.3	A
29. 33rd St SE & 5th Ave SE	Puyallup	Unsignalized	D	0.5	A
30. Shaw Rd E & Safeway Driveway	Puyallup	Signal	E	13.5	B
31. 80th St & Warehouse Driveway	Puyallup	Unsignalized	D	1.2	A
32. SR 162 and W Pioneer Ave	WSDOT	Signal	D	24.3	C
33. SR 162 & 80th St	WSDOT	Unsignalized	D	28.3	D
34. SR 162 & SR 410 EB	WSDOT	Signal	D	15.9	B
35. SR 162 & SR 410 WB	WSDOT	Signal	D	20.4	C

Notes: Ave = Avenue; Blvd = Boulevard; Dr = Drive; Rd = Road; sec = second; St = Street; Wy = Way

4.2.2 Queue Lengths

Excessive queueing was reported during the AM and PM peak periods. During the AM and PM peak periods, the following intersections reported a 95th percentile queue length exceeding 1,000 feet (see Table 20).

Table 20. AM and PM Peak Hour Excessive Queue Lengths – No Action Scenario

Intersection Location	Peak Period	Approach	Movement	Available Storage (ft)	Queue Length (ft)	
					50th	95th
Traffic Ave/Fryar Ave & Main St/ Cannery Wy	AM	Northbound	Left	180	705	1,157
Traffic Ave & Cannery Wy	AM	Northbound	Thru	320	782	1,163
N Meridian Ave & SR 167 SB	AM	Westbound	Right	470	410	1,346
Traffic Ave & Cannery Wy	PM	Eastbound	Thru	600	1,162	1,604
Traffic Ave & Cannery Wy	PM	Eastbound	Right	190	1,158	1,624
N Meridian Ave & Valley Ave NE	PM	Eastbound	Thru	1,640	1,636	1,682
N Meridian Ave & Valley Ave NE	PM	Eastbound	Right	500	1,147	1,633
Shaw Rd E & 39th Ave SE	PM	Northbound	Left	330	989	1,529

Notes: Ave = Avenue; ft = feet; Rd = Road; St = Street; Wy = Way

Excessive queueing, as shown in Table 20, is detrimental to the overall system performance. Although only three intersections reported LOS exceeding standard thresholds, the congestion created by the excessive queueing meters traffic downstream into adjacent signals. Excessive queueing is also indicative of inefficient signal timing and insufficient green time provided at the signalized intersections.

Due to the large number of turning movements for which queue results were compiled, the tables showing the results of AM and PM peak hour queue extents across simulation scenarios have been placed in Attachment C.

4.2.3 Travel Time

Table 21 shows the average travel time was collected during the AM and PM peak periods for specific routes within the Project area.

Table 21. No Action Scenario AM and PM Peak Hour Travel Time

Segment	Direction of Travel	Distance (miles)	AM Peak Travel Time (min)	PM Peak Travel Time (min)
E Pioneer Ave, 7th St to 33rd St SE	Eastbound	1.68	4.52	5.34
E Pioneer Ave, 33rd St SE to 7th St	Westbound	1.68	4.26	4.68
Shaw Rd/39th Ave to E Main Ave/State St	Northbound	2.38	6.13	6.54
Shaw Rd/39th Ave to E Main Ave/State St	Southbound	2.38	5.96	9.00

Notes: Ave = Avenue; min = minute; Rd = Road; St = Street

4.2.4 v/c Ratio

Under the No Action Scenario, a majority of the specified segments exceed the 0.85 v/c performance indicator ratio, and some segments exceed 2.0. Table 22 provides the volumes and calculated v/c ratios for the No Action Scenario.

Table 22. Peak Hour Segmental v/c Ratio – No Action Scenario AM and PM

Roadway Segment	Direction of Travel	Calculated Directional Maximum Capacity	Demand Volume (vehicles)		v/c Ratio	
			AM	PM	AM	PM
1. E Main Ave – Shaw Rd E to 5th Ave NE	Westbound	1,445	531	1,885	0.37	1.31
	Eastbound	1445	1,205	1,004	0.83	0.69
2. E Main Ave – 5th Ave NE to SR 410	Westbound	1,445	566	1,875	0.39	1.30
	Eastbound	760	1,191	1,018	1.57	1.34
3. E Main Ave – 23rd St to Shaw Rd E	Westbound	1,615	439	919	0.27	0.57
	Eastbound	1,615	375	615	0.23	0.38
4. Shaw Rd E – E Main Ave to 5th Ave SE	Northbound	1,445	1,079	786	0.75	0.54
	Southbound	1,445	341	1,363	0.24	0.94
5. E Pioneer Ave – 21st St SE to 25th St SE	Westbound	1,445	532	740	0.37	0.51
	Eastbound	1,445	460	869	0.32	0.60
6. E Pioneer Ave – Shaw Rd E to SR 162	Westbound	560	386	361	0.69	0.64
	Eastbound	560	252	564	0.45	1.01
7. SR 162 – 143rd Ave E to 80th St E	Northbound	800	771	657	0.96	0.82
	Southbound	800	403	1,260	0.50	1.58
8. SR 162 – SR 410 to 143rd Ave E	Northbound	840	771	657	0.92	0.78
	Southbound	840	403	1,260	0.48	1.50
9. Shaw Rd E - 12th Ave SE to 16th Ave SE	Northbound	560	948	707	1.69	1.26
	Southbound	560	346	1,350	0.62	2.41
10. Shaw Rd E - 16th Ave SE to 23rd Ave SE	Northbound	560	931	666	1.66	1.19
	Southbound	560	337	1,201	0.60	2.14
11. Shaw Rd E – 23rd Ave SE to 39th Ave SE	Northbound	560	816	592	1.46	1.06
	Southbound	560	348	1,042	0.62	1.86

Notes: Ave = Avenue; Rd = Road; St = Street

4.3 Scenario A

4.3.1 LOS and Delay

In addition to the projected growth in traffic volumes developed for the No Action Scenario, Scenario A includes traffic generated from the Knutson Farms Proposed Action. All intersections meet performance indicators during the AM peak period (see Table 23). Due to the traffic generated by the Proposed Action, five intersections exceed the LOS standard thresholds during the PM peak period (see Table 24), including:

- Traffic Avenue/Fryar Avenue & Main Street/Cannery Way
- E Main Avenue & SR 410 WB/ Thompson Street
- E Main Avenue & SR 410 EB
- N Meridian Avenue & Valley Avenue NE
- SR 162 & 80th Street E

Table 23. AM Peak Hour Intersection LOS and Delay – Scenario A

Intersection Location	Jurisdiction Control	Intersection Control	LOS Standard	No Action Scenario		Scenario A	
				Delay (sec)	LOS	Delay (sec)	LOS
1. Traffic Ave/Fryar Ave & Main St/Cannery Wy	Sumner	Signal	D	42.9	D	46.1	D
2. Traffic Ave & State St	Sumner	Signal	D	14.4	B	16.9	B
3. E Main Ave & SR 410 WB	WSDOT	Signal	D	20.6	C	19.2	B
4. E Main Ave & SR 410 EB	WSDOT	Signal	D	16.6	B	23.1	C
5. E Main Ave & 5th Ave NE	Puyallup	Unsignalized	D	7.1	A	7.1	A
6. E Main Ave & Shaw Rd E	Puyallup	Signal	E	12.4	B	14.9	B
7. E Main Ave & 15th St SE	Puyallup	Signal	D	7.4	A	8.2	A
8. E Main Ave & 5th St SE	Puyallup	Signal	D	10.0	A	10.4	B
9. E Main Ave/W Stewart Ave & 2nd St NE	Puyallup	Signal	D	12.3	B	15.0	B
10. N Meridian Ave & SR 167 NB	WSDOT	Signal	D	31.4	C	31.4	C
11. N Meridian Ave & SR 167 SB	WSDOT	Signal	D	21.4	C	21.4	C
12. N Meridian Ave & Valley Ave NE	WSDOT	Signal	E	26.6	C	26.6	C
13. E Pioneer Ave & SR 512 WB ramps	WSDOT	Signal	D	18.6	B	20.4	C
14. E Pioneer Ave & SR 512 EB ramps	WSDOT	Signal	D	10.3	B	11.3	B
15. E Pioneer Ave & 13th St SE	Puyallup	Unsignalized	D	8.9	A	10.4	B
16. E Pioneer Ave & 15th St SE	Puyallup	Signal	D	5.5	A	5.7	A
17. E Pioneer Ave & 21st St SE	Puyallup	Signal	D	6.9	A	7.6	A
18. E Pioneer Ave & 25th St SE	Puyallup	Unsignalized	D	11.6	B	15.3	C
19. E Pioneer Ave & Shaw Rd E	Puyallup	Signal	E	33.0	C	43.6	D
20. E Pioneer Ave & 33rd St SE	Puyallup	Unsignalized	D	9.4	A	7.3	A
21. 33rd St SE & 80th Ave SE	Puyallup	Unsignalized	D	7.7	A	7.9	A
22. Shaw Rd E & Highlands Blvd	Puyallup	Unsignalized	E	23.2	C	27.1	D
23. Shaw Rd E & 16th Ave SE	Puyallup	Unsignalized	E	17.7	C	24.1	C
24. Shaw Rd E & 23rd Ave SE	Puyallup	Signal	E	18.9	B	21.3	C
25. Shaw Rd E & Forest Green Blvd	Puyallup	Unsignalized	E	12.7	B	13.4	B

Intersection Location	Jurisdiction Control	Intersection Control	LOS Standard	No Action Scenario		Scenario A	
				Delay (sec)	LOS	Delay (sec)	LOS
26. Shaw Rd E & Manorwood Dr	Puyallup	Unsignalized	E	11.1	B	11.3	B
27. Shaw Rd E & 39th Ave SE	Puyallup	Signal	E	14.4	B	15.7	B
28. Shaw Rd E & 5th Ave SE	Puyallup	Signal[a]	E	0.8	A	15.3	B
29. 33rd St SE & 5th Ave SE	Puyallup	Unsignalized	D	0.7	A	19.8	C
30. Shaw Rd E & Safeway Driveway	Puyallup	Signal	E	8.3	A	13.9	B
31. 80th St & Warehouse Driveway	Puyallup	Unsignalized	D	0.9	A	6.1	A
32. SR 162 & W Pioneer Ave	WSDOT	Signal	D	24.0	C	24.0	C
33. SR 162 & 80th St	WSDOT	Unsignalized	D	13.1	B	12.1	B
34. SR 162 & SR 410 EB	WSDOT	Signal	D	17.7	B	21.4	C
35. SR 162 & SR 410 WB	WSDOT	Signal	D	16.8	B	18.1	B

Notes: Ave = Avenue; Blvd = Boulevard; Dr = Drive; Rd = Road; sec = second; St = Street; Wy = Way
[a] The Shaw Road E and 5th Avenue SE was modeled as a signal to allow traffic into the models. This was documented as a mitigation need.

Table 24. PM Peak Hour Intersection LOS and Delay – Scenario A

Intersection Location	Jurisdiction Control	Intersection Control	LOS Standard	No Action Scenario		Scenario A	
				Delay (sec)	LOS	Delay (sec)	LOS
1. Traffic Ave/Fryar Ave & Main St/Cannery Wy	Sumner	Signal	D	63.7	E	60.1	E
2. Traffic Ave & State St	Sumner	Signal	D	44.8	D	21.9	C
3. E Main Ave & SR 410 WB	WSDOT	Signal	D	60.1	E	76.4	E
4. E Main Ave & SR 410 EB	WSDOT	Signal	D	35.7	D	64.1	E
5. E Main Ave & 5th Ave NE	Puyallup	Unsignalized	D	7.4	A	8.2	A
6. E Main Ave & Shaw Rd E	Puyallup	Signal	E	21.1	C	23.7	C
7. E Main Ave & 15th St SE	Puyallup	Signal	D	10.2	B	9.9	A
8. E Main Ave & 5th St SE	Puyallup	Signal	D	15.2	B	15.0	B
9. E Main Ave/W Stewart Ave & 2nd St NE	Puyallup	Signal	D	10.6	B	10.8	B
10. N Meridian Ave & SR 167 NB	WSDOT	Signal	D	30.0	C	29.9	C
11. N Meridian Ave & SR 167 SB	WSDOT	Signal	D	12.8	B	12.4	B
12. N Meridian Ave & Valley Ave NE	WSDOT	Signal	E	138.4	F	140.9	F
13. E Pioneer Ave & SR 512 WB ramps	WSDOT	Signal	D	34.4	C	18.3	B
14. E Pioneer Ave & SR 512 EB ramps	WSDOT	Signal	D	15.2	B	9.9	A
15. E Pioneer Ave & 13th St SE	Puyallup	Unsignalized	D	11.2	B	12.7	B

Intersection Location	Jurisdiction Control	Intersection Control	LOS Standard	No Action Scenario		Scenario A	
				Delay (sec)	LOS	Delay (sec)	LOS
16. E Pioneer Ave & 15th St SE	Puyallup	Signal	D	11.6	B	12.0	B
17. E Pioneer Ave & 21st St SE	Puyallup	Signal	D	9.6	A	9.6	A
18. E Pioneer Ave & 25th St SE	Puyallup	Unsignalized	D	17.5	C	22.9	C
19. E Pioneer Ave & Shaw Rd E	Puyallup	Signal	E	49.2	D	60.9	E
20. E Pioneer Ave & 33rd St SE	Puyallup	Unsignalized	D	13.8	B	14.0	B
21. 33rd St SE & 80th Ave SE	Puyallup	Unsignalized	D	8.1	A	8.2	A
22. Shaw Rd E & Highlands Blvd	Puyallup	Unsignalized	E	36.3	E	39.8	E
23. Shaw Rd E & 16th Ave SE	Puyallup	Unsignalized	E	33.1	D	38.0	E
24. Shaw Rd E & 23rd Ave SE	Puyallup	Signal	E	41.1	D	38.1	D
25. Shaw Rd E & Forest Green Blvd	Puyallup	Unsignalized	E	22.3	C	22.9	C
26. Shaw Rd E & Manorwood Dr	Puyallup	Unsignalized	E	26.2	D	24.8	C
27. Shaw Rd E & 39th Ave SE	Puyallup	Signal	E	75.7	E	70.9	E
28. Shaw Rd E and 5th Ave SE	Puyallup	Signal[a]	E	1.3	A	25.6	C
29. 33rd St SE & 5th Ave SE	Puyallup	Unsignalized	D	0.5	A	13.8	B
30. Shaw Rd E & Safeway Driveway	Puyallup	Signal	E	13.5	B	14.5	B
31. 80th St & Warehouse Driveway	Puyallup	Unsignalized	D	1.2	A	6.9	A
32. SR 162 and W Pioneer Ave	WSDOT	Signal	D	24.3	C	25.1	C
33. SR 162 & 80th St	WSDOT	Unsignalized	D	28.3	D	33.8	D
34. SR 162 & SR 410 EB	WSDOT	Signal	D	15.9	B	16.6	B
35. SR 162 & SR 410 WB	WSDOT	Signal	D	20.4	C	21.0	C

Notes: Ave = Avenue; Blvd = Boulevard; Dr = Drive; Rd = Road; sec = second; St = Street; Wy = Way
[a] The Shaw Road E and 5th Avenue SE was modeled as a signal to allow traffic into the network in the models. This was documented as a mitigation need.

Comparing the No Action Scenario delay with Scenario A delay, a majority of the intersections within the study area are impacted by an increase in average delay. However, several intersections show a reduction in delay, which is counter intuitive to an increase in demand traffic. Congestion that develops at a failing intersection can meter traffic into downstream intersections. This can result in traffic arriving less frequently reducing average delay.

4.3.2 Queue Lengths

Excessive queueing was reported during the AM and PM peak periods. During the AM and PM peak periods, the following intersections reported a 95th percentile queue length exceeding approximately 1,000 feet (see Table 25).

Table 25. AM and PM Peak Hour Excessive Queue Lengths – Scenario A

Intersection Location	Peak Period	Approach	Movement	Available Storage (ft)	Queue Length (ft)	
					50th	95th
1. Traffic Ave/Fryar Ave & Main St/ Cannery Wy	AM	Northbound	Left	180	910	1,132
1. Traffic Ave/Fryar Ave & Main St/ Cannery Wy	AM	Northbound	Thru	320	1,035	1,160
11. N Meridian Ave & SR 167 SB	AM	Westbound	Right	470	591	1,007
1. Traffic Ave & Cannery Way	PM	Eastbound	Thru	600	1,051	1,612
1. Traffic Ave & Cannery Way	PM	Eastbound	Right	190	993	1,570
4. E Main Ave & SR 410 EB	PM	Eastbound	Left	300	758	1,083
12. N Meridian Ave & Valley Ave NE	PM	Eastbound	Right	1,640	1,645	1,681
12. N Meridian Ave & Valley Ave NE	PM	Westbound	Left	500	1,066	1,572

Notes: Ave = Avenue; ft = feet; St = Street; Wy = Way

Excessive queueing, as shown in Table 25, is detrimental to the overall system performance. Although only three intersections reported LOS exceeding standard thresholds, the congestion created by the excessive queueing meters traffic downstream into adjacent signals. Excessive queueing is also indicative of inefficient signal timing and insufficient green time provided at the signalized intersections.

The traffic impacts of Proposed Action Scenario A require mitigation to meet the City of Puyallup (and other affected agencies) LOS standard thresholds. The Mitigation Scenarios subsection describes what mitigation is required and provides the results of implementing the mitigations.

Due to the large number of turning movements for which queue results were compiled, the tables showing the results of AM and PM peak hour queue extents across simulation scenarios have been placed in Attachment C.

4.3.3 Travel Time

Table 26 shows the average travel time was collected during the AM and PM peak periods for specific routes within the Project area.

Table 26. Scenario A – AM and PM Peak Hour Travel Time

Segment	Direction of Travel	Distance (miles)	AM Peak Travel Time (min)	PM Peak Travel Time (min)
E Pioneer Ave, 7th St to 33rd St SE	Eastbound	1.68	4.72	5.50
E Pioneer Ave, 33rd St SE to 7th St	Westbound	1.68	4.40	4.84
Shaw Rd/39th Ave to E Main Ave/State St	Northbound	2.38	7.44	7.71
Shaw Rd/39th Ave to E Main Ave/State St	Southbound	2.38	6.72	9.59

Notes: Ave = Avenue; min = minute; Rd = Road; St = Street

4.3.4 v/c Ratio

Under Scenario A and similar to the No Action Scenario, a majority of the specified segments exceed the 0.85 v/c performance indicator ratio with some segments exceeding 2.0. Table 27 provide the volumes and calculated v/c ratios for Scenario A and the No Action scenario.

Table 27. Peak Hour Segmental v/c Ratio – Scenario A AM and PM

Roadway Segment	Direction of Travel	Calculated Directional Maximum Capacity	Demand Volume (vehicles)		v/c Ratio	
			AM	PM	AM	PM
1. E Main Ave – Shaw Rd E to 5th Ave NE	Westbound	1,445	752	2,072	0.52	1.43
	Eastbound	1445	1,300	1,444	0.90	1.00
2. E Main Ave – 5th Ave NE to SR 410	Westbound	1,445	787	2,062	0.54	1.43
	Eastbound	760	1,285	1,458	1.69	1.92
3. E Main Ave – 23rd St to Shaw Rd E	Westbound	1,615	491	1,160	0.30	0.72
	Eastbound	1,615	495	717	0.31	0.44
4. Shaw Rd E – E Main Ave to 5th Ave SE	Northbound	1,445	1,225	1,471	0.85	1.02
	Southbound	1,445	681	1,655	0.47	1.15
5. E Pioneer Ave – 21st St SE to 25th St SE	Westbound	1,445	598	1,050	0.41	0.73
	Eastbound	1,445	615	1,008	0.43	0.70
6. E Pioneer Ave – Shaw Rd E to SR 162	Westbound	560	399	564	0.71	1.01
	Eastbound	560	282	715	0.50	1.28
7. SR 162 – 143rd Ave E to 80th St E	Northbound	800	785	717	0.98	0.90
	Southbound	800	434	1,285	0.54	1.61
8. SR 162 – SR 410 to 143rd Ave E	Northbound	840	785	717	0.93	0.85
	Southbound	840	434	1,285	0.52	1.53
9. Shaw Rd E - 12th Ave SE to 16th Ave SE	Northbound	560	1,078	721	1.93	1.29
	Southbound	560	372	1,375	0.66	2.46
10. Shaw Rd E - 16th Ave SE to 23rd Ave SE	Northbound	560	982	711	1.75	1.27
	Southbound	560	358	1,301	0.64	2.32
11. Shaw Rd E – 23rd Ave SE to 39th Ave SE	Northbound	560	870	612	1.55	1.09
	Southbound	560	358	1,084	0.64	1.94

Notes: Ave = Avenue; Rd = Road; St = Street

Table 28. Peak Hour Segmental v/c Ratio Comparison – No Action Scenario and Scenario A

Roadway Segment	Segment Length (ft)	Direction of Travel	v/c Ratio					
			AM			PM		
			No Action Scenario	Scenario A	Percent Increase	No Action Scenario	Scenario A	Percent Increase
1. E Main Ave – Shaw Rd E to 5th Ave NE	1,600	Westbound	0.37	0.52	41	1.31	1.43	9
		Eastbound	0.83	0.90	8	0.69	1.00	45
2. E Main Ave – 5th Ave NE to SR 410	3,000	Westbound	0.39	0.54	38	1.30	1.43	10
		Eastbound	1.57	1.69	8	1.34	1.92	43
3. E Main Ave – 23rd St to Shaw Rd E	1,800	Westbound	0.27	0.30	11	0.57	0.72	26
		Eastbound	0.23	0.31	35	0.38	0.44	16
4. Shaw Rd E – E Main Ave to 5th Ave SE	1,400	Northbound	0.75	0.85	13	0.54	1.02	89
		Southbound	0.24	0.47	96	0.94	1.15	22
5. E Pioneer Ave – 21st St SE to 25th St SE	1,350	Westbound	0.37	0.41	11	0.51	0.73	43
		Eastbound	0.32	0.43	34	0.60	0.70	17
6. E Pioneer Ave– Shaw Rd E to SR 162	7,300	Westbound	0.69	0.71	3	0.64	1.01	58
		Eastbound	0.45	0.50	11	1.01	1.28	27
7. SR 162 – 143rd Ave E to 80th St E	1,350	Northbound	0.96	0.98	2	0.82	0.90	10
		Southbound	0.50	0.54	8	1.58	1.61	2
8. SR 162 – SR 410 to 143rd Ave E	2,000	Northbound	0.92	0.93	1	0.78	0.85	9
		Southbound	0.48	0.52	8	1.50	1.53	2
9. Shaw Rd E – 12th Ave SE to 16th Ave SE	1,800	Northbound	1.69	1.93	14	1.26	1.29	2
		Southbound	0.62	0.66	6	2.41	2.46	2
10. Shaw Rd E – 16th Ave SE to 23rd Ave SE	2,300	Northbound	1.66	1.75	5	1.19	1.27	7
		Southbound	0.60	0.64	7	2.14	2.32	8
11. Shaw Rd E – 23rd Ave SE to 39th Ave SE	7,550	Northbound	1.46	1.55	6	1.06	1.09	3
		Southbound	0.62	0.64	3	1.86	2.02	9

Notes: Ave = Avenue; ft = feet; Rd = Road; sec = second; St = Street; Wy = Way

The weighted average of the percent increase for each roadway was calculated to be used as a proportional factor for corridor wide improvements necessary to increase the capacity to be within the performance indicator 0.85 v/c ratio. The percent increase was weighted based on segment length. Table 29 provides the proportional factor for each roadway corridor.

Table 29. Scenario A – Roadway Proportional Factor

Roadway Segment	Proportional Factor
E Main Avenue	0.324
Shaw Road	0.170
E Pioneer Avenue	0.122
SR 162	0.117

The proportional factor is to be applied to long-range estimates (LRE) for corridor-wide improvements, including roadway widening, stormwater improvements, lighting, and typical infrastructure costs during construction such as mobilization, erosion control, and maintenance of traffic. LREs should also include soft project costs such as design management and engineering, construction management, and permitting and inspection. Below is an example of how the proportional factor would be applied. Costs shown are applied as an example and are not indicative of an actual LRE.

If the LRE for Shaw Road widening within the study area is determined to be $12 million (M) in construction costs; $2M in design and management costs; and $6M in construction management, permitting, and inspection, totaling $20M, the 0.17 proportional factor would be applied to the total construction cost. This would result in a $3.4M fee in lieu cost to the applicant.

4.4 Scenario B

4.4.1 LOS and Delay

Due to its nearly identical trip generation and street network assumptions, Scenario B would exhibit functionally identical LOS results as long as no train serving Knutson Farms is present. The traffic model demonstrated that at-grade rail crossings blocking these streets during peak hours would cause significant additional delays beyond the at-grade crossings themselves, even though other intersections around the study would not improve substantially as a result of slightly reduced truck trip generation (about 18.5 percent) from Knutson Farms. Delays at some of the most congested intersections would be higher on days when a train blockage occurs than with Scenario A. Scenario B also results in intersections exceeding LOS standards during the AM peak period, which does not occur under the No Action Scenario or Scenario A. Seven intersections during the AM peak period and 13 intersections during the PM peak period exceed the LOS standard thresholds (see Table 30 and Table 31). These are:

- AM Peak Period:
  - E Main Avenue & SR 410 EB
  - E Main Avenue & 5th Avenue NE
  - N Meridian Avenue & SR 167 EB
  - Shaw Road E & Highlands Boulevard
  - Shaw Road E & 16th Avenue SE
  - Shaw Road E & 5th Avenue SE
  - Shaw Road E & Safeway Driveway
- PM Peak Period:
  - Traffic Avenue & Cannery Way
  - Traffic Avenue & State Street
  - E Main Avenue & SR 410 WB ramps
  - E Main Avenue & SR 410 EB ramps
  - E Main Avenue & NE 5th Avenue
  - E Main Avenue & Shaw Road E
  - N Meridian Avenue & Valley Avenue NE
  - E Pioneer & Shaw Road E

- E Pioneer & 33rd Street SE
- 33rd Street SE & 8th Avenue SE
- Shaw Road E & Highlands Boulevard
- Shaw Road E & 23rd Avenue SE/Crystal Ridge Drive SE
- Shaw Road E & 5th Avenue SE

Table 30. AM Peak Hour Intersection LOS and Delay – Scenario B

Intersection	Jurisdiction Control	Intersection Control	LOS Standard	No Action Scenario		Scenario B	
				Delay (sec)	LOS	Delay (sec)	LOS
1. Traffic Ave & Cannery Way	Sumner	Signal	D	42.9	D	43.3	D
2. Traffic Ave & State St	Sumner	Signal	D	14.4	B	15.5	B
3. E Main Ave & SR 410 WB Ramps	WSDOT	Signal	D	20.6	C	19.7	B
4. E Main Ave & SR 410 EB Ramps	WSDOT	Signal	D	16.6	B	23.5	C
5. E Main Ave & 5th Ave NE	Puyallup	Unsignalized	D	7.1	A	7.2	A
6. E Main Ave & Shaw Rd E	Puyallup	Signal	E	12.4	B	14.2	B
7. E Main Ave & 15th St SE	Puyallup	Signal	D	7.4	A	7.6	A
8. E Main Ave & 5th St NE	Puyallup	Signal	D	10.0	A	10.0	B
9. E Main Ave & 2nd St NE	Puyallup	Signal	D	12.3	B	15.2	B
10. N Meridian Ave & SR 167 NB	WSDOT	Signal	D	31.4	C	32.1	C
11. N Meridian Ave & SR 167 SB	WSDOT	Signal	D	21.4	C	25.3	C
12. N Meridian Ave & Valley Ave NE	WSDOT	Signal	E	26.6	C	26.8	C
13. E Pioneer Ave & SR 512 WB ramps	WSDOT	Signal	D	18.6	B	20.6	C
14. E Pioneer Ave & SR 512 EB ramps	WSDOT	Signal	D	10.3	B	11.4	B
15. E Pioneer Ave & 13th St SE	Puyallup	Unsignalized	D	8.9	A	10.0	A
16. E Pioneer Ave & 15th St SE	Puyallup	Signal	D	5.5	A	6.5	A
17. E Pioneer Ave & 21st St SE	Puyallup	Signal	D	6.9	A	7.3	A
18. E Pioneer Ave & 25th St SE	Puyallup	Unsignalized	D	11.6	B	15.3	B
19. E Pioneer Ave & Shaw Road E	Puyallup	Signal	E	33.0	C	47.2	D
20. E Pioneer Ave & 33rd St SE	Puyallup	Unsignalized	D	9.4	A	7.9	A
21. 33rd St SE & 8th Ave SE	Puyallup	Unsignalized	D	7.7	A	10.2	B
22. Shaw Rd E & Highlands Blvd	Puyallup	Unsignalized	E	23.2	C	26.9	C
23. Shaw Rd E & 16th Ave SE	Puyallup	Unsignalized	E	17.7	C	19.8	B
24. Shaw Rd E & 23rd Ave SE	Puyallup	Signal	E	18.9	B	32.0	C
25. Shaw Rd E & Forest Green Blvd	Puyallup	Unsignalized	E	12.7	B	12.8	B
26. Shaw Rd E & Manorwood Dr	Puyallup	Unsignalized	E	11.1	B	11.4	B
27. Shaw Rd E & 39th Ave SE	Puyallup	Signal	E	14.4	B	14.4	B
28. Shaw Rd E & 5th Ave SE	Puyallup	Signal[a]	E	0.8	A	15.0	B
29. 33rd St SE & 5th Ave SE	Puyallup	Unsignalized	D	0.7	A	15.8	B
30. Shaw Rd E & Safeway Driveway	Puyallup	Signal	E	8.3	A	18.4	B
31. 80th St E & Warehouse Driveway	Puyallup	Unsignalized	D	0.9	A	5.9	A

Intersection	Jurisdiction Control	Intersection Control	LOS Standard	No Action Scenario		Scenario B	
				Delay (sec)	LOS	Delay (sec)	LOS
32. SR 162 & E Pioneer Ave	WSDOT	Signal	D	24.0	C	24.1	C
33. SR 162 & 80th St E	WSDOT	Unsignalized	D	13.1	B	12.6	B
34. SR 162 & SR 410 EB Ramps	WSDOT	Signal	D	17.7	B	21.2	C
35. SR 162 & SR 410 WB Ramps	WSDOT	Signal	D	16.8	B	18.9	B

Notes: Ave = Avenue; Blvd = Boulevard; Dr = Drive; Rd = Road; sec = second; St = Street
[a] The Shaw Road E & 5th Avenue SE intersection was modeled as a signal to allow all site traffic into the model network. Signalization was documented as a mitigation need.

Table 31. PM Peak Hour Intersection LOS and Delay – Scenario B

Intersection	Jurisdiction Control	Intersection Control	LOS Standard	No Action Scenario		Scenario B	
				Delay (sec)	LOS	Delay (sec)	LOS
1. Traffic Ave & Cannery Way	Sumner	Signal	D	63.7	E	75.9	E
2. Traffic Ave & State St	Sumner	Signal	D	44.8	D	78.5	E
3. E Main Ave & SR 410 WB Ramps	WSDOT	Signal	D	60.1	E	109.6	F
4. E Main Ave & SR 410 EB Ramps	WSDOT	Signal	D	35.7	D	157.5	F
5. E Main Ave & 5th Ave NE	Puyallup	Unsignalized	D	7.4	A	115.8	F
6. E Main Ave & Shaw Rd E	Puyallup	Signal	E	21.1	C	76.0	E
7. E Main Ave & 15th St SE	Puyallup	Signal	D	10.2	B	9.8	A
8. E Main Ave & 5th St NE	Puyallup	Signal	D	15.2	B	14.8	B
9. E Main Ave & 2nd St NE	Puyallup	Signal	D	10.6	B	10.9	B
10. N Meridian Ave & SR 167 NB	WSDOT	Signal	D	30.0	C	29.9	C
11. N Meridian Ave & SR 167 SB	WSDOT	Signal	D	12.8	B	12.4	B
12. N Meridian Ave & Valley Ave NE	WSDOT	Signal	E	138.4	F	140.9	F
13. E Pioneer Ave & SR 512 WB Ramps	WSDOT	Signal	D	34.4	C	19.8	B
14. E Pioneer Ave & SR 512 EB Ramps	WSDOT	Signal	D	15.2	B	10.8	B
15. E Pioneer Ave & 13th St SE	Puyallup	Unsignalized	D	11.2	B	13.4	B
16. E Pioneer Ave & 15th St SE	Puyallup	Signal	D	11.6	B	12.6	B
17. E Pioneer Ave & 21st St SE	Puyallup	Signal	D	9.6	A	12.7	B
18. E Pioneer Ave & 25th St SE	Puyallup	Unsignalized	D	17.5	C	153.1	F
19. E Pioneer Ave & Shaw Rd E	Puyallup	Signal	E	49.2	D	124.6	F
20. E Pioneer Ave & 33rd St SE	Puyallup	Unsignalized	D	13.8	B	93.3	F
21. 33rd St SE & 8th Ave SE	Puyallup	Unsignalized	D	8.1	A	21.8	C
22. Shaw Rd E & Highlands Blvd	Puyallup	Unsignalized	E	36.3	E	188.8	F
23. Shaw Rd E & 16th Ave SE	Puyallup	Unsignalized	E	33.1	D	67.0	F
24. Shaw Rd E & 23rd Ave SE	Puyallup	Signal	E	41.1	D	99.8	F
25. Shaw Rd E & Forest Green Blvd	Puyallup	Unsignalized	E	22.3	C	17.8	B
26. Shaw Rd E & Manorwood Dr	Puyallup	Unsignalized	E	26.2	D	15.4	B
27. Shaw Rd E & 39th Ave SE	Puyallup	Signal	E	75.7	E	52.6	D

Intersection	Jurisdiction Control	Intersection Control	LOS Standard	No Action Scenario		Scenario B	
				Delay (sec)	LOS	Delay (sec)	LOS
28. Shaw Rd E & 5th Ave SE	Puyallup	Signal[a]	E	1.3	A	106.0	F
29. 33rd St SE & 5th Ave SE	Puyallup	Unsignalized	D	0.5	A	170.3	F
30. Shaw Rd E & Safeway Driveway	Puyallup	Signal	E	13.5	B	64.5	E
31. 80th St E & Warehouse Driveway	Puyallup	Unsignalized	D	1.2	A	5.9	A
32. SR 162 & E Pioneer Ave	WSDOT	Signal	D	24.3	C	25.3	C
33. SR 162 & 80th St E	WSDOT	Unsignalized	D	28.3	D	12.6	B
34. SR 162 & SR 410 EB Ramps	WSDOT	Signal	D	15.9	B	17.1	B
35. SR 162 & SR 410 WB Ramps	WSDOT	Signal	D	20.4	C	21.4	C

Notes: Ave = Avenue; Blvd = Boulevard; Dr = Drive; Rd = Road; sec = second; St = Street
[a] The Shaw Road E & 5th Avenue SE intersection was modeled as a signal to allow all site traffic into the model network. Signalization was documented as a mitigation need.

Comparing the No Action Scenario delay with the Scenario B delay, the majority of the intersections within the study area are impacted by a significant increase in average delay, mainly along the Shaw Road E corridor during the PM peak period.

4.4.2 Queue Lengths

Excessive queueing was reported during the AM and PM peak periods. During the AM and PM peak hours, several intersection movements simulated exhibited 95th percentile queue length estimates exceeding 1,000 feet, as indicated in Table 32.

Table 32. AM and PM Peak Hour Excessive Queue Lengths – Scenario B

Intersection	Peak Hour	Approach	Movement	Available Storage (ft)	Queue Length (ft)	
					50th	95th
1. Traffic Ave & Cannery Way	AM	Northbound	Left	180	475	1,189
1.Traffic Ave & Cannery Way	AM	Northbound	Thru	320	552	1,194
3. E Main Ave & SR 410 EB Ramps	AM	Eastbound	Left	300	180	1,027
10. N Meridian Ave & SR 167 NB	AM	Westbound	Left	1,100	203	1,337
11. N Meridian Ave & SR 167 SB	AM	Westbound	Right	470	687	3,098
24. Shaw Rd E & 23rd Ave SE	AM	Northbound	Thru	190	255	1,464
34. SR 162 & SR 410 EB Ramps	AM	Northbound	Thru	450	149	1,206
1. Traffic Ave & Cannery Way	PM	Eastbound	Thru	600	971	1,657
1. Traffic Ave & Cannery Way	PM	Eastbound	Right	190	879	1,674
2. Traffic Ave & State St	PM	Southbound	Thru	1,020	629	1,209
3. Traffic Ave & State St	PM	Southbound	Right	1,020	599	1,168
4. E Main Ave & SR 410 EB Ramps	PM	Eastbound	Left	300	1,154	1,473
4. E Main Ave & SR 410 EB Ramps	PM	Northbound	Thru	750	978	1,388
5. E Main Ave & 5th Ave NE	PM	Northbound	Thru	1,000	630	1,406
5. E Main Ave & 5th Ave NE	PM	Southbound	Thru	1,000	354	1,225
5. E Main Ave & 5th Ave NE	PM	Southbound	Right	1,000	354	1,225

Intersection	Peak Hour	Approach	Movement	Available Storage (ft)	Queue Length (ft)	
					50th	95th
6. E Main Ave & Shaw Rd E	PM	Westbound	Left	460	800	1,621
6. E Main Ave & Shaw Rd E	PM	Northbound	Left	210	317	1,066
6. E Main Ave & Shaw Rd E	PM	Northbound	Right	210	247	1,034
SR 167 EB on/WB Left	PM	Northbound	Thru	230	248	1,661
10. N Meridian Ave & SR 167 NB	PM	Eastbound	Right	1,640	1,339	1,697
10. N Meridian Ave & SR 167 NB	PM	Westbound	Left	500	810	1,657
19. E Pioneer Ave & Shaw Rd E	PM	Eastbound	Left	340	618	1,422
19. E Pioneer Ave & Shaw Rd E	PM	Eastbound	Thru	750	739	1,434
19. E Pioneer Ave & Shaw Rd E	PM	Eastbound	Right	750	198	1,224
19. E Pioneer Ave & Shaw Rd E	PM	Westbound	Left	300	614	1,264
19. E Pioneer Ave & Shaw Rd E	PM	Westbound	Thru	300	495	1,270
19. E Pioneer Ave & Shaw Rd E	PM	Westbound	Right	300	506	1,300
21. E Pioneer Ave & 33rd St SE	PM	Westbound	Thru	1,000	398	1,481
21. E Pioneer Ave & 33rd St SE	PM	Westbound	Right	1,000	380	1,461
22. Shaw Rd E & Highlands Blvd	PM	Southbound	Thru	650	1,421	1,685
23. Shaw Rd E & 16th Ave SE	PM	Southbound	Thru	1,000	739	1,109
23. Shaw Rd E & 16th Ave SE	PM	Southbound	Right	1,000	739	1,109
24. Shaw Rd E & 23rd Ave SE	PM	Southbound	Thru	650	1,321	1,669
27. Shaw Rd E & 39th Ave SE	PM	Northbound	Left	330	672	1,619
28. Shaw Rd E & 5th Ave SE	PM	Westbound	Left	250	689	1,507
28. Shaw Rd E & 5th Ave SE	PM	Westbound	Right	250	248	1,340
28. Shaw Rd E & 5th Ave SE	PM	Southbound	Left	210	473	1,315
28. Shaw Rd E & 5th Ave SE	PM	Southbound	Thru	1,020	760	1,419
29. 33rd St & 5th Ave SE	PM	Southbound	Thru	550	1,035	1,693
29. 33rd St & 5th Ave SE	PM	Southbound	Right	550	1,044	1,689
34. SR 162 & SR 410 EB Ramps	PM	Northbound	Thru	450	149	1,206

Notes: Ave = Avenue; Blvd = Boulevard; Dr = Drive; ft = feet; Rd = Road; St = Street

Excessive queueing, as shown in Table 32, is detrimental to the overall system performance. Although only three intersections reported LOS exceeding standard thresholds, the congestion created by the excessive queueing meters traffic downstream into adjacent signals. Excessive queueing is also indicative of insufficient green time provided at the signalized intersections.

4.4.3 Travel Time

Table 33 shows the average travel time was collected during the AM and PM peak periods for specific routes within the Project area. During the PM peak period, the impact of a train trip is significant along the Shaw Road E corridor, more than doubling the travel time compared to the No Action Scenario.

Table 33. Scenario B – AM and PM Peak Hour Travel Time

Segment	Direction of Travel	Distance (miles)	AM Peak Travel Time (min)	PM Peak Travel Time (min)
E Pioneer Ave, 7th St to 33rd St SE	Eastbound	1.68	4.57	7.49
E Pioneer Ave, 33rd St SE to 7th St	Westbound	1.68	4.35	6.50
Shaw Rd/39th Ave to E Main Ave/State St	Northbound	2.38	7.07	13.47
Shaw Rd/39th Ave to E Main Ave/State St	Southbound	2.38	6.80	19.66

Notes: Ave = Avenue; min = minute; Rd = Road; sec = second; St = Street; Wy = Way

4.4.4 v/c Ratio

Under Scenario B and similar to the No Action Scenario, a majority of the specified segments exceed the 0.85 v/c performance indicator ratio with some segments exceeding 2.0. Table 34 below provides the volumes and calculated v/c ratios for Scenario B. Segments exceeding the 0.85 performance indicator v/c are shown in red.

Table 34. Peak Hour Segmental v/c Ratio – Scenario B AM and PM

Roadway Segment	Direction of Travel	Calculated Directional Maximum Capacity	Demand Volume (vehicles)		v/c Ratio	
			AM	PM	AM	PM
1. E Main Ave – Shaw Rd E to 5th Ave NE	Westbound	1,445	748	1,929	0.52	1.34
	Eastbound	1,445	1,297	1,097	0.90	0.76
2. E Main Ave – 5th Ave NE to SR 410	Westbound	1,445	783	1,922	0.54	1.33
	Eastbound	760	1,284	1,109	1.69	1.46
3. E Main Ave – 23rd St to Shaw Rd E	Westbound	1,615	491	979	0.30	0.61
	Eastbound	1,615	495	628	0.31	0.39
4. Shaw Rd E – E Main Ave to 5th Ave SE	Northbound	1,445	1,224	991	0.85	0.69
	Southbound	1,445	677	1,472	0.47	1.02
5. E Pioneer Ave – 21st St SE to 25th St SE	Westbound	1,445	597	894	0.41	0.62
	Eastbound	1,445	614	705	0.42	0.49
6. E Pioneer Ave – Shaw Rd E to SR 162	Westbound	560	399	547	0.71	0.98
	Eastbound	560	282	552	0.50	0.99
7. SR 162 – 143rd Ave E to 80th St E	Northbound	800	785	687	0.98	0.86
	Southbound	800	434	1,270	0.54	1.59
8. SR 162 – SR 410 to 143rd Ave E	Northbound	840	785	687	0.93	0.82
	Southbound	840	434	1,270	0.52	1.51
9. Shaw Rd E – 12th Ave SE to 16th Ave SE	Northbound	560	1,107	690	1.98	1.23
	Southbound	560	400	1,070	0.71	1.91
10. Shaw Rd E – 16th Ave SE to 23rd Ave SE	Northbound	560	981	678	1.75	1.21
	Southbound	560	359	1,001	0.64	1.79
11. Shaw Rd E – 23rd Ave SE to 39th Ave SE	Northbound	560	869	602	1.55	1.08
	Southbound	560	340	842	0.61	1.50

Notes: Ave = Avenue; Rd = Road; St = Street

This finding indicates that rail crossing delay impacts outweigh the potential benefits of removing a small number of trucks from the KFIP site's delivery traffic stream.

4.5 Scenario C – Mitigation of Scenario A Traffic Impacts

Scenario C mitigates the traffic impacts reported in Scenario A. Several mitigation strategies were implemented to address the delay, extensive queueing, and LOS exceeding City standard thresholds. Some of the strategies are global, meaning they are applied throughout the network to improve the overall system performance. Other strategies are localized at the intersections exceeding City standard thresholds previously described. The main strategies include:

- Global – increase signal cycle length and coordinate signals
  - To improve signal progression and increase vehicular throughput at signalized intersections
- Localized – increase left- and/or right-turn-lane storage
  - Reduce the occurrence of queue spillback leading to blocking through-lanes
- Localized – convert unsignalized intersection to a roundabout
  - Improve minor approach access onto main approach
- Localized – modify lane configuration at signalized intersections
  - Eliminate split-phase signal timing
  - Improve lane utilization, thus reducing queue lengths
- Proportionate Localized – upgrade to roadways that do not meet current City standards
  - Roadway typical section improvements, including widening, stormwater treatment, and lighting
  - Pedestrian improvements to bring pedestrian facilities within Americans with Disabilities Act (ADA) standards
  - Improvements to transit stops along corridors identified for improvement using the proportional factor within the Project area, including Stop #1301 on Shaw Road E

Proportionate localized mitigation compares the increase of v/c ratio between the No Action Scenario and Scenario C. Using the v/c ratios allows for a proportional factor to be developed accounting for the reduction of capacity attributed by the traffic generated by the applicant. The proportional factor is intended to be applied to the total infrastructure costs of bringing the No Action Scenario within City performance indicators for LOS, delay, and queue lengths.

Table 35 describes the extent of mitigation at each location.

Table 35. Scenario C – Traffic Impact Mitigation Applied

Intersection Location	Reason for Mitigation	Mitigation Applied	Does Mitigation Fully Address Impact?
1. Traffic Ave/Fryar Ave & Main St/ Cannery Wy	LOS and delay exceeds City's performance indicators	Retime and coordinate signal	Yes, traffic analysis shows acceptable LOS and delay performance indicators
2. Traffic Ave & State St	LOS and delay exceeds City's performance indicators	Retime and coordinate signal; this intersection requires retiming even though it meets LOS thresholds due to proximity to SR 410	Yes, traffic analysis shows acceptable LOS and delay performance indicators
3. E Main Ave & SR 410 WB	LOS and delay exceeds City's performance indicators; queuing spillbacks to adjacent intersections	Retime and coordinate signal length, eliminate split phase signal operations by restriping intersection, and allowing EB and WB left turns to run concurrently	Yes, traffic analysis shows acceptable LOS and delay performance indicators
4. E Main Ave & SR 410 EB	LOS and delay exceeds City's performance indicators; queuing spillbacks to adjacent intersections	Retime and coordinate signal	Yes, traffic analysis shows acceptable LOS and delay performance indicators
12. N Meridian Ave & Valley Ave NE	LOS and delay exceeds City's performance indicators; queuing spillbacks to adjacent intersections	No mitigation applied, see below for discussion	No mitigation applied, see below for discussion
28. Shaw Rd E & 5th Ave SE	LOS and delay exceeds City's performance indicators	Widen 5th Avenue and convert unsignalized intersection to a signal with dedicated WB left- and right-turn lanes; widen 5th Ave to a three-lane roadway section; retime and coordinate signal	Yes, traffic analysis shows acceptable LOS and delay performance indicators
33. SR 162 & 80th St	Traffic generated by Scenario A increases left turning volumes onto SR 162	Convert to roundabout	Yes, traffic analysis shows acceptable LOS and delay performance indicators

Notes: Ave = Avenue; Rd = Road; St = Street; Wy = Way

Mitigation for the unsignalized intersections identified above is not presently defined due to the nature of failure at these intersections. The manner in which these unsignalized intersections fail is a symptom of the Shaw Road E and E Pioneer Avenue corridors being over capacity, and not the unsignalized

intersections themselves. Based on the demand volume of the minor approach at the unsignalized intersections, the intersections would not meet signal warrants. Additionally, if corridor-wide improvements along Shaw Road E and E Pioneer Avenue were implemented, the delay and LOS at these intersections would improve to well within the City's LOS performance indicator.

The SR 162 and 80th Street intersection is an exception to the unsignalized failure described in the previous paragraph. Based on the minor approach demand volume, this intersection would continue to exceed LOS performance indicators if larger corridor improvements were implemented. Therefore, a roundabout is recommended as the mitigation at this intersection.

To reduce delay throughout the network, including at unsignalized intersections, a global mitigation strategy of retiming the corridors was applied to better serve the increase in demand volume. Retiming the signals along Shaw Road E, E Pioneer Avenue, E Main Avenue, and at SR 410 would increase the effective green time throughout the network and increase the overall efficiency of the transportation network. The new signal at Shaw Road E and 5th Avenue SE should be coordinated with the signal at Shaw Road E and E Main Avenue. By improving the overall system performance and reducing congestion, vehicles turning from the minor unsignalized approaches are provided more gaps, thus reducing delay and mitigating the traffic impact. SR 162 and 80th Street has sufficient minor approach volumes where a roundabout is recommended to improve the intersection operations. Retiming signals would require signal hardware upgrades, new conduit and wiring, and communications enhancements. A long-range estimate to improve signal operations is required to determine the cost implications of this mitigation strategy.

Below is a description of the mitigation treatments required at specific intersections. Figure 10 also depicts the locations of the intersections needing mitigation.

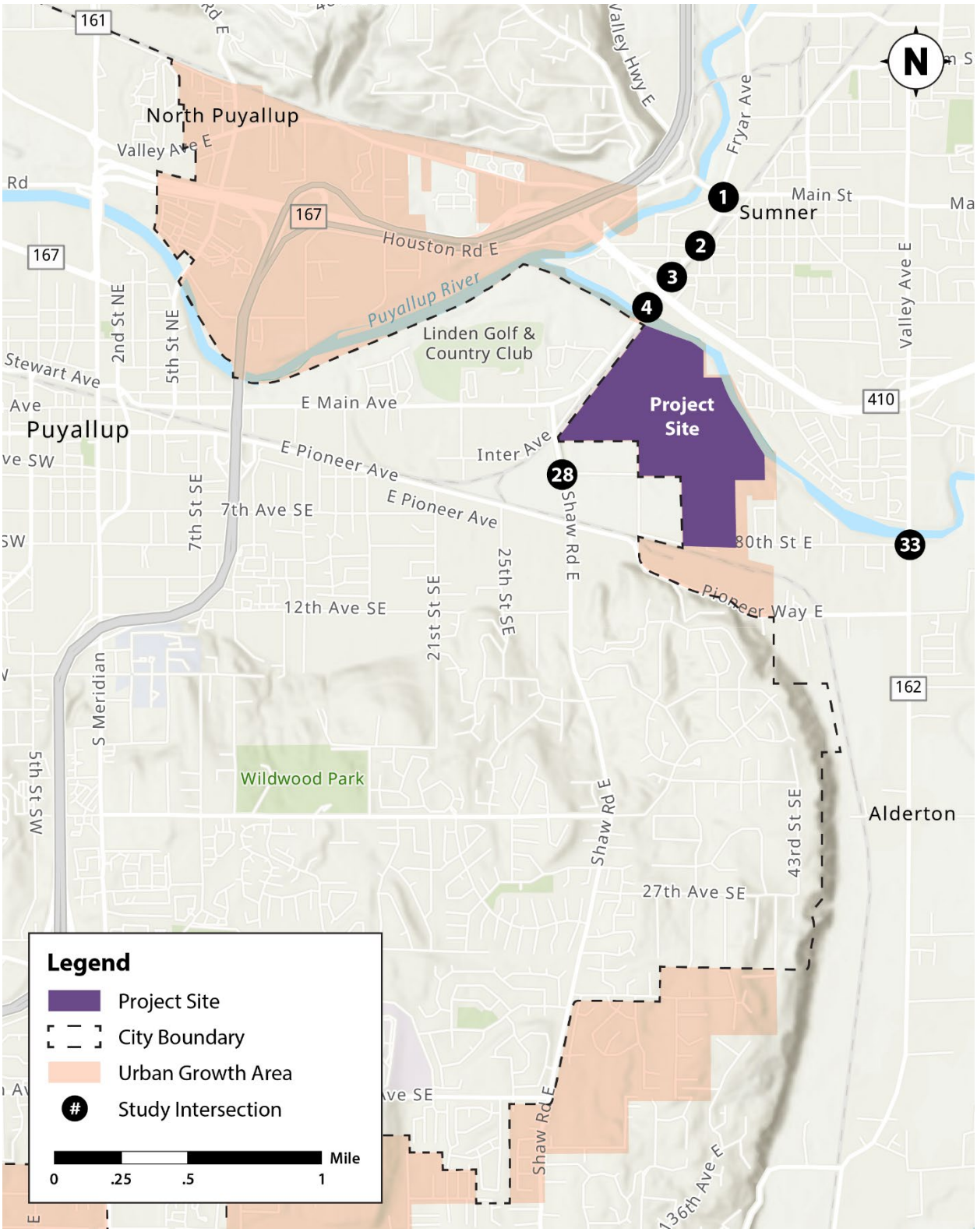

Figure 10. Intersection Mitigation (Scenario C) Vicinity Map

Location #1 and Location #2: Traffic Avenue & Cannery Way, Traffic Avenue & State Street

Retiming these two signalized intersections to run coordinated with SR 410 improves vehicular throughput, reduces queue lengths, and reduces delay. It is recommended to retime the signal to 120-second cycle lengths and update the offset to align the green band with the SR 410 interchange.

Location #3 and Location #4: E Main Avenue & SR 410 WB and E Main Avenue & SR 410 EB

E Main Avenue & SR 410 is a critical bottleneck along the corridor due to the existing width of the bridge over SR 410. Increasing the capacity to meet the demand volume would require a full reconstruction of the interchange. Because WSDOT has jurisdictional control of the interchange and due to the recent improvements to the existing bridge over SR 410, the localized improvements at each ramp terminal considered only low-impact mitigation strategies. This includes retiming both signals to 120-second cycle lengths, and adjusting offsets to improve vehicular throughput and reduce queue lengths. Modifications at E Main Avenue and SR 410 WB (see Figure 11) to eliminate the split-phase signal operations are required, including:

- Modify stop bar locations and restripe the intersection to eliminate split-phase signalization and eliminate path overlap of left-turn vehicles. Update signal phasing to operate with protected signal phasing.

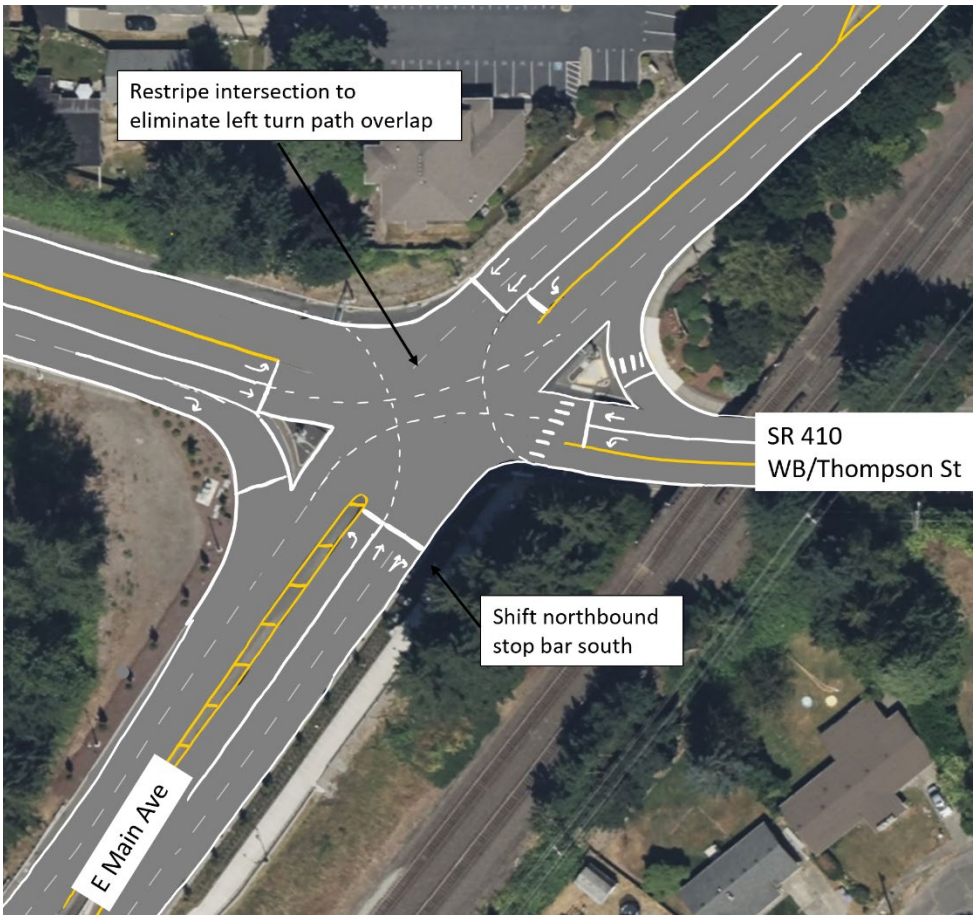

Figure 11. Mitigation Improvement at Location #3, E Main Avenue & SR 410 Westbound/Thompson Street

Location #12: N Meridian Avenue & NE Valley Avenue

Although this intersection exceeds mitigation thresholds with the Project impacts, it already fails in the No Action Scenario. The operational results are tied to the SR 167 interchange, which falls under WSDOT jurisdictional control. Mitigation of traffic impacts at this intersection is not feasible without a full reconstruction of the SR 167 interchange.

Location #28: Shaw Road E & 5th Avenue SE

Widening 5th Avenue SE to provide dedicated WB left- and right-turn lanes, and converting the unsignalized intersection into a signalized intersection would reduce significant delay onto the 5th Avenue SE approach (see Figure 12). The signal would also facilitate improved SB left access onto 5th Avenue SE. Coordinating the signal to the adjacent signals would also improve vehicular flow along Shaw Road E. This would reduce queue lengths and improve travel time. Roadway modifications are also required, including providing a WB right-turn lane. Due to topography, widening 5th Avenue SE would likely occur to the south, affecting approximately 6,400 square feet of right-of-way and a driveway access point. To provide acceptable roadway geometry and the recommended lane configuration at the signal, 5th Avenue SE requires widending to three lanes between Shaw Road E and 33rd Street SE.

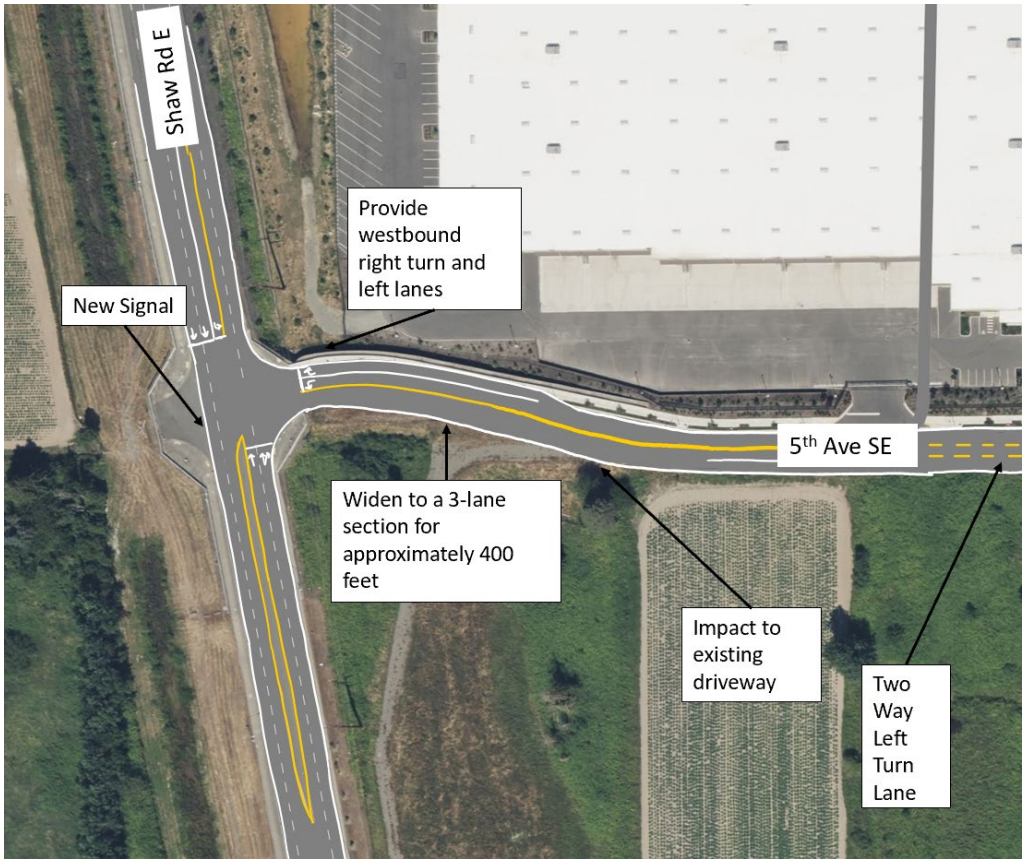

Figure 12. Mitigation Improvement at Location #28, Shaw Road E & 5th Avenue SE

Location #33 SR 162 & 80th Street E

Converting SR 162 and 80th Street E to a roundabout would provide a greater opportunity for the left-turning volume from 80th Street E to complete its movement. Due to the increased traffic generated along SR 162, the left-turning vehicles from 80th Street E experience significant delay waiting for a gap simultaneously in both directions. Providing a roundabout at SR 162 and 80th Street E would have significant right-of-way impacts on all adjacent parcels. A utility pole would also need to be relocated (see Figure 13).

Figure 13. Mitigation Improvement at Location #33 SR 162 & 80th Street E

4.5.1 LOS and Delay

The mitigation strategies significantly improved the system performance; however, several intersections still exceed LOS thresholds (see Table 36 and Table 37). As previously described, several of these are under WSDOT jurisdictional control, and the mitigation implemented looked to prevent these locations from creating operational issues to the adjacent signalized and unsignalized intersections. Although the unsignalized intersection at Shaw Road and Highlands Boulevard fails, the minor approach volume is less than 10 vehicles during the peak hour. The intersection would neither meet warrants to convert to a traffic signal nor provide the minor approach volume to justify converting it to a roundabout.

Table 36. AM Peak Hour Intersection LOS and Delay – Scenario C

Intersection Location	Jurisdiction Control	Intersection Control	Scenario A		Scenario C	
			Delay (sec)	LOS	Delay (sec)	LOS
1. Traffic Ave/Fryar Ave & Main St/Cannery Wy	Sumner	Signal	46.1	D	43.7	D
2. Traffic Ave & State St	Sumner	Signal	16.9	B	15.8	B
3. E Main Ave & SR 410 WB	WSDOT	Signal	19.2	B	15.7	B
4. E Main Ave & SR 410 EB	WSDOT	Signal	23.1	C	24.1	C
5. E Main Ave & 5th Ave NE	Puyallup	Unsignalized	7.1	A	7.3	A
6. E Main Ave & Shaw Rd E	Puyallup	Signal	14.9	B	14.8	B
7. E Main Ave & 15th St SE	Puyallup	Signal	8.2	A	7.8	A
8. E Main Ave & 5th St SE	Puyallup	Signal	10.4	B	10.0	A
9. E Main Ave/W Stewart Ave & 2nd St NE	Puyallup	Signal	15.0	B	15.1	B
10. N Meridian Ave & SR 167 EB	WSDOT	Signal	31.4	C	32.1	C
11. N Meridian Ave & SR 167 WB	WSDOT	Signal	21.4	C	25.3	C
12. N Meridian Ave & Valley Ave NE	WSDOT	Signal	26.6	C	26.8	C
13. E Pioneer Ave & SR 512 WB Ramps	WSDOT	Signal	20.4	C	20.3	C
14. E Pioneer Ave & SR 512 EB Ramps	WSDOT	Signal	11.3	B	11.5	B
15. E Pioneer Ave & 13th St SE	Puyallup	Unsignalized	10.4	B	10.0	A
16. E Pioneer Ave & 15th St SE	Puyallup	Signal	5.7	A	5.7	A
17. E Pioneer Ave & 21st St SE	Puyallup	Signal	7.6	A	7.3	A
18. E Pioneer Ave & 25th St SE	Puyallup	Unsignalized	15.3	C	15.4	C
19. E Pioneer Ave & Shaw Rd E	Puyallup	Signal	43.6	D	43.4	D
20. E Pioneer Ave & 33rd St SE	Puyallup	Unsignalized	7.3	A	9.7	A
21. 33rd St SE & 80th Ave SE	Puyallup	Unsignalized	7.9	A	9.6	A
22. Shaw Rd E & Highlands Blvd	Puyallup	Unsignalized	27.1	D	27.5	D
23. Shaw Rd E & 16th Ave SE	Puyallup	Unsignalized	24.1	C	25.6	D
24. Shaw Rd E & 23rd Ave SE	Puyallup	Signal	21.3	C	21.3	C
25. Shaw Rd E & Forest Green Blvd	Puyallup	Unsignalized	13.4	B	13.1	B
26. Shaw Rd E & Manorwood Dr	Puyallup	Unsignalized	11.3	B	11.1	B
27. Shaw Rd E & 39th Ave SE	Puyallup	Signal	15.7	B	14.6	B
28. Shaw Rd E & 5th Ave SE	Puyallup	Signal[a]	15.3	B	14.0	B
29. 33rd St SE & 5th Ave SE	Puyallup	Unsignalized	19.8	C	19.8	C
30. Shaw Rd E & Safeway Driveway	Puyallup	Signal	13.9	B	13.6	B
31. 80th St & Warehouse Driveway	Puyallup	Unsignalized	6.1	A	5.9	A
32. SR 162 & E Pioneer Ave	WSDOT	Signal	24.0	C	24.1	C
33. SR 162 & 80th St E	WSDOT	Roundabout	12.1	B	5.0	A
34. SR 162 & SR 410 EB	WSDOT	Signal	21.4	C	20.8	C
35. SR 162 & SR 410 WB	WSDOT	Signal	18.1	B	18.5	B

Notes: Ave = Avenue; Blvd = Boulevard; Rd = Road; sec = second; St = Street; Wy = Way

[a] The Shaw Road E and 5th Avenue SE intersection was modeled as a signal to allow traffic into the models. This was documented as a mitigation need.

Table 37. PM Peak Hour Intersection LOS and Delay – Scenario C

Intersection Location	Jurisdiction Control	Intersection Control	Scenario A		Scenario C	
			Delay (sec)	LOS	Delay (sec)	LOS
1. Traffic Ave/Fryar Ave & Main St/Cannery Wy	Sumner	Signal	60.1	E	33.4	C
2. Traffic Ave & State St	Sumner	Signal	21.9	C	10.8	B
3. E Main Ave & SR 410 WB	WSDOT	Signal	76.4	E	51.9	D
4. E Main Ave & SR 410 EB	WSDOT	Signal	64.1	E	32.4	C
5. E Main Ave & 5th Ave NE	Puyallup	Unsignalized	8.2	A	7.4	A
6. E Main Ave & Shaw Rd E	Puyallup	Signal	23.7	C	30.0	C
7. E Main Ave & 15th St SE	Puyallup	Signal	9.9	A	10.6	B
8. E Main Ave & 5th St SE	Puyallup	Signal	15.0	B	15.8	B
9. E Main Ave/W Stewart Ave & 2nd St NE	Puyallup	Signal	10.8	B	11.0	B
10. N Meridian Ave & SR 167 NB	WSDOT	Signal	29.9	C	29.9	C
11. N Meridian Ave & SR 167 SB	WSDOT	Signal	12.4	B	12.4	B
12. N Meridian Ave & Valley Ave NE	WSDOT	Signal	140.9	F	140.9	F
13. E Pioneer Ave & SR 512 WB Ramps	WSDOT	Signal	18.3	B	23.1	C
14. E Pioneer Ave & SR 512 EB Ramps	WSDOT	Signal	9.9	A	10.8	B
15. E Pioneer Ave & 13th St SE	Puyallup	Unsignalized	12.7	B	10.6	B
16. E Pioneer Ave & 15th St SE	Puyallup	Signal	12.0	B	14.9	B
17. E Pioneer Ave & 21st St SE	Puyallup	Signal	9.6	A	8.7	A
18. E Pioneer Ave & 25th St SE	Puyallup	Unsignalized	22.9	C	21.3	C
19. E Pioneer Ave & Shaw Rd E	Puyallup	Signal	60.9	E	57.8	E
20. E Pioneer Ave & 33rd St SE	Puyallup	Unsignalized	14.0	B	15.5	C
21. 33rd St SE & 80th Ave SE	Puyallup	Unsignalized	8.2	A	8.4	A
22. Shaw Rd E & Highlands Blvd	Puyallup	Unsignalized	39.8	E	37.7	E
23. Shaw Rd E & 16th Ave SE	Puyallup	Unsignalized	38.0	E	49.2	E
24. Shaw Rd E & 23rd Ave SE	Puyallup	Signal	38.1	D	43.4	D
25. Shaw Rd E & Forest Green Blvd	Puyallup	Unsignalized	22.9	C	26.0	D
26. Shaw Rd E & Manorwood Dr	Puyallup	Unsignalized	24.8	C	32.7	D
27. Shaw Rd E & 39th Ave SE	Puyallup	Signal	70.9	E	51.3	D
28. Shaw Rd E & 5th Ave SE[b]	Puyallup	Signal[b]	25.6	C	25.3	C
29. 33rd St SE & 5th Ave SE	Puyallup	Unsignalized	13.8	B	13.9	B
30. Shaw Rd E & Safeway Driveway	Puyallup	Signal	14.5	B	11.1	B
31. 80th St & Warehouse Driveway	Puyallup	Unsignalized	6.9	A	6.6	A
32. SR 162 & E Pioneer Ave	WSDOT	Signal	25.1	C	26.5	C
33. SR 162 & 80th St E	WSDOT	Roundabout	33.8	D	28.7	C
34. SR 162 & SR 410 EB	WSDOT	Signal	16.6	B	20.7	C
35. SR 162 & SR 410 WB	WSDOT	Signal	21.0	C	20.9	C

Notes: Ave = Avenue; Blvd = Boulevard; Rd = Road; sec = second; St = Street; Wy = Way

[a] No mitigation was implemented at N. Meridian Avenue & Valley Avenue NE because this intersection fails under existing conditions and requires improvements at the SR 167 interchange.

[b] The Shaw Road E and 5th Avenue SE intersection was modeled as a signal to allow traffic into the models. This was documented as a mitigation need.

The following intersections still exceed the LOS threshold:

- E Main Avenue & SR 410 WB (WSDOT)
- E Main Avenue & SR 410 EB (WSDOT)
- N Meridian Avenue & Valley Avenue NE (WSDOT)
- Shaw Road & Highlands Boulevard (Puyallup)
- SR 162 & 80th Street E (WSDOT)

The SR 410 ramp terminals and N Meridian Avenue intersection, as previously described, require significant interchange reconstruction under WSDOT jurisdictional control. The mitigation strategies, however, would reduce overall delay and improve operations at these intersections compared to Scenario A.

The proposed roundabout at SR 162 and 80th Street E would meet the WSDOT LOS performance indicators. The roundabout would also improve safety along the corridor by reducing the conflict points at the intersection and reducing the potential for severe and fatal crashes. Converting a two-way, stop-controlled intersection to a single-lane roundabout has a crash modification factor (CMF) of 0.22 for serious, minor injury, and possible injury crashes.[1] A 0.22 CMF suggest a 78 percent crash reduction. The roundabout would provide better traffic performance than a stop controlled 80th Street E. A continuous green-t intersection was considered and dismissed because the NB-required NB acceleration lane would impact the bridge to the north.

4.5.2 Queue Lengths

The mitigation strategies implemented did not eliminate excessive 95th percentile queueing, which represents the queue length that is exceeded only 5 percent of the time. In fact, by improving traffic flow at the critical bottlenecks within the Project area, traffic platoons and congestion spread throughout the network, increasing the number of locations where 1,000-foot queues develop. Rather than compare 95th percentile queues with Scenario A, a more meaningful metric that shows an improvement to traffic flow is comparing the 50th percentile queue lengths. The 50th percentile queue length represents the queue length that is exceeded 50 percent of the time. Table 38 shows the Scenario A and C intersections where excessive queue lengths were reported. The 50th percentile queue lengths at these intersections are provided for Scenarios A and C.

Due to the large number of turning movements for which queue results were compiled, the tables showing the results of AM and PM peak hour queue extents across simulation scenarios have been placed in Attachment C.

Mitigating the excessive queue lengths requires adding capacity to each corridor. Considering that both the existing condition model and No Action scenario have corridors that exceed the City's performance indicator of 0.85 v/c ratio, the proportional factors provided in Table 27 in Section 4.3.4 should be used to develop the mitigation cost required due to the Proposed Action.

[1] CMF Clearinghouse, CMF ID: 234

Table 38. AM and PM Peak Hour Excessive Queue Lengths – Scenario C

Intersection Location	Peak Period	Approach	Movement	Available Storage (ft)	50th Percentile Queue Length (ft)		95th Percentile Queue Length (ft)	
					Scenario A	Scenario C	Scenario A	Scenario C
1. Traffic Ave & Cannery Way	AM	Northbound	Left	180	910	847	1,132	1,103
1. Traffic Ave & Cannery Way	AM	Northbound	Thru	320	1,035	956	1,160	1,163
11. N Meridian Ave & SR 167 SB	AM	Westbound	Right	470	591	722	1,007	1,115
1. Traffic Ave & Cannery Way	PM	Eastbound	Thru	600	1,051	239	1,612	492
1. Traffic Ave & Cannery Way	PM	Eastbound	Right	190	1,014	144	1,650	775
4. E Main Ave & SR 410 EB	PM	Eastbound	Left	300	758	249	1,083	296
12. N Meridian Ave & Valley Ave NE	PM	Eastbound	Right	1,640	1,645	1,645	1,681	1,681
12. N Meridian Ave & Valley Ave NE	PM	Westbound	Left	500	1,066	1,066	1,572	1,572

Notes: Ave = Avenue; ft = feet

4.5.3 Travel Time

Average travel time was collected during the AM and PM peak period for specific routes within the project area, shown in Table 39.

Table 39. Scenario C – AM and PM Peak Hour Travel Time

Segment	Direction of Travel	Distance (miles)	AM Peak Travel Time (min)	PM Peak Travel Time (min)
E Pioneer Ave, 7th St to 33rd St SE	Eastbound	1.68	4.44	5.23
E Pioneer Ave, 33rd St SE to 7th St	Westbound	1.68	4.37	4.41
Shaw Rd/39th Ave to E Main Ave/State St	Northbound	2.38	6.78	6.09
Shaw Rd/39th Ave to E Main Ave/State St	Southbound	2.38	6.37	9.62

Notes: Ave = Avenue; min = minute; St = Street

4.5.4 Segmental v/c Ratio

The v/c ratio for Scenario C would be equivalent to the v/c ratio for Scenario A since both scenarios have the same demand volume. The proportional factor for Scenario C is also equivalent to Scenario A.

4.6 Scenario D – Reduced Footprint of Scenario A

Scenario D does not generate as much Knutson Farms traffic due to a decrease in the site footprint. Compared to Scenario A, Scenario D generates 33 percent less site demand volume.

4.6.1 LOS and Delay

Although less site traffic volume is generated, Scenario D still has intersections that exceed the City's standard LOS threshold (see Table 40 and Table 41). Due to the traffic generated by the Proposed Action, 11 intersections exceed the LOS standard thresholds during the PM peak period, including:

- Traffic Avenue & Cannery Way
- E Main Avenue & SR 410 WB
- N Meridian Avenue & Valley Avenue NE

Table 40. AM Peak Hour Intersection LOS and Delay – Scenario D

Intersection Location	Jurisdiction Control	Intersection Control	No Action Scenario		Scenario D	
			Delay (sec)	LOS	Delay (sec)	LOS
1. Traffic Ave & Cannery Way	Sumner	Signal	42.9	D	46.8	D
2. Traffic Ave & State St	Sumner	Signal	14.4	B	17.2	B
3. E Main Ave & SR 410 WB	WSDOT	Signal	20.6	C	19.0	B
4. E Main Ave & SR 410 EB	WSDOT	Signal	16.6	B	22.2	C
5. E Main Ave & 5th Ave NE	Puyallup	Unsignalized	7.1	A	7.2	A
6. E Main Ave & Shaw Rd E	Puyallup	Signal	12.4	B	14.1	B
7. E Main Ave & 15th St SE	Puyallup	Signal	7.4	A	7.7	A
8. E Main Ave & 5th St SE	Puyallup	Signal	10.0	A	10.4	B
9. E Main Ave/W Stewart Ave & 2nd St NE	Puyallup	Signal	12.3	B	14.1	B
10. N Meridian Ave & SR 167 NB	WSDOT	Signal	31.4	C	31.9	C
11. N Meridian Ave & SR 167 SB	WSDOT	Signal	21.4	C	21.8	C
12. N Meridian Ave & Valley Ave NE	WSDOT	Signal	26.6	C	26.7	C
13. E Pioneer Ave & SR 512 WB Ramps	WSDOT	Signal	18.6	B	20.1	C
14. E Pioneer Ave & SR 512 EB Ramps	WSDOT	Signal	10.3	B	10.9	B
15. E Pioneer Ave & 13th St SE	Puyallup	Unsignalized	8.9	A	9.2	A
16. E Pioneer Ave & 15th St SE	Puyallup	Signal	5.5	A	5.6	A
17. E Pioneer Ave & 21st St SE	Puyallup	Signal	6.9	A	7.6	A
18. E Pioneer Ave & 25th St SE	Puyallup	Unsignalized	11.6	B	14.9	B
19. E Pioneer Ave & Shaw Rd E	Puyallup	Signal	33.0	C	42.2	D
20. E Pioneer Ave & 33rd St SE	Puyallup	Unsignalized	9.4	A	8.5	A
21. 33rd St SE & 80th Ave SE	Puyallup	Unsignalized	7.7	A	7.5	A
22. Shaw Rd E & Highlands Blvd	Puyallup	Unsignalized	23.2	C	19.5	C
23. Shaw Rd E & 16th Ave SE	Puyallup	Unsignalized	17.7	C	16.4	C
24. Shaw Rd E & 23rd Ave SE	Puyallup	Signal	18.9	B	19.2	B
25. Shaw Rd E & Forest Green Blvd	Puyallup	Unsignalized	12.7	B	12.0	B
26. Shaw Rd E & Manorwood Dr	Puyallup	Unsignalized	11.1	B	10.5	B

Intersection Location	Jurisdiction Control	Intersection Control	No Action Scenario		Scenario D	
			Delay (sec)	LOS	Delay (sec)	LOS
27. Shaw Rd E & 39th Ave SE	Puyallup	Signal	14.4	B	15.2	B
28. Shaw Rd E and 5th Ave SE[a]	Puyallup	Signal[a]	0.8	A	8.7	A
29. 33rd St SE & 5th Ave SE	Puyallup	Unsignalized	0.7	A	13.0	B
30. Shaw Rd E & Safeway Driveway	Puyallup	Signal	8.3	A	11.6	B
31. 80th St & Warehouse Driveway	Puyallup	Unsignalized	0.9	A	5.6	A
32. SR 162 & W Pioneer Ave	WSDOT	Signal	24.0	C	24.2	C
33. SR 162 & 80th St	WSDOT	Unsignalized	13.1	B	12.7	B
34. SR 162 & SR 410 EB	WSDOT	Signal	17.7	B	20.9	C
35. SR 162 & SR 410 WB	WSDOT	Signal	16.8	B	18.1	B

Notes: Ave = Avenue; Blvd = Boulevard; Rd = Road; sec = second; St = Street
[a] The Shaw Road E and 5th Avenue SE intersection was modeled as a signal to allow traffic into the models. This was documented as a mitigation need.

Table 41. PM Peak Hour Intersection LOS and Delay – Scenario D

Intersection Location	Jurisdiction Control	Intersection Control	No Action Scenario		Scenario D	
			Delay (sec)	LOS	Delay (sec)	LOS
1. Traffic Ave & Cannery Way	Sumner	Signal	63.7	E	61.4	E
2. Traffic Ave & State St	Sumner	Signal	44.8	D	8.1	A
3. E Main Ave & SR 410 WB	WSDOT	Signal	60.1	E	58.9	E
4. E Main Ave & SR 410 EB	WSDOT	Signal	35.7	D	28.9	C
5. E Main Ave & 5th Ave NE	Puyallup	Unsignalized	7.4	A	7.4	A
6. E Main Ave & Shaw Rd E	Puyallup	Signal	21.1	C	23.0	C
7. E Main Ave & 15th St SE	Puyallup	Signal	10.2	B	9.9	A
8. E Main Ave & 5th St SE	Puyallup	Signal	15.2	B	14.8	B
9. E Main Ave/W Stewart Ave & 2nd St NE	Puyallup	Signal	10.6	B	10.8	B
10. N Meridian Ave & SR 167 NB	WSDOT	Signal	30.0	C	29.9	C
11. N Meridian Ave & SR 167 SB	WSDOT	Signal	12.8	B	12.4	B
12. N Meridian Ave & Valley Ave NE	WSDOT	Signal	138.4	F	140.9	F
13. E Pioneer Ave & SR 512 WB ramps	WSDOT	Signal	34.4	C	17.8	B
14. E Pioneer Ave & SR 512 EB ramps	WSDOT	Signal	15.2	B	9.6	A
15. E Pioneer Ave & 13th St SE	Puyallup	Unsignalized	11.2	B	12.7	B
16. E Pioneer Ave & 15th St SE	Puyallup	Signal	11.6	B	11.8	B
17. E Pioneer Ave & 21st St SE	Puyallup	Signal	9.6	A	9.6	A
18. E Pioneer Ave & 25th St SE	Puyallup	Unsignalized	17.5	C	15.3	C
19. E Pioneer Ave & Shaw Rd E	Puyallup	Signal	49.2	D	55.5	E
20. E Pioneer Ave & 33rd St SE	Puyallup	Unsignalized	13.8	B	13.3	B
21. 33rd St SE & 80th Ave SE	Puyallup	Unsignalized	8.1	A	8.1	A
22. Shaw Rd E & Highlands Blvd	Puyallup	Unsignalized	36.3	E	38.4	E
23. Shaw Rd E & 16th Ave SE	Puyallup	Unsignalized	33.1	D	37.4	E

Intersection Location	Jurisdiction Control	Intersection Control	No Action Scenario		Scenario D	
			Delay (sec)	LOS	Delay (sec)	LOS
24. Shaw Rd E & 23rd Ave SE	Puyallup	Signal	41.1	D	36.6	D
25. Shaw Rd E & Forest Green Blvd	Puyallup	Unsignalized	22.3	C	21.8	C
26. Shaw Rd E & Manorwood Dr	Puyallup	Unsignalized	26.2	D	20.3	C
27. Shaw Rd E & 39th Ave SE	Puyallup	Signal	75.7	E	68.1	E
28. Shaw Rd E & 5th Ave SE	Puyallup	Signal[1]	1.3	A	26.6	C
29. 33rd St SE & 5th Ave SE[a]	Puyallup	Unsignalized	0.5	A	10.2	B
30. Shaw Rd E & Safeway Driveway	Puyallup	Signal	13.5	B	12.0	B
31. 80th St & Warehouse Driveway	Puyallup	Unsignalized	1.2	A	6.1	A
32. SR 162 & W Pioneer Ave	WSDOT	Signal	24.3	C	24.8	C
33. SR 162 & 80th St	WSDOT	Unsignalized	28.3	D	35.0	C
34. SR 162 & SR 410 EB	WSDOT	Signal	15.9	B	16.5	B
35. SR 162 & SR 410 WB	WSDOT	Signal	20.4	C	20.5	C

Notes: Ave = Avenue; Blvd = Boulevard; Rd = Road; sec = second; St = Street
[a] The Shaw Road E and 5th Avenue SE intersection was modeled as a signal to allow traffic into the models. This was documented as a mitigation need.

4.6.2 Queue Lengths

Excessive queueing was reported during the AM and PM peak periods. During the AM and PM peak periods, the following intersections reported a 95th percentile queue length exceeding 1,000 feet (see Table 42).

Table 42. AM & PM Peak Hour Excessive Queue Lengths – Scenario D

Intersection Location	Peak Period	Approach	Movement	Available Storage (ft)	Queue Length (ft)	
					50th	95th
1. Traffic Ave & Cannery Way	AM	Northbound	Left	180	935	1,096
1. Traffic Ave & Cannery Way	AM	Northbound	Thru	320	1,004	1,137
1. Traffic Ave & Cannery Way	PM	Eastbound	Thru	600	1,183	1,598
4. E Main Ave & SR 410 EB	PM	Eastbound	Left	300	170	1,270
12. N Meridian Ave & Valley Ave NE	PM	Eastbound	Right	1,640	1,645	1,681
12. N Meridian Ave & Valley Ave NE	PM	Westbound	Left	500	1,066	1,572
24. Shaw Rd E & 23rd Ave SE	PM	Southbound	Thru	650	1,038	1,383
27. Shaw Rd E & 39th Ave SE	PM	Northbound	Left	330	1,074	1,656
27. Shaw Rd E & 39th Ave SE	PM	Southbound	Thru	530	1,043	1,217

Notes: Ave = Avenue; ft = feet; Rd = Road

The excessive queuing shown in Table 42 and the intersections performing outside City's standard LOS threshold require mitigation.

Again, due to the large number of turning movements for which queue results were compiled, the tables showing the results of AM and PM peak hour queue extents across simulation scenarios have been placed in Attachment C.

4.6.3 Travel Time

Average travel time was collected during the AM and PM peak periods for specific routes within the project area, shown in Table 43.

Table 43. Scenario D – AM and PM Peak Hour Travel Time

Segment	Direction of Travel	Distance (miles)	AM Peak Travel Time (min)	PM Peak Travel Time (min)
E Pioneer Ave, 7th St to 33rd St SE	Eastbound	1.68	4.43	5.29
E Pioneer Ave, 33rd St SE to 7th St	Westbound	1.68	4.32	4.78
Shaw Rd/39th Ave to E Main Ave/State St	Northbound	2.38	6.61	6.49
Shaw Rd/39th Ave to E Main Ave/State St	Southbound	2.38	6.40	8.98

Notes: Ave = Avenue; min = minute; Rd = Road; St = Street

4.6.4 v/c Ratio

Although Scenario D generates less site volume compared to Scenario A, Scenario D does increase the v/c ratios along each segment compared to the No Action Scenario. Table 44 provides the volumes and calculated v/c ratios for Scenario D.

Table 44. Peak Hour Segmental v/c Ratio – Scenario D AM and PM

Roadway Segment	Direction of Travel	Calculated Directional Maximum Capacity	Volume (vehicles)		v/c Ratio	
			AM	PM	AM	PM
1. E Main Ave – Shaw Rd E to 5th Ave NE	Westbound	1,445	676	2,009	0.47	1.39
	Eastbound	1,445	1,266	1,286	0.88	0.89
2. E Main Ave – 5th Ave NE to SR 410	Westbound	1,445	711	2,000	0.49	1.38
	Eastbound	760	1,252	1,300	1.65	1.71
3. E Main Ave – 23rd St to Shaw Rd E	Westbound	1,615	472	1,065	0.29	0.66
	Eastbound	1,615	454	684	0.28	0.42
4. Shaw Rd E – E Main Ave to 5th Ave SE	Northbound	1,445	1,173	1,224	0.81	0.85
	Southbound	1,445	565	1,566	0.39	1.08
5. E Pioneer Ave – 21st St SE to 25th St SE	Westbound	1,445	575	940	0.40	0.65
	Eastbound	1,445	560	971	0.39	0.67
6. E Pioneer Ave – Shaw Rd E to SR 162	Westbound	560	394	350	0.70	0.63
	Eastbound	560	272	544	0.49	0.97
7. SR 162 – 143rd Ave E to 80th St E	Northbound	800	780	694	0.98	0.87
	Southbound	800	423	1,270	0.53	1.59
8. SR 162 – SR 410 to 143rd Ave E	Northbound	840	780	694	0.93	0.83
	Southbound	840	423	1,270	0.50	1.51
9. Shaw Rd E – 12th Ave SE to 16th Ave SE	Northbound	560	1,056	766	1.89	1.37
	Southbound	560	363	1,420	0.65	2.54
10. Shaw Rd E – 16th Ave SE to 23rd Ave SE	Northbound	560	964	710	1.72	1.27
	Southbound	560	351	1,258	0.63	2.25

Roadway Segment	Direction of Travel	Calculated Directional Maximum Capacity	Volume (vehicles)		v/c Ratio	
			AM	PM	AM	PM
11. Shaw Rd E – 23rd Ave SE to 39th Ave SE	Northbound	560	858	636	1.53	1.14
	Southbound	560	335	1,132	0.60	2.02

Notes: Ave = Avenue; Rd = Road; St = Street

Table 45 below compares the v/c ratios of the No Action Scenario and Scenario D showing the percent increase of v/c for each segment.

Table 45. Peak Hour Intersection v/c Ratio Comparison – No Action Scenario and Scenario D

Roadway Segment	Segment Length (ft)	Direction of Travel	v/c Ratio					
			AM	PM				
			No Action	Scenario D	Percent Increase	No Action	Scenario D	Percent Increase
1. E Main Ave – Shaw Rd E to 5th Ave NE	1,600	Westbound	0.37	0.47	27	1.31	1.39	7
		Eastbound	0.83	0.88	5	0.69	0.89	28
2. E Main Ave – 5th Ave NE to SR 410	3,000	Westbound	0.39	0.49	26	1.30	1.38	7
		Eastbound	1.57	1.65	5	1.34	1.71	28
3. E Main Ave – 23rd St to Shaw Rd E	1,800	Westbound	0.27	0.29	8	0.57	0.66	16
		Eastbound	0.23	0.28	21	0.38	0.42	11
4. Shaw Rd E – E Main Ave to 5th Ave SE	1,400	Northbound	0.75	0.81	9	0.54	0.85	56
		Southbound	0.24	0.39	66	0.94	1.08	15
5. E Pioneer – 21st St SE to 25th St SE	1,350	Westbound	0.37	0.40	8	0.51	0.65	27
		Eastbound	0.32	0.39	22	0.60	0.67	12
6. E Pioneer – Shaw Rd E to SR 162	7,300	Westbound	0.69	0.70	2	0.64	0.63	-3
		Eastbound	0.45	0.49	8	1.01	0.97	-4
7. SR 162 – 143rd Ave E to 80th St E	1,350	Northbound	0.96	0.98	1	0.82	0.87	6
		Southbound	0.50	0.53	5	1.58	1.59	1
8. SR 162 – SR 410 to 143rd Ave E	2,000	Northbound	0.92	0.93	1	0.78	0.83	6
		Southbound	0.48	0.50	5	1.50	1.51	1
9. Shaw Rd E – 12th Ave SE to 16th Ave SE	1,800	Northbound	1.69	1.89	11	1.26	1.37	8
		Southbound	0.62	0.65	5	2.41	2.54	5
10. Shaw Rd E – 16th Ave SE to 23rd Ave SE	2,300	Northbound	1.66	1.72	4	1.19	1.27	7
		Southbound	0.60	0.63	4	2.14	2.25	5
11. Shaw Rd E – 23rd Ave SE to 39th Ave SE	7,550	Northbound	1.46	1.53	5	1.06	1.14	7
		Southbound	0.62	0.60	-4	1.86	2.02	9

Notes: Ave = Avenue; ft = feet; Rd = Road; St = Street

The weighted average of the percent increase for each roadway was calculated to be used as a proportional factor for corridor-wide improvements necessary to increase the capacity to be within the performance indicator 0.85 v/c ratio. The percent increase was weighted based on segment length. Table 46 provides the proportional factor for each roadway corridor.

Table 46. Scenario D – Roadway Proportional Factor

Roadway Segment	Proportional Factor
E Main Avenue	0.211
Shaw Road	0.083
E Pioneer Avenue	0.067
SR 162	0.065

4.7 Scenario E – Traffic Mitigation of Scenario D

Scenario E mitigates the traffic impacts reported in Scenario D. Many of the same mitigation strategies implemented under Scenario C were deployed, including:

- Global – increase signal cycle length and coordinate signals:
  - Improve signal progression and increase vehicular throughput at signalized intersections
- Localized – increase left- and/or right-turn lane storage:
  - Reduce the occurrence of queue spillback leading to blocking through-lanes
- Localized – convert an unsignalized intersection at SR 162 and 80th Street E to a roundabout:
  - Improve minor approach access onto the main approach
- Localized – modify lane configuration at signalized intersections:
  - Eliminate split-phase signal timing
  - Improve lane utilization, thus reducing queue lengths

For the localized mitigation strategies, Table 47 describes the extent of mitigation at each location.

Table 47. Scenario E Traffic Impact Mitigation Applied

Intersection Location	Reason for Mitigation	Mitigation Applied	Does Mitigation Fully Address Impact?
1. Traffic Ave/Fryar Ave & Main St/ Cannery Wy	LOS and delay exceeds City's performance indicators	Retime and coordinate signal	Yes, traffic analysis shows acceptable LOS and delay performance indicators
2. Traffic Ave & State St	LOS and delay exceeds City's performance indicators	Retime and coordinate signal; this intersection requires retiming even though it meets LOS thresholds due to proximity to SR 410	Yes, traffic analysis shows acceptable LOS and delay performance indicators
3. E Main Ave & SR 410 WB	LOS and delay exceeds City's performance indicators; queuing	Retime and coordinate signal length, eliminate split phase signal operations by restriping intersection	Yes, traffic analysis shows acceptable LOS and delay performance indicators

Intersection Location	Reason for Mitigation	Mitigation Applied	Does Mitigation Fully Address Impact?
	spillbacks to adjacent intersections	and allowing EB and WB left turns to run concurrently	
4. E Main Ave & SR 410 EB	LOS and delay exceeds City's performance indicators; queuing spillbacks to adjacent intersections	Retime and coordinate signal	Yes, traffic analysis shows acceptable LOS and delay performance indicators
28. Shaw Rd E & 5th Ave SE	LOS and delay exceeds City's performance indicators	Widen 5th Ave and convert unsignalized intersection to a signal with dedicated WB left- and right-turn lanes; widen 5th Avenue to a three-lane roadway section; retime and coordinate signal	Yes, traffic analysis shows acceptable LOS and delay performance indicators
33. SR 162 & 80th St	Traffic generated by Scenario D increases left turning volumes onto SR 162	Convert to roundabout	Yes, traffic analysis shows acceptable LOS and delay performance indicators

Notes: Ave = Avenue; St = Street; Wy = Way

4.7.1 LOS and Delay

Similar to Scenario C, which mitigated the Scenario A traffic impacts, several intersections still exceed the LOS thresholds (see Table 48 and Table 49), including:

- Traffic Avenue/Fryar Avenue and E Main Avenue
- E Main Avenue & SR 410 WB
- N Meridian Avenue & Valley Avenue NE

Table 48. AM Peak Hour Intersection LOS and Delay – Scenario E

Intersection Location	Jurisdiction Control	Intersection Control	Scenario D		Scenario E	
			Delay (sec)	LOS	Delay (sec)	LOS
1. Traffic Ave & Cannery Way	Sumner	Signal	46.8	D	42.1	D
2. Traffic Ave & State St	Sumner	Signal	17.2	B	13.9	B
3. E Main Ave & SR 410 WB	WSDOT	Signal	19.0	B	8.0	A
4. E Main Ave & SR 410 EB	WSDOT	Signal	22.2	C	22.2	C
5. E Main Ave & 5th Ave NE	Puyallup	Unsignalized	7.2	A	7.3	A
6. E Main Ave & Shaw Rd E	Puyallup	Signal	14.1	B	13.6	B
7. E Main Ave & 15th St SE	Puyallup	Signal	7.7	A	7.3	A
8. E Main Ave & 5th St SE	Puyallup	Signal	10.4	B	9.7	A
9. E Main Ave/W Stewart Ave & 2nd St NE	Puyallup	Signal	14.1	B	14.2	B
10. N Meridian Ave & SR 167 NB	WSDOT	Signal	31.9	C	31.7	C
11. N Meridian Ave & SR 167 SB	WSDOT	Signal	21.8	C	23.9	C
12. N Meridian Ave & Valley Ave NE	WSDOT	Signal	26.7	C	26.7	C
13. E Pioneer Ave & SR 512 WB Ramps	WSDOT	Signal	20.1	C	20.2	C
14. E Pioneer Ave & SR 512 EB Ramps	WSDOT	Signal	10.9	B	10.7	B

Intersection Location	Jurisdiction Control	Intersection Control	Scenario D		Scenario E	
			Delay (sec)	LOS	Delay (sec)	LOS
15. E Pioneer Ave & 13th St SE	Puyallup	Unsignalized	9.2	A	9.2	A
16. E Pioneer Ave & 15th St SE	Puyallup	Signal	5.6	A	5.6	A
17. E Pioneer Ave & 21st St SE	Puyallup	Signal	7.6	A	7.1	A
18. E Pioneer Ave & 25th St SE	Puyallup	Unsignalized	14.9	B	12.3	B
19. E Pioneer Ave & Shaw Rd E	Puyallup	Signal	42.2	D	30.7	C
20. E Pioneer Ave & 33rd St SE	Puyallup	Unsignalized	8.5	A	7.4	A
21. 33rd St SE & 80th Ave SE	Puyallup	Unsignalized	7.5	A	7.6	A
22. Shaw Rd E & Highlands Blvd	Puyallup	Unsignalized	19.5	C	25.8	D
23. Shaw Rd E & 16th Ave SE	Puyallup	Unsignalized	16.4	C	18.8	C
24. Shaw Rd E & 23rd Ave SE	Puyallup	Signal	19.2	B	19.1	B
25. Shaw Rd E & Forest Green Blvd	Puyallup	Unsignalized	12.0	B	11.5	B
26. Shaw Rd E & Manorwood Dr	Puyallup	Unsignalized	10.5	B	11.4	B
27. Shaw Rd E & 39th Ave SE	Puyallup	Signal	15.2	B	14.1	B
28. Shaw Rd E and 5th Ave SE	Puyallup	Signalized	8.7	A	8.1	A
29. 33rd St SE & 5th Ave SE	Puyallup	Unsignalized	13.0	B	12.4	B
30. Shaw Rd E & Safeway Driveway	Puyallup	Signal	11.6	B	8.9	A
31. 80th St & Warehouse Driveway	Puyallup	Unsignalized	5.6	A	5.3	A
32. SR 162 and W Pioneer Ave	WSDOT	Signal	24.2	C	24.4	C
33. SR 162 & 80th St	WSDOT	Unsignalized	12.7	B	4.3	A
34. SR 162 & SR 410 EB	WSDOT	Signal	20.9	C	21.7	C
35. SR 162 & SR 410 WB	WSDOT	Signal	18.1	B	18.2	B

Notes: Ave = Avenue; Blvd = Boulevard; Rd = Road; sec = second; St = Streety

Table 49. PM Peak Hour Intersection LOS and Delay – Scenario E

Intersection Location	Jurisdiction Control	Intersection Control	Scenario D		Scenario E	
			Delay (sec)	LOS	Delay (sec)	LOS
1. Traffic Ave & Cannery Way	Sumner	Signal	61.4	E	33.5	C
2. Traffic Ave & State St	Sumner	Signal	8.1	A	10.1	B
3. E Main Ave & SR 410 WB	WSDOT	Signal	58.9	E	48.5	D
4. E Main Ave & SR 410 EB	WSDOT	Signal	28.9	C	31.7	C
5. E Main Ave & 5th Ave NE	Puyallup	Unsignalized	7.4	A	7.3	A
6. E Main Ave & Shaw Rd E	Puyallup	Signal	23.0	C	28.7	C
7. E Main Ave & 15th St SE	Puyallup	Signal	9.9	A	9.9	A
8. E Main Ave & 5th St SE	Puyallup	Signal	14.8	B	15.1	B
9. E Main Ave/W Stewart Ave & 2nd St NE	Puyallup	Signal	10.8	B	11.0	B
10. N Meridian Ave & SR 167 NB	WSDOT	Signal	29.9	C	29.9	C
11. N Meridian Ave & SR 167 SB	WSDOT	Signal	12.4	B	12.4	B
12. N Meridian Ave & Valley Ave NE	WSDOT	Signal	140.9	F	140.9	F
13. E Pioneer Ave & SR 512 WB ramps	WSDOT	Signal	17.8	B	22.7	C
14. E Pioneer Ave & SR 512 EB ramps	WSDOT	Signal	9.6	A	10.4	B

Intersection Location	Jurisdiction Control	Intersection Control	Scenario D		Scenario E	
			Delay (sec)	LOS	Delay (sec)	LOS
15. E Pioneer Ave & 13th St SE	Puyallup	Unsignalized	12.7	B	10.7	B
16. E Pioneer Ave & 15th St SE	Puyallup	Signal	11.8	B	14.9	B
17. E Pioneer Ave & 21st St SE	Puyallup	Signal	9.6	A	8.3	A
18. E Pioneer Ave & 25th St SE	Puyallup	Unsignalized	15.3	C	19.6	C
19. E Pioneer Ave & Shaw Rd E	Puyallup	Signal	55.5	E	49.7	D
20. E Pioneer Ave & 33rd St SE	Puyallup	Unsignalized	13.3	B	14.9	B
21. 33rd St SE & 80th Ave SE	Puyallup	Unsignalized	8.1	A	8.1	A
22. Shaw Rd E & Highlands Blvd	Puyallup	Unsignalized	38.4	E	42.4	E
23. Shaw Rd E & 16th Ave SE	Puyallup	Unsignalized	37.4	E	43.5	E
24. Shaw Rd E & 23rd Ave SE	Puyallup	Signal	36.6	D	39.2	D
25. Shaw Rd E & Forest Green Blvd	Puyallup	Unsignalized	21.8	C	25.0	D
26. Shaw Rd E & Manorwood Dr	Puyallup	Unsignalized	20.3	C	28.8	D
27. Shaw Rd E & 39th Ave SE	Puyallup	Signal	68.1	E	50.1	D
28. Shaw Rd E & 5th Ave SE	Puyallup	Signalized	26.6	C	6.4	A
29. 33rd St SE & 5th Ave SE	Puyallup	Unsignalized	10.2	B	10.4	B
30. Shaw Rd E & Safeway Driveway	Puyallup	Signal	12.0	B	7.7	A
31. 80th St & Warehouse Driveway	Puyallup	Unsignalized	6.1	A	6.1	A
32. SR 162 & E Pioneer Ave	WSDOT	Signal	24.8	C	27.1	C
33. SR 162 & 80th St E	WSDOT	Unsignalized	35.0	C	27.0	C
34. SR 162 & SR 410 EB	WSDOT	Signal	16.5	B	21.4	C
35. SR 162 & SR 410 WB	WSDOT	Signal	20.5	C	20.9	C

Notes: Ave = Avenue; Blvd = Boulevard; Rd = Road; sec = second; St = Street

Comparing the intersection delay between Scenarios D and E, a majority of intersections saw a decrease in delay. Several intersections did see an increase in delay, mainly at unsignalized intersections. Due to the improved vehicular throughput along main corridors, fewer available gaps occur for the minor approach to complete their movement. Although the delay increases at some locations, the overall network performance is improved, as represented by the reduction in average delay at a majority of the intersections within the study area and overall reduction in queue lengths described below.

4.7.2 Queue Lengths

Similar to Scenario C, the mitigation strategies implemented did not eliminate excessive 95th percentile queueing. In fact, by improving traffic flow at the critical bottlenecks within the Project area, traffic platoons and congestion spreads throughout the network, increasing the number of locations where 1,000-foot queues develop. Rather than comparing 95th percentile queues with Scenario A, a more meaningful metric that shows an improvement to traffic flow is comparing the 50th percentile queue lengths. A majority of the 50th percentile queue lengths are less than the available storage length provided. Table 50 below shows the Scenario A intersections where excessive queue lengths were reported. The 50th percentile queue lengths at these intersections are provided for Scenarios D and E.

Table 50. AM and PM Peak Hour Excessive Queue Lengths – Scenarios D and E

Intersection Location	Peak Period	Approach	Movement	Available Storage (ft)	50th Percentile Queue Length (ft)		95th Percentile Queue Length (ft)	
					Scenario D	Scenario E	Scenario D	Scenario E
1. Traffic Ave & Cannery Wy	AM	Northbound	Left	180	935	789	1,096	1,099
1. Traffic Ave & Cannery Wy	AM	Northbound	Thru	320	1,004	920	1,137	1,156
1. Traffic Ave & Cannery Wy	PM	Eastbound	Thru	600	1,183	247	1,598	456
10. N Meridian Ave & SR 167 NB	PM	Westbound	Left	1,100	170	112	1,270	747
12. N Meridian Ave & Valley Ave NE	PM	Eastbound	Right	1,640	1,645	1,645	1,681	1,681
12. N Meridian Ave & Valley Ave NE	PM	Westbound	Left	500	1,066	1,066	1,572	1,572
24. Shaw Rd E & 23rd Ave SE	PM	Southbound	Thru	650	1,038	566	1,383	1,151
27. Shaw Rd E & 39th Ave SE	PM	Northbound	Left	330	1,074	411	1,564	555
27. Shaw Rd E & 39th Ave SE	PM	Southbound	Thru	530	1,043	1,297	1,217	1,600

Notes: Ave = Avenue; ft = feet; Rd = Road; St = Street; Wy = Way

Due to the large number of turning movements for which queue results were compiled, the tables showing the results of AM and PM peak hour queue extents across simulation scenarios have been placed in Attachment C.

4.7.3 Travel Time

Average travel time was collected during the AM and PM peak periods for specific routes within the Project area, as shown in Table 51.

Table 51. Scenario E – AM and PM Peak Hour Travel Time

Segment	Direction of Travel	Distance (miles)	AM Peak Travel Time (min)	PM Peak Travel Time (min)
E Pioneer Ave, 7th St to 33rd St SE	Eastbound	1.68	4.39	5.38
E Pioneer Ave, 33rd St SE to 7th St	Westbound	1.68	4.16	4.68
Shaw Rd/39th Ave to E Main Ave/State St	Northbound	2.38	6.13	5.93
Shaw Rd/39th Ave to E Main Ave/State St	Southbound	2.38	5.91	8.53

Notes: Ave = Avenue; min = minute; Rd = Road; St = Street

4.7.4 v/c Ratio

The v/c ratio for Scenario E would be equivalent to the v/c ratio for Scenario D since both scenarios have the same demand volume. The proportional factor for Scenario E is also equivalent to Scenario D.

4.8 Travel Time

Table 52 provides travel time results from the simulations of all scenarios for comparison.

Table 52. Travel Time Comparison

Segment and Direction	Length (miles)	Travel Time (minutes)						
		Existing	No Action Scenario	Scenario A	Scenario B	Scenario C	Scenario D	Scenario E
AM Peak Hour								
Pioneer Ave, 7th St to 33rd St, EB	1.68	4.17	4.52	4.72 (4%)	4.57 (1%)	4.44 (-2%)	4.43 (-2%)	4.39 (-3%)
Pioneer Ave, 33rd St to 7th St, WB	1.68	4.20	4.26	4.40 (3%)	4.35 (2%)	4.37 (3%)	4.32 (1%)	4.15 (-3%)
Shaw Rd/39th Ave to E Main Ave/State St	2.38	4.33	6.13	7.44 (21%)	7.07 (15%)	6.78 (11%)	6.61 (8%)	6.13 (0%)
Shaw Rd/39th Ave to E Main Ave/State St	2.38	4.26	5.96	6.72 (13%)	6.80 (14%)	6.37 (7%)	6.40 (7%)	5.91 (-1%)
PM Peak Hour								
Pioneer Ave, 7th St to 33rd St, EB	1.68	5.0	5.34	5.50 (3%)	7.49 (40%)	5.23 (-2%)	5.29 (-1%)	5.38 (1%)
Pioneer Ave, 33rd St to 7th St, WB	1.68	5.07	4.68	4.84 (3%)	6.50 (39%)	4.41 (-6%)	4.78 (2%)	4.68 (0%)
Shaw Rd/39th Ave to E Main Ave/State St	2.38	6.02	6.55	7.71 (18%)	13.47 (106%)	6.09 (-7%)	6.49 (-1%)	5.93 (-9%)
Shaw Rd/39th Ave to E Main Ave/State St	2.38	7.92	9.00	9.59 (7%)	19.66 (118%)	9.62 (7%)	8.98 (0%)	8.53 (-5%)

Notes: Ave = Avenue; Rd = Road; St = Street. Percentages represent increase over the No Action Scenario.

Scenario A sees a significant increase in travel time during the PM peak period compared to the No Action Scenario. The main reason for the increase in travel time is due to the failing signalized intersections and extensive queue lengths described previously in this section. Main Street, Shaw Road, and Pioneer Avenue are projected to be nearing capacity under the No Action Scenario. The increase in traffic generated by the Knutson Farms proposal pushes these corridors further over capacity, resulting in extensive queuing, congestion, and significant increase in travel times.

Scenario B results in grid lock during the PM peak period. This results in a excessive increases in travel time along all corridors. The grid lock is due to the train call which results in excessive queue lengths.

Scenario C results in a decrease in travel time for some corridors and a slight increase in travel time for other corridors during the PM peak period compared to the No Action Scenario. Scenario C travel times

indicate that the mitigation strategies implemented reduce the travel times through the transportation network when compared to Scenario A.

Scenario D results in a decrease in travel time for some corridors and a slight increase in travel time for other corridors during the PM peak period compared to the No Action Scenario. Although not as significant as the traffic increase in Scenario A, the increase in traffic generated by Knutson Farms is anticipated to increase travel times along the corridors by less than 1-minute during the AM peak period and are relatively equivalent during the PM peak period.

Scenario E results in a decrease in travel time for some corridors and a slight increase in travel time for other corridors during the PM peak period compared to the No Action Scenario. Scenario E travel times indicate that the mitigation strategies implemented reduce the travel times through the transportation network when compared to Scenario D.

5.0 CRASH ANALYSIS RESULTS

5.1 Crash History

A total of 836 crashes were reported at the study intersections (#1 through #27 and #31 through #35) and the segments in the 7-year period between January 1, 2015, and December 31, 2021 (WSDOT 2023). The study intersections where existing conditions were reported accounted for 757 of these. The summary of intersection and segment crashes is shown in Table 53 by type, in Table 54 by severity, and in Table 55 by year.

Approximately 71 percent of both intersection and segment crashes were either angle or rear-end crashes. Angle crashes are those where two vehicles approaching the intersection on intersecting streets collide. Such crashes, by definition, involve at least one of the two drivers failing to yield the right-of-way. Rear-end crashes tend to predominate on congested intersections and are almost always caused by inattention on the part of the second driver.

No fatal crashes occurred during the study period at any of the intersections or segments studied. “Unknown” severity is a simple lack of reporting and can indicate that a driver, passenger, cyclist, or pedestrian involved in a crash left the scene of the crash without the reporting officer being able to assess injury status, or that the officer may have neglected to complete that part of the crash report. A total of only ten crashes with suspected serious injuries in 836 total reported crashes represent a low degree of severity.

Crashes per year generally declined from 2015 to 2020 and then bounced back in 2021. The year 2020 could be considered something of an aberration, as the global pandemic reduced vehicle miles traveled for most of the year. Crash rates were generally lower on Shaw Road E between E Pioneer Avenue and 39th Street than at other intersections. No crash rates higher than 1.0 were observed for any study intersection. To illustrate relative crash intensity for study area intersections, Figure 14 provides a color-coded map.

Table 53. Crash History by Type

Intersection/Segment	Angle	Fixed Object	Head On	Over-turn	Ped/ Cyclist	Rear End	Side-swipe	Other	Total
1. Traffic Ave & Cannery Way	7	1	1			8	8		25
2. Traffic Ave & State St	3	3				4	1		11
3. E Main Ave & SR 410 WB	30	4	2		1	24	4		65
4. E Main Ave & SR 410 EB	11	2			1	5	1		20
5. W Main Ave & 5th Ave NE	5					2	2		9
6. E Main Ave & Shaw Rd E	11	2		1		23	9		46
7. E Main Ave & 15th St SE	12	3				5	2		22
8. E Main Ave & 5th Ave SE	20	4			2	13	2		41
9. E Main Ave & 2nd St SE	5	1			3	3	5		17
10. N Meridian Ave & SR 167 SB	7			2	1	26	25	2	63
11. N Meridian Ave & SR 167 NB	3	2			1	18	7	1	32
12. N Meridian Ave & Valley Ave NE	26	2				39	41		108

Intersection/Segment	Angle	Fixed Object	Head On	Over-turn	Ped/ Cyclist	Rear End	Side-swipe	Other	Total
13. E Pioneer Ave & SR 512 WB		2				3	1		6
14. E Pioneer Ave & SR 512 EB	1	3			2	7	3		16
15. E Pioneer Ave & 13th St SE	10	1			3		1		15
16. E Pioneer Ave & 15th St SE	4	2				4	1	1	12
17. E Pioneer Ave & 21st St	8					3	2		13
18. E Pioneer Ave & 25th St SE	1	1				1			3
19. E Pioneer Ave & Shaw Rd E	16	2				33	8		59
20. E Pioneer Ave & 33rd St SE	1					5			6
21. 80th St E & 33rd St SE	1								1
22. Shaw Rd E & Highlands Blvd	1	2				3	1		7
23. Shaw Rd E & 16th Ave SE	2					5		1	8
24. Shaw Rd E & 23rd Ave SE	6	1				10			17
25. Shaw Rd E & Forest Green Blvd	1	1				1			3
26. Shaw Rd E & Manorwood Dr	3	2				2			7
27. Shaw Rd E & 39th Ave SE	20	4				12			36
32. SR 162 & E Pioneer Ave	6	2				13	8		29
33. SR 162 & 80th St E	18	3	1			13	1	1	37
34. SR 162 & SR 410 EB	1	1				8			10
35. SR 162 & SR 410 WB	4					9			13
Total Intersection Crashes	**244**	**51**	**4**	**3**	**14**	**302**	**133**	**6**	**757**
A. E Pioneer Ave, SR 512 to Shaw Rd E	12	2				8	4	2	28
B. Shaw Rd E, Pioneer Ave to E Main Ave	2					4	3	1	10
C. E Main Ave, Shaw Rd E to Puyallup River	11				1	13	15	1	41
Total Study Segment Crashes	**25**	**2**	**0**	**0**	**1**	**25**	**22**	**4**	**79**

Source: WSDOT 2023

Notes: Ave = Avenue; Blvd = Boulevard; Dr = Drive; Ped = Pedestrian; Rd = Road; St = Street

Table 54. Crash History by Severity

Intersection/Segment	No Injury Apparent	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Unknown	Total
1. Traffic Ave & Cannery Way	19	5	1			25
2. Traffic Ave & State St	8	2	1			11
3. E Main Ave & SR 410 WB	40	16	6	1	2	65
4. E Main Ave & SR 410 EB	14	4		1	1	20
5. W Main Ave & 5th Ave NE	7	2				9
6. E Main Ave & Shaw Rd E	33	9	2		2	46
7. E Main Ave & 15th St SE	13	6		1	2	22
8. E Main Ave & 5th Ave SE	29	10	2			41
9. E Main Ave & 2nd St SE	11	3	2		1	17
10. N Meridian Ave & SR 167 NB	48	11	2	2		63

Intersection/Segment	No Injury Apparent	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Unknown	Total
11. N Meridian Ave & SR 167 SB	22	7	2		1	32
12. N Meridian Ave & Valley Ave	94	10	2		2	108
13. E Pioneer Ave & SR 512 WB	6					6
14. E Pioneer Ave & SR 512 EB	11	3	1		1	16
15. E Pioneer Ave & 13th St SE	7	7	1			15
16. E Pioneer Ave & 15th St SE	7	1	3		1	12
17. E Pioneer Ave & 21st St	8	4	1			13
18. E Pioneer Ave & 25th St SE	1	2				3
19. E Pioneer Ave & Shaw Rd E	39	16	3	1		59
20. E Pioneer Ave & 33rd St SE	4	2				6
21. 80th St E & 33rd St SE		1				1
22. Shaw Rd E & Highlands Blvd	5	1		1		7
23. Shaw Rd E & 16th Ave SE	7	1				8
24. Shaw Rd E & 23rd Ave SE	11	5	1			17
25. Shaw Rd E & Forest Green Blvd	1	2				3
26. Shaw Rd E & Manorwood Dr	6		1			7
27. Shaw Rd E & 39th Ave SE	26	7	1		2	36
32. SR 162 & E Pioneer Ave	20	8	1			29
33. SR 162 & 80th St E	20	16	1			37
34. SR 162 & SR 410 EB	9	1				10
35. SR 162 & SR 410 WB	6	7				13
Total Intersection Crashes	**532**	**169**	**34**	**7**	**15**	**757**
A. E Pioneer Ave, SR 512 to Shaw Rd E	19	5	3		1	28
B. Shaw Rd E, Pioneer Ave to E Main Ave	7	1	1	1		10
C. E Main Ave, Shaw Rd E to Puyallup River	30	7	1	2	1	41
Total Study Segment Crashes	**56**	**13**	**5**	**3**	**2**	**79**

Source: WSDOT 2023
Notes: Ave = Avenue; Blvd = Boulevard; Dr = Drive; Rd = Road; St = Street

Table 55. Crash History by Year, with Estimated Crash Rate

Intersection/Segment	2015	2016	2017	2018	2019	2020	2021	Total	Rate[a]
1. Traffic Ave & SW 6th Ave	3	3	6	3	4	3	3	25	0.36
2. Traffic Ave & State St	2		1	2	1	2	3	11	0.24
3. E Main Ave & SR 410 WB	14	8	11	8	9	7	8	65	0.81
4. E Main Ave & SR 410 EB	1	4	6	2	1	5	1	20	0.23
5. W Main Ave & 5th Ave NE	1	1	2	1	3		1	9	0.12
6. E Main Ave & Shaw Rd E	6	10	7	5	6	4	8	46	0.48
7. E Main Ave & 15th St SE	4	5	2	1	3	1	6	22	0.44
8. E Main Ave & 5th Ave SE	10	7	8	3	6	4	3	41	0.96
9. E Main Ave & 2nd St SE	2	3	3	3	4	2	0	17	0.30
10. N Meridian Ave & SR 167 NB	9	13	5	14	10	3	9	63	0.41

Intersection/Segment	2015	2016	2017	2018	2019	2020	2021	Total	Rate[a]
11. N Meridian Ave & SR 167 SB	1	4		4	2	1	20	32	0.31
12. N Meridian Ave & Valley Ave	19	16	10	17	16	11	19	108	0.87
13. E Pioneer Ave & SR 512 WB	2	1	1		1	1	0	6	0.15
14. E Pioneer Ave & SR 512 EB	2	1	2	2	4	3	2	16	0.38
15. E Pioneer Ave & 13th St SE	3	4	2	2	1	1	2	15	0.37
16. E Pioneer Ave & 15th St SE	2	4	1	1	1	2	1	12	0.28
17. E Pioneer Ave & 21st St	2	1	2	1	1	1	5	13	0.39
18. E Pioneer Ave & 25th St SE	1			1			1	3	0.09
19. E Pioneer Ave & Shaw Rd E	14	11	6	4	5	4	15	59	0.61
20. E Pioneer Ave & 33rd St SE		1	1	1	1		2	6	0.19
21. 80th St E & 33rd St SE				1			0	1	0.12
22. Shaw Rd E & Highlands Blvd	2	2					3	7	0.11
23. Shaw Rd E & 16th Ave SE	2		1	2			3	8	0.14
24. Shaw Rd E & 23rd Ave SE	2	4	1	2	4	2	2	17	0.28
25. Shaw Rd E & Forest Green Blvd	1	1			1		0	3	0.06
26. Shaw Rd E & Manorwood Dr	2	1	2			1	1	7	0.15
27. Shaw Rd E & 39th Ave SE	7	12	10	4	3		0	36	0.51
32. SR 162 & E Pioneer Ave	3	6	6	5	4	1	4	29	0.46
33. SR 162 & 80th St E	6	3	10	6	5	6	1	37	0.72
34. SR 162 & SR 410 EB	2	1	1	0	1	2	3	10	0.13
35. SR 162 & SR 410 WB	1	0	4	1	2	3	2	13	0.20
Total Intersection Crashes	**126**	**127**	**111**	**96**	**99**	**70**	**128**	**757**	**-**
A. E Pioneer Ave, SR 512 to Shaw Rd E	5	4	5	4	3	2	5	28	
B. Shaw Rd E, Pioneer Ave to E Main Ave	1	2	4			3	0	10	
C. E Main Ave, Shaw Rd E to Puyallup River	4	9	8	4	12	4	0	41	
Total Study Segment Crashes	**10**	**15**	**17**	**8**	**15**	**9**	**5**	**79**	**-**

Source: WSDOT 2023

Notes: Ave = Avenue; Blvd = Boulevard; Dr = Drive; Rd = Road; St = Street

[a] Intersection crash rate is an estimate of crashes per million entering vehicles. Segment crash rate is an estimate of crashes per 100M vehicle miles traveled.

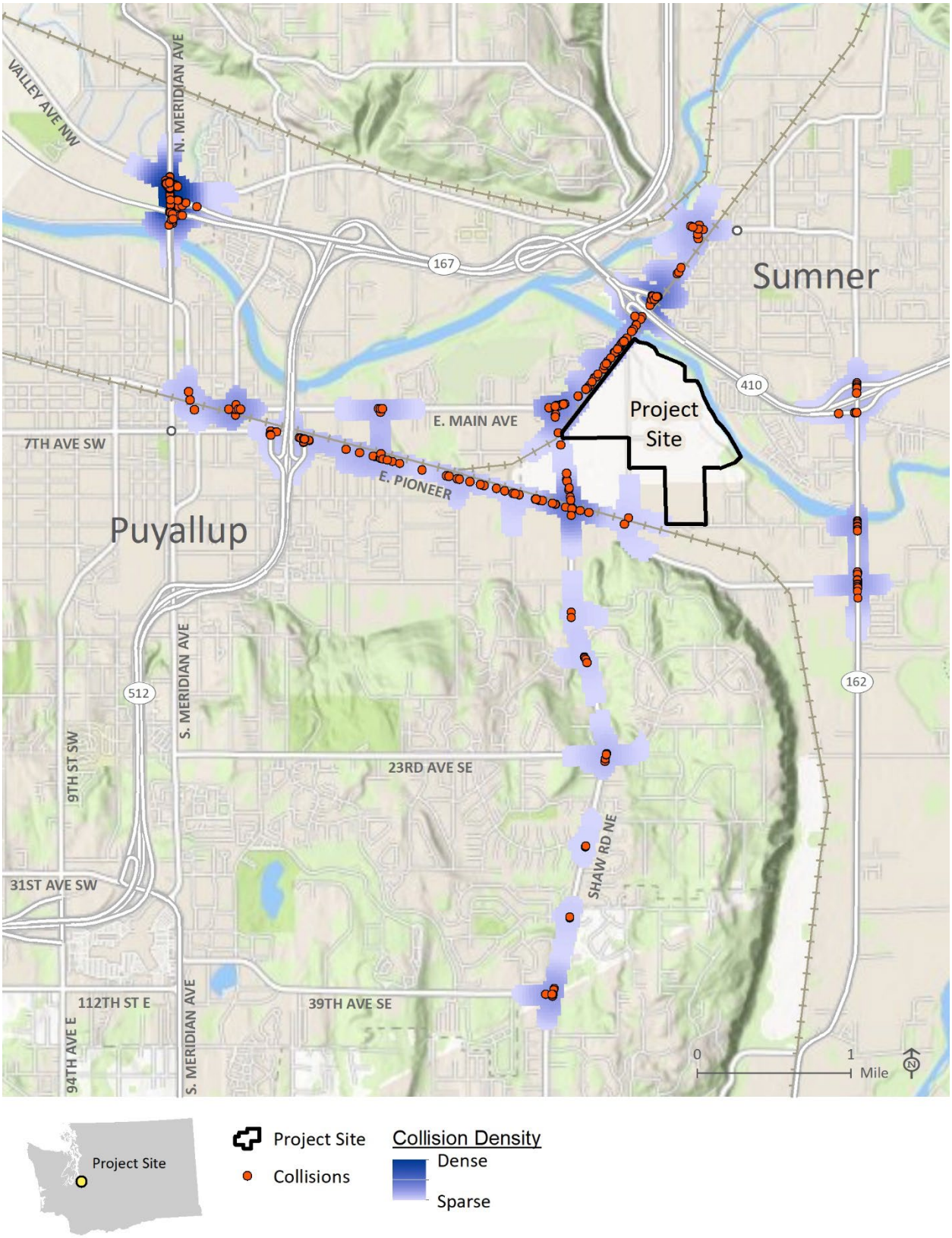

Figure 14. Relative Crash Intensity for Study Intersections

5.2 Traffic Safety Performance Impacts of Future Scenarios

Intersection crash rates (crashes per million entering vehicles) can reasonably be expected to remain similar in the Project year of opening (2026) unless one or more of the following influences them:

- Abnormal weather results in more hazardous conditions than have been observed within the study area in the recent past;
- Industrywide improvements in vehicle technology associated with crash avoidance are implemented in enough of the vehicle fleet that overall crashes are reduced; and/or
- Project improvements are made at specific intersections that reduce crash risk, such as improvements to lighting, sight distance, or intersection geometry.

Comparisons here are based on an assumption that such factors would neither be substantive nor effectively cancel each other out.

5.2.1 No Action Scenario

The No Action Scenario would experience more crashes per year than the 6-year average from 2015 to 2020, but type and severity patterns would not be expected to change. No significant safety impacts are expected to result from the No Action Scenario.

5.2.2 Scenario A: Proposed Action

Scenario A would result in significant increases in traffic volume at study intersections and along study segments. With the assumption that relationship of crashes to volume remains the same, the Project would come with an anticipated corresponding increase in crashes and impacts to overall public safety. As shown earlier, Scenario A would, for the most part, also result in more peak hour congestion, which could reasonably be expected to affect crash likelihood.

Additional traffic congestion could affect safety performance both positively and negatively. On the positive side, lower speeds could give drivers more time to react to other road users. Shaw Road has documented high speeds as shown in City plans, such as the Safe Routes to Schools Plan. However, drivers could also become frustrated by delays and attempt to make more aggressive movements to compensate, such as changing lanes more often or accepting smaller gaps when entering or crossing conflicting traffic.

During congested or lower-speed conditions, crash type distribution could be different from when drivers are freer to choose their desired speed. More congestion is likely to correspond to more sideswipe and rear-end crashes due to increased lane-changing or other aggressive/impatient driving. Both lower speeds and more of these types of crashes are often associated with lower severity (fewer injuries) than the head-on, angle, and fixed-object crashes that typically occur when there is little or no congestion. No significant safety impacts are expected to result from Scenario A.

5.2.3 Scenario B: Rail Delivery

With similar levels of congestion relative to Scenario A, Scenario B would be expected to have similar safety impacts to those outlined for Scenario A. While the very low speeds of proposed trains on crossings near the site for Scenario B indicate that new safety impacts due to rail crossing activity would

not be significant, additional active rail crossings would not make Scenario B safer than the No Action Scenario or Scenario A. No significant safety impacts are expected to result from Scenario B.

5.2.4 Scenario D: Reduced Footprint Alternative

The characteristics of the safety impacts under Scenario D are similar to those under Scenario A. However, the magnitude of the impacts is expected to be lower, since the anticipated traffic volumes associated with Scenario D are lower than those associated with Scenario A.

6.0 PAVEMENT ANALYSIS RESULTS

6.1 Current Condition

As presented in Attachment B, the pavement analysis determined average remaining life of the existing pavement on the subject roadways. It was determined E Main Avenue has 9 percent remaining life, Shaw Road E has 38 percent remaining life, and E Pioneer Avenue has 38 percent remaining life. See Table 56 for the estimated remaining life at current condition.

Table 56. Pavement Remaining Life and Percent Increase in ESAL

Roadway	Estimated Remaining Life at Current Condition	Scenario A Percent Increase in ESAL	Scenario D Percent Increase in ESAL
East Main Avenue	0 to 23% (9% Average)	9.4	6.5
Shaw Road East	18 to 68% (38% average)	5.3	3.6
East Pioneer Avenue	8 to 63% (32% average)	6.8	4.7

6.2 No Action Scenario

Under the No Action Scenario, pavement would continue to deteriorate at its current rate, with slight potential acceleration due to increasing traffic.

6.3 Scenarios A and D

Due to the increase in truck volumes and the ESALs (refer to Section 3.6) under Scenarios A and D, the subject roadways would reach their end of life faster than under No Action Scenario. Table 56 shows the percent increase in ESALs from the No Action Scenario to Scenarios A and D. These percent increases indicate how much sooner the pavements would reach their end of life. For example, on E Main Avenue, pavement condition under Scenario A would reach the end of its life 9.4 percent sooner than under the No Action Scenario. A pavement analysis for Scenario B was not conducted due to the operational impacts and lack of viability of that scenario.

Typical mitigation measures for pavements include a full repave and a grind-and-overlay. Within reasonable range, it is recommended for the applicant to share 5 to 10 percent of the cost of the mitigation.

7.0 MITIGATION SUMMARY

The Proposed Action, either Scenario A or the reduced intensity alternative, Scenario D, would result in operational degradation of the transportation system within the Project area. Several intersections within the Project area would exceed LOS thresholds, triggering the need for mitigation at specific intersections, including restriping, roadway widening and new signals, and construction of a roundabout. Table 57 summarizes required mitigation for Scenarios A and D.

Table 57. Required Mitigation Summary

Intersection/Corridor	Required Mitigation By Scenario	
	Scenario A	**Scenario D**
1. Traffic Ave/Fryar Ave & Main St/Cannery Wy	Retime and coordinate signal	Retime and coordinate signal
2. Traffic Ave & State St	Retime and coordinate signal; this intersection requires retiming even though it meets LOS thresholds due to proximity to SR 410	Retime and coordinate signal; this intersection requires retiming even though it meets LOS thresholds due to proximity to SR 410
3. E Main Ave & SR 410 WB	Retime and coordinate signal length, eliminate split phase signal operations by restriping intersection and allowing EB and WB left turns to run concurrently	Retime and coordinate signal length, eliminate split phase signal operations by restriping intersection and allowing EB and WB left turns to run concurrently
4. E Main Ave & SR 410 EB	Retime and coordinate signal	Retime and coordinate signal
12. N Meridian Ave & Valley Ave NE	No mitigation applied, see below for discussion	No mitigation applied, see below for discussion
28. Shaw Rd E & 5th Ave SE	Widen 5th Ave and convert unsignalized intersection to a signal with dedicated WB left- and right-turn lanes; widen 5th Ave to a three-lane roadway section between Shaw Rd E and 33rd St SE	Widen 5th Ave and convert unsignalized intersection to a signal with dedicated WB left- and right-turn lanes; widen 5th Ave to a three-lane roadway section between Shaw Rd E and 33rd St SE
33. SR 162 & 80th St	Convert to roundabout	Convert to roundabout
Proportional Factor		
E Main Ave	0.324	0.211
Shaw Rd E	0.170	0.083
E Pioneer Ave	0.122	0.067
SR 162	0.117	0.065

Notes: Ave = Avenue; Rd = Road; St = Street; Wy = Way

The Proposed Action further exacerbates the roadway corridors that are projected to have a v/c ratio greater than 0.85 under the no-build condition. This is evident of the excessive queueing that is projected to occur along Shaw Road E, Pioneer Avenue, and SR 162. Global mitigation strategies, such as retiming existing signals, are proposed to alleviate the excessive queue lengths.

In addition to global mitigation strategies, a proportional factor was developed for each major corridor within the Project area. The Proposed Action would reduce the available capacity any proposed corridor-wide capacity improvement would provide. In order to determine a fee-in-lieu cost, the weighted factor is developed to quantify the total fee-in-lieu cost that is equivalent to the reduction in available capacity due to the Proposed Action. The proportional factor is to be applied to corridor-wide capacity improvements long-range estimates to determine the appropriate capacity usage fee.

The Proposed Action would require unavoidable upgrades to the transportation network within the Project area. These improvements include:

- Improve existing roadways to meet ADA requirements. Areas impacted by associated mitigation would need to provide associated upgrades to street right-of-way facilities to meet all current ADA regulations, best practices, and guidelines. This would apply globally under each mitigation scenario.
- Improve existing transit stations. The Project would generate substantial employment on site that would necessitate transit stop improvements meant to serve the site employees. In consultation with Pierce Transit, the EIS team and City have identified one current bus stop (stop #1301, at the NE corner of Shaw Road and East Main Avenue) that would require full improvement with a bus stop shelter. This would apply globally under each mitigation scenario.
- Widen existing roadways to meet current City and County standards. Due to the substandard nature of the immediate public roadways serving the development site and the total daily vehicle trips documented on those roads, upgrades to the following roadways would be required:
  - 5th Avenue SE. Completing cross section improvements from Shaw to 33rd Street in accordance with City standards. This mitigation is needed to address the increased demand from impacts generated by the site development. This would apply globally under each mitigation scenario.
  - 33rd Street SE. Complete full street cross section improvements to 33rd Street SE from 5th Avenue SE to East Pioneer Avenue, including intersection improvements at 8th Avenue SE/33rd Street SE and 33rd Street SE/E Pioneer Avenue. The existing 33rd Street SE, from 5th Avenue to E Pioneer Avenue, is substandard; the majority of the roadway is 15 to 17 feet in width paved, with no pedestrian facilities. This roadway is designated in the City's Comprehensive Plan as a future arterial. A major community park facility (Van Lierop Park) and a large non-profit (Step by Step) serving at risk mothers and youth exist on this road, and both plan major improvement in the future. The road would need to be improved to serve the demand and impacts generated by site development. Without this mitigation, the impacts to the City transportation network safety would be significant. Per the City Comprehensive Plan (policy T-3.3 (b.)), development that causes impacts to the City transportation network are required to make improvements. This would apply globally under each mitigation scenario.
  - 80th Street E/8th Avenue SE. Complete full street cross section improvements to 80th Street E (Pierce County) and 8th Avenue SE (City) from the eastern-most portion of the Project site frontage to the 8th Avenue SE/33rd Street SE intersection. Similar to the above analysis regarding street impacts and substandard nature of these local roads, improvements to serve the demand and impacts generated by site development are required. Without this mitigation, the impacts to the City and County transportation network safety would be significant. Per the City Comprehensive Plan (policy T-3.3 (b.)), development that causes impacts to the City transportation network are required to make improvements. This would apply globally under each mitigation scenario.

8.0 REFERENCES

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Attachment A – Existing Traffic Counts

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Attachment B – Pavement Analysis

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Attachment C – Queuing Results

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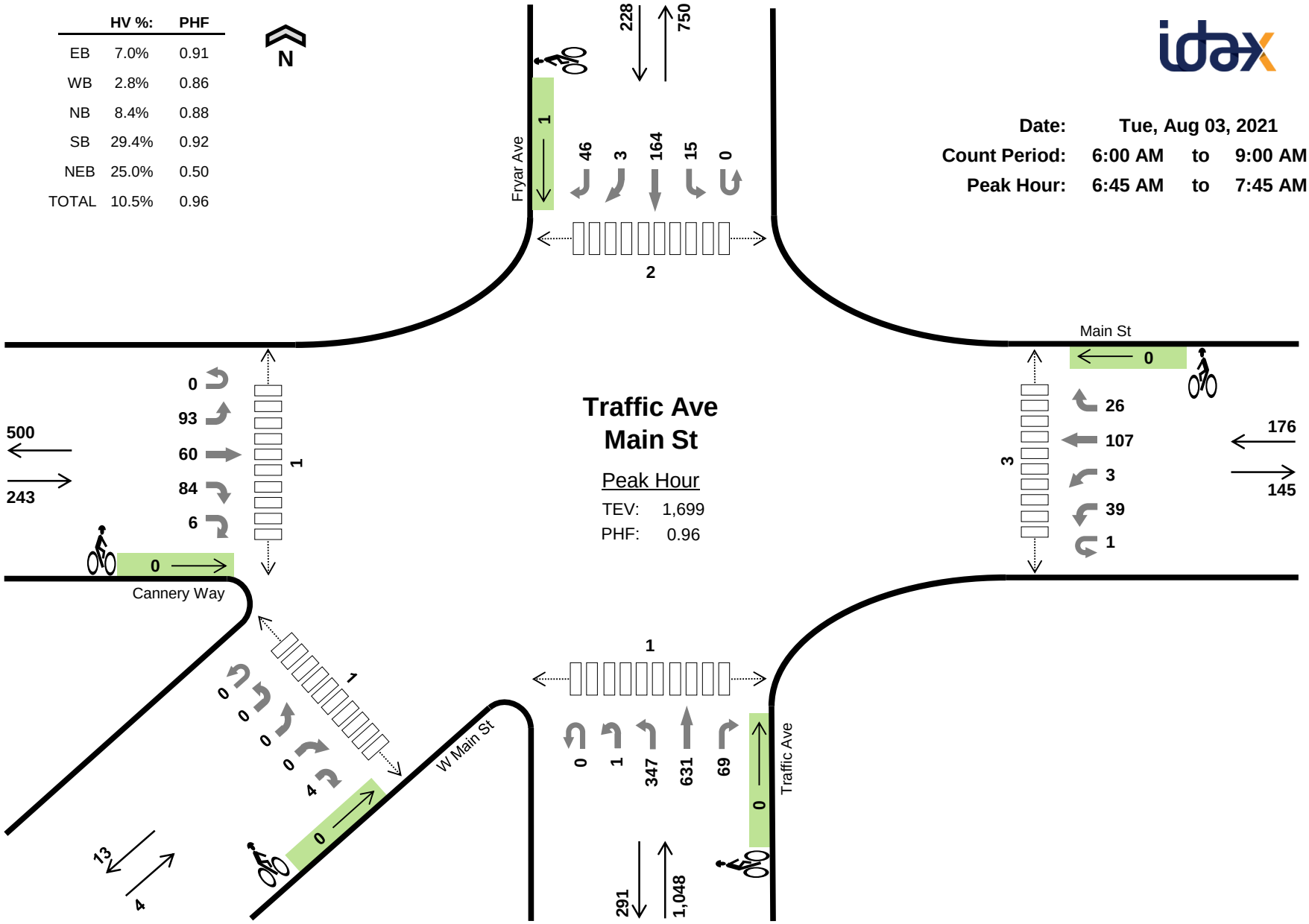
	HV %:	PHF
EB	7.0%	0.91
WB	2.8%	0.86
NB	8.4%	0.88
SB	29.4%	0.92
NEB	25.0%	0.50
TOTAL	10.5%	0.96

Date: Tue, Aug 03, 2021
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 6:45 AM to 7:45 AM



Three-Hour Count Summaries

Interval Start	Cannery Way Eastbound					Main St Westbound					Traffic Ave Northbound					Fryar Ave Southbound					W Main St Northeastbound					15-min Total	Rolling One Hour
	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	HL	BL	BR	HR		
6:00 AM	0	16	7	8	1	0	6	0	16	9	0	0	57	137	10	0	2	44	1	7	0	0	0	0	0	321	0
6:15 AM	0	28	9	13	0	0	9	0	14	3	0	1	80	144	5	0	1	26	0	7	0	0	0	0	0	340	0
6:30 AM	0	25	8	18	1	0	12	0	21	7	0	0	67	149	11	0	3	35	1	10	0	0	0	0	0	368	0
6:45 AM	**0**	**28**	**13**	**12**	**3**	**1**	**8**	**1**	**25**	**5**	**0**	**0**	**95**	**193**	**10**	**0**	**6**	**36**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**443**	1,472
7:00 AM	**0**	**23**	**13**	**23**	**0**	**0**	**9**	**1**	**22**	**5**	**0**	**0**	**81**	**123**	**13**	**0**	**6**	**45**	**0**	**11**	**0**	**0**	**0**	**0**	**2**	**377**	1,528
7:15 AM	**0**	**18**	**17**	**30**	**2**	**0**	**11**	**0**	**34**	**6**	**0**	**1**	**91**	**152**	**21**	**0**	**2**	**43**	**2**	**9**	**0**	**0**	**0**	**0**	**1**	**440**	1,628
7:30 AM	**0**	**24**	**17**	**19**	**1**	**0**	**11**	**1**	**26**	**10**	**0**	**0**	**80**	**163**	**25**	**0**	**1**	**40**	**1**	**19**	**0**	**0**	**0**	**0**	**1**	**439**	**1,699**
7:45 AM	0	24	19	26	3	0	12	2	21	7	0	0	87	141	23	0	4	40	1	19	0	0	0	0	3	432	1,688
8:00 AM	0	15	23	35	2	0	19	0	24	8	0	0	44	114	20	0	9	55	0	12	0	0	0	0	6	386	1,697
8:15 AM	0	22	25	30	2	0	13	6	26	11	0	1	37	103	19	0	3	50	0	19	0	0	0	0	2	369	1,626
8:30 AM	0	23	21	25	0	0	18	0	18	11	0	2	45	102	24	0	11	64	1	12	0	0	0	0	2	379	1,566
8:45 AM	0	21	28	32	0	0	15	0	17	17	0	0	36	94	26	0	9	56	1	18	0	0	0	0	2	372	1,506
Count Total	0	267	200	271	15	1	143	11	264	99	0	5	800	1,615	207	0	57	534	8	150	0	0	0	0	19	4,666	0
Peak Hour All	**0**	**93**	**60**	**84**	**6**	**1**	**39**	**3**	**107**	**26**	**0**	**1**	**347**	**631**	**69**	**0**	**15**	**164**	**3**	**46**	**0**	**0**	**0**	**0**	**4**	**1,699**	**0**
Peak Hour HV	**0**	**11**	**2**	**4**	**0**	**0**	**3**	**0**	**1**	**1**	**0**	**0**	**12**	**76**	**0**	**0**	**2**	**59**	**0**	**6**	**0**	**0**	**0**	**0**	**1**	**178**	**0**
Peak Hour HV%	**-**	**12%**	**3%**	**5%**	**0%**	**0%**	**8%**	**0%**	**1%**	**4%**	**-**	**0%**	**3%**	**12%**	**0%**	**-**	**13%**	**36%**	**0%**	**13%**	**-**	**-**	**-**	**-**	**25%**	**10%**	**0**

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

Interval Start	Heavy Vehicle Totals						Bicycles						Pedestrians (Crossing Leg)					
	EB	WB	NB	SB	NEB	Total	EB	WB	NB	SB	NEB	Total	East	West	North	South	Southwest	Total
6:00 AM	3	1	15	17	0	*36*	1	0	0	0	0	*1*	1	0	2	1	0	*4*
6:15 AM	4	0	7	14	0	*25*	0	0	0	0	0	*0*	2	0	1	0	0	*3*
6:30 AM	2	1	13	22	0	*38*	0	0	0	0	0	*0*	1	0	0	0	0	*1*
6:45 AM	**6**	**0**	**12**	**19**	**0**	***37***	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	**0**	***1***
7:00 AM	**5**	**3**	**28**	**17**	**1**	***54***	**0**	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**1**	**0**	**1**	***3***
7:15 AM	**2**	**1**	**30**	**16**	**0**	***49***	**0**	**0**	**0**	**1**	**0**	***1***	**2**	**1**	**0**	**1**	**0**	***4***
7:30 AM	**4**	**1**	**18**	**15**	**0**	***38***	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**	***0***
7:45 AM	4	1	28	25	0	*58*	0	0	0	0	0	*0*	2	0	0	4	3	*9*
8:00 AM	7	3	18	20	0	*48*	0	1	0	0	0	*1*	1	1	0	0	0	*2*
8:15 AM	6	2	22	24	0	*54*	0	0	0	0	0	*0*	0	0	0	0	0	*0*
8:30 AM	6	6	21	27	0	*60*	0	0	0	0	0	*0*	2	0	0	1	3	*6*
8:45 AM	2	2	16	21	0	*41*	0	0	0	1	0	*1*	0	0	0	0	0	*0*
Count Total	51	21	228	237	1	*538*	1	1	0	2	0	*4*	12	2	5	7	7	*33*
Peak Hr	**17**	**5**	**88**	**67**	**1**	***178***	**0**	**0**	**0**	**1**	**0**	***1***	**3**	**1**	**2**	**1**	**1**	*8*

Three-Hour Count Summaries - Heavy Vehicles

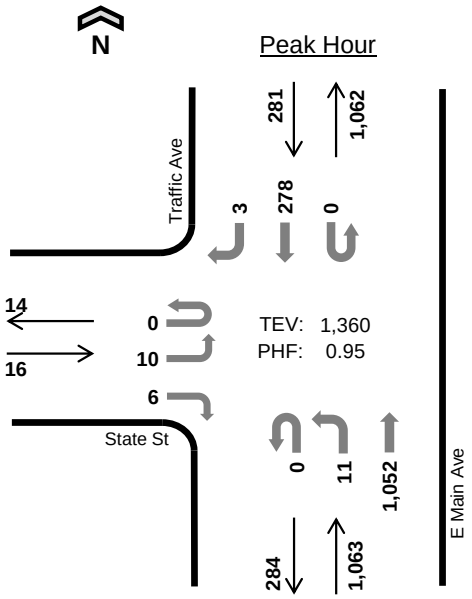
Interval Start	Cannery Way					Main St					Traffic Ave					Fryar Ave					W Main St					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Northeastbound						
	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	HL	BL	BR	HR		
6:00 AM	0	3	0	0	0	0	0	0	0	1	0	0	2	12	1	0	0	16	0	1	0	0	0	0	0	36	0
6:15 AM	0	3	0	1	0	0	0	0	0	0	0	0	1	6	0	0	0	12	0	2	0	0	0	0	0	25	0
6:30 AM	0	1	0	1	0	0	1	0	0	0	0	0	2	11	0	0	1	19	0	2	0	0	0	0	0	38	0
6:45 AM	**0**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**10**	**0**	**0**	**1**	**16**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**37**	136
7:00 AM	**0**	**3**	**0**	**2**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**4**	**24**	**0**	**0**	**1**	**15**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**54**	154
7:15 AM	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**25**	**0**	**0**	**0**	**15**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**49**	178
7:30 AM	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**17**	**0**	**0**	**0**	**13**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**38**	**178**
7:45 AM	0	2	0	2	0	0	1	0	0	0	0	0	5	22	1	0	1	19	1	4	0	0	0	0	0	58	199
8:00 AM	0	2	1	4	0	0	2	0	1	0	0	0	2	16	0	0	0	18	0	2	0	0	0	0	0	48	193
8:15 AM	0	1	2	3	0	0	1	0	0	1	0	0	0	21	1	0	0	18	0	6	0	0	0	0	0	54	198
8:30 AM	0	4	1	1	0	0	3	0	1	2	0	0	1	17	3	0	0	25	0	2	0	0	0	0	0	60	220
8:45 AM	0	1	0	1	0	0	1	0	0	1	0	0	0	15	1	0	0	19	0	2	0	0	0	0	0	41	203
Count Total	0	28	6	17	0	0	12	0	3	6	0	0	25	196	7	0	4	205	1	27	0	0	0	0	1	538	0
Peak Hour	**0**	**11**	**2**	**4**	**0**	**0**	**3**	**0**	**1**	**1**	**0**	**0**	**12**	**76**	**0**	**0**	**2**	**59**	**0**	**6**	**0**	**0**	**0**	**0**	**1**	178	**0**

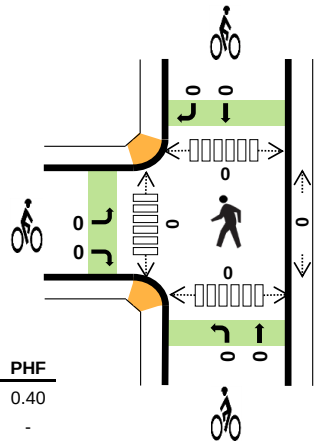
Three-Hour Count Summaries - Bikes

Interval Start	Cannery Way					Main St					Traffic Ave					Fryar Ave					W Main St					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Northeastbound						
	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	HL	BL	BR	HR		
6:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	1
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
Count Total	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	4	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1	**0**

E Main Ave
State St

Date: Tue, Aug 03, 2021
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 6:45 AM to 7:45 AM





	HV %:	PHF
EB	0.0%	0.40
WB	-	-
NB	8.3%	0.91
SB	24.6%	0.88
TOTAL	11.5%	0.95

Three-Hour Count Summaries

Interval Start		State St Eastbound UT	LT	TH	RT	0 Westbound UT	LT	TH	RT	E Main Ave Northbound UT	LT	TH	RT	Traffic Ave Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
6:45 AM		0	1	0	0	0	0	0	0	0	3	290	0	0	0	56	0	350	0
7:00 AM		0	0	0	3	0	0	0	0	0	4	227	0	0	0	73	1	308	0
7:15 AM		0	1	0	1	0	0	0	0	0	2	261	0	0	0	79	1	345	0
7:30 AM		0	8	0	2	0	0	0	0	0	2	274	0	0	0	70	1	357	1,360
Peak Hour	All	0	10	0	6	0	0	0	0	0	11	1,052	0	0	0	278	3	1,360	0
	HV	0	0	0	0	0	0	0	0	0	0	88	0	0	0	69	0	157	0
	HV%	-	0%	-	0%	-	-	-	-	-	0%	8%	-	-	-	25%	0%	12%	0

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
6:45 AM	0	0	11	16	*27*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	0	0	29	19	*48*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	0	25	18	*43*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	0	23	16	*39*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	0	0	88	69	*157*	0	0	0	0	*0*	0	0	0	0	*0*

Three-Hour Count Summaries

Interval Start	State St				0				E Main Ave				Traffic Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	1	0	0	0	0	0	0	0	1	204	0	0	0	57	0	263	0
6:15 AM	0	2	0	1	0	0	0	0	0	0	224	0	0	0	45	1	273	0
6:30 AM	0	1	0	1	0	0	0	0	0	2	249	0	0	0	65	0	318	0
6:45 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**290**	**0**	**0**	**0**	**56**	**0**	**350**	1,204
7:00 AM	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**4**	**227**	**0**	**0**	**0**	**73**	**1**	**308**	1,249
7:15 AM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**261**	**0**	**0**	**0**	**79**	**1**	**345**	1,321
7:30 AM	**0**	**8**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**274**	**0**	**0**	**0**	**70**	**1**	**357**	**1,360**
7:45 AM	0	2	0	1	0	0	0	0	0	2	249	0	0	0	77	0	331	1,341
8:00 AM	0	5	0	1	0	0	0	0	0	4	180	0	0	0	103	6	299	1,332
8:15 AM	0	6	0	3	0	0	0	0	0	1	160	0	0	0	92	1	263	1,250
8:30 AM	0	3	0	4	0	0	0	0	0	2	165	0	0	0	102	1	277	1,170
8:45 AM	0	7	0	2	0	0	0	0	0	2	161	0	0	0	108	3	283	1,122
Count Total	0	37	0	19	0	0	0	0	0	25	2,644	0	0	0	927	15	3,667	0
Peak Hour All	**0**	**10**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**11**	**1,052**	**0**	**0**	**0**	**278**	**3**	**1,360**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**88**	**0**	**0**	**0**	**69**	**0**	**157**	**0**
Peak Hour HV%	**-**	**0%**	**-**	**0%**	**-**	**-**	**-**	**-**	**-**	**0%**	**8%**	**-**	**-**	**-**	**25%**	**0%**	**12%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	0	0	13	15	*28*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	0	0	5	12	*17*	0	0	1	1	*2*	0	0	0	0	*0*
6:30 AM	0	0	18	23	*41*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	**0**	**0**	**11**	**16**	***27***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:00 AM	**0**	**0**	**29**	**19**	***48***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:15 AM	**0**	**0**	**25**	**18**	***43***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:30 AM	**0**	**0**	**23**	**16**	***39***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:45 AM	0	0	27	20	*47*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	0	0	18	24	*42*	0	0	0	0	*0*	0	0	2	0	*2*
8:15 AM	0	0	23	22	*45*	0	0	0	1	*1*	0	0	1	0	*1*
8:30 AM	0	0	20	25	*45*	0	0	0	0	*0*	0	0	4	0	*4*
8:45 AM	1	0	16	25	*42*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	1	0	228	235	*464*	0	0	1	2	*3*	0	0	7	0	*7*
Peak Hr	**0**	**0**	**88**	**69**	***157***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	State St				0				E Main Ave				Traffic Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	13	0	0	0	15	0	28	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	12	0	17	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	18	0	0	0	23	0	41	0
6:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**16**	**0**	**27**	113
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**0**	**0**	**0**	**19**	**0**	**48**	133
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**0**	**0**	**0**	**18**	**0**	**43**	159
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**0**	**0**	**0**	**16**	**0**	**39**	**157**
7:45 AM	0	0	0	0	0	0	0	0	0	0	27	0	0	0	20	0	47	177
8:00 AM	0	0	0	0	0	0	0	0	0	0	18	0	0	0	24	0	42	171
8:15 AM	0	0	0	0	0	0	0	0	0	0	23	0	0	0	22	0	45	173
8:30 AM	0	0	0	0	0	0	0	0	0	1	19	0	0	0	25	0	45	179
8:45 AM	0	1	0	0	0	0	0	0	0	0	16	0	0	0	25	0	42	174
Count Total	0	1	0	0	0	0	0	0	0	1	227	0	0	0	235	0	464	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**88**	**0**	**0**	**0**	**69**	**0**	**157**	**0**

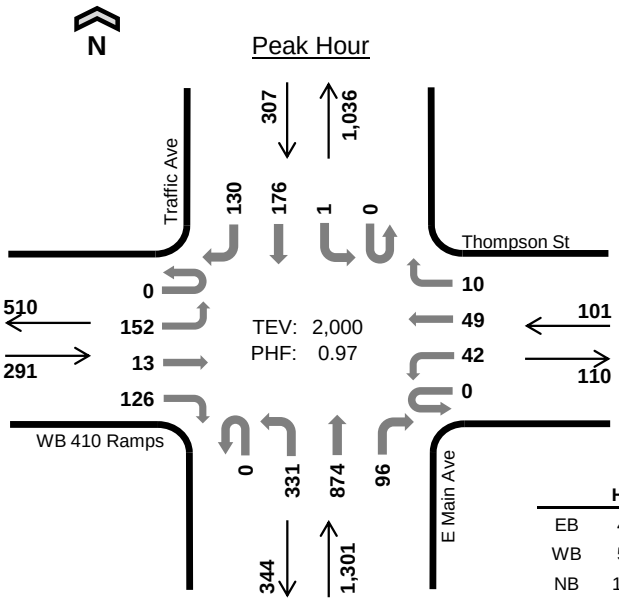
Three-Hour Count Summaries - Bikes

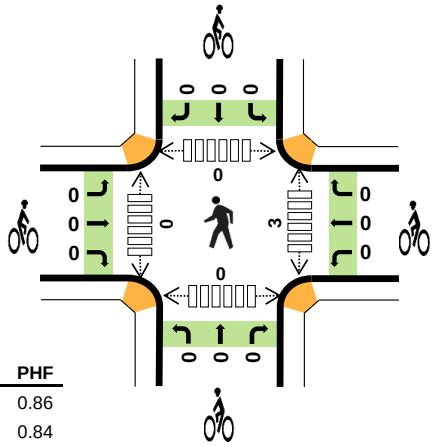
Interval Start	State St			0			E Main Ave			Traffic Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
7:15 AM	**0**	**0**	**0**	**0**	**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**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	1	0	0	1	1	3	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

E Main Ave
WB 410 Ramps

Date: Tue, Aug 03, 2021
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM





	HV %:	PHF
EB	4.1%	0.86
WB	5.0%	0.84
NB	10.0%	0.97
SB	23.8%	0.89
TOTAL	11.0%	0.97

Three-Hour Count Summaries

Interval Start		WB 410 Ramps (Eastbound)				Thompson St (Westbound)				E Main Ave (Northbound)				Traffic Ave (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	20	5	25	0	11	11	2	0	82	209	25	0	1	36	37	464	0
7:15 AM		0	52	2	20	0	11	13	3	0	92	209	25	0	0	54	32	513	0
7:30 AM		0	43	2	37	0	8	10	2	0	78	234	23	0	0	42	31	510	0
7:45 AM		0	37	4	44	0	12	15	3	0	79	222	23	0	0	44	30	513	2,000
Peak Hour	All	0	152	13	126	0	42	49	10	0	331	874	96	0	1	176	130	2,000	0
	HV	0	8	2	2	0	3	2	0	0	30	96	4	0	0	29	44	220	0
	HV%	-	5%	15%	2%	-	7%	4%	0%	-	9%	11%	4%	-	0%	16%	34%	11%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	3	41	18	*64*	0	0	0	0	*0*	1	0	0	0	*1*
7:15 AM	1	0	32	17	*50*	0	0	0	0	*0*	1	0	0	0	*1*
7:30 AM	4	0	30	18	*52*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	5	2	27	20	*54*	0	0	0	0	*0*	1	0	0	0	*1*
Peak Hour	12	5	130	73	*220*	0	0	0	0	*0*	3	0	0	0	*3*

Three-Hour Count Summaries

Interval Start	WB 410 Ramps				Thompson St				E Main Ave				Traffic Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	23	7	14	0	2	4	3	0	71	176	18	0	0	19	38	375	0
6:15 AM	0	21	5	17	0	6	11	4	0	114	201	17	0	0	19	29	444	0
6:30 AM	0	31	6	32	0	9	9	3	0	85	224	22	0	0	26	42	489	0
6:45 AM	0	40	6	25	0	4	9	3	0	90	249	27	0	0	26	27	506	1,814
7:00 AM	**0**	**20**	**5**	**25**	**0**	**11**	**11**	**2**	**0**	**82**	**209**	**25**	**0**	**1**	**36**	**37**	**464**	1,903
7:15 AM	**0**	**52**	**2**	**20**	**0**	**11**	**13**	**3**	**0**	**92**	**209**	**25**	**0**	**0**	**54**	**32**	**513**	1,972
7:30 AM	**0**	**43**	**2**	**37**	**0**	**8**	**10**	**2**	**0**	**78**	**234**	**23**	**0**	**0**	**42**	**31**	**510**	1,993
7:45 AM	**0**	**37**	**4**	**44**	**0**	**12**	**15**	**3**	**0**	**79**	**222**	**23**	**0**	**0**	**44**	**30**	**513**	**2,000**
8:00 AM	0	26	3	21	0	11	6	4	0	90	156	31	0	2	60	43	453	1,989
8:15 AM	0	25	0	31	0	10	9	2	0	69	137	24	0	0	58	40	405	1,881
8:30 AM	0	23	1	28	0	7	11	3	0	80	142	25	0	1	59	43	423	1,794
8:45 AM	0	34	2	28	0	15	16	1	0	77	134	26	0	1	66	44	444	1,725
Count Total	0	375	43	322	0	106	124	33	0	1,007	2,293	286	0	5	509	436	5,539	0
Peak Hour All	**0**	**152**	**13**	**126**	**0**	**42**	**49**	**10**	**0**	**331**	**874**	**96**	**0**	**1**	**176**	**130**	**2,000**	**0**
Peak Hour HV	**0**	**8**	**2**	**2**	**0**	**3**	**2**	**0**	**0**	**30**	**96**	**4**	**0**	**0**	**29**	**44**	**220**	**0**
Peak Hour HV%	**-**	**5%**	**15%**	**2%**	**-**	**7%**	**4%**	**0%**	**-**	**9%**	**11%**	**4%**	**-**	**0%**	**16%**	**34%**	**11%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	2	2	21	13	*38*	0	0	0	0	*0*	2	0	0	0	*2*
6:15 AM	2	0	18	13	*33*	0	0	0	0	*0*	2	0	0	0	*2*
6:30 AM	3	1	16	24	*44*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	2	1	12	16	*31*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	**2**	**3**	**41**	**18**	***64***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	*1*
7:15 AM	**1**	**0**	**32**	**17**	***50***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	*1*
7:30 AM	**4**	**0**	**30**	**18**	***52***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**5**	**2**	**27**	**20**	***54***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
8:00 AM	2	2	23	23	*50*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	3	0	19	23	*45*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	6	2	25	27	*60*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	3	2	22	23	*50*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	35	15	286	235	*571*	0	0	0	0	*0*	7	0	0	0	*7*
Peak Hour	**12**	**5**	**130**	**73**	***220***	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**0**	**0**	***3***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	WB 410 Ramps				Thompson St				E Main Ave				Traffic Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	1	1	0	0	2	0	0	0	8	13	0	0	0	2	11	38	0
6:15 AM	0	1	1	0	0	0	0	0	0	10	8	0	0	0	1	12	33	0
6:30 AM	0	3	0	0	0	1	0	0	0	6	10	0	0	0	1	23	44	0
6:45 AM	0	0	1	1	0	0	1	0	0	1	11	0	0	0	5	11	31	146
7:00 AM	**0**	**0**	**1**	**1**	**0**	**2**	**1**	**0**	**0**	**10**	**29**	**2**	**0**	**0**	**3**	**15**	**64**	172
7:15 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**25**	**0**	**0**	**0**	**5**	**12**	**50**	189
7:30 AM	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**20**	**1**	**0**	**0**	**10**	**8**	**52**	197
7:45 AM	**0**	**3**	**1**	**1**	**0**	**1**	**1**	**0**	**0**	**4**	**22**	**1**	**0**	**0**	**11**	**9**	**54**	**220**
8:00 AM	0	2	0	0	0	1	1	0	0	2	20	1	0	0	13	10	50	206
8:15 AM	0	3	0	0	0	0	0	0	0	3	16	0	0	0	10	13	45	201
8:30 AM	0	4	0	2	0	1	1	0	0	7	16	2	0	0	12	15	60	209
8:45 AM	0	2	0	1	0	1	1	0	0	7	14	1	0	0	10	13	50	205
Count Total	0	24	5	6	0	9	6	0	0	74	204	8	0	0	83	152	571	0
Peak Hour	**0**	**8**	**2**	**2**	**0**	**3**	**2**	**0**	**0**	**30**	**96**	**4**	**0**	**0**	**29**	**44**	**220**	**0**

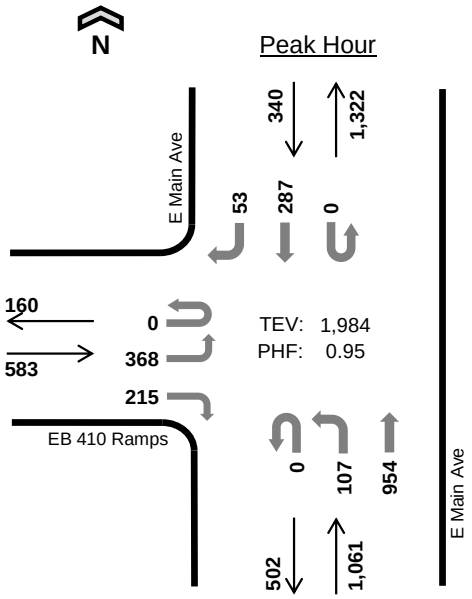
Three-Hour Count Summaries - Bikes

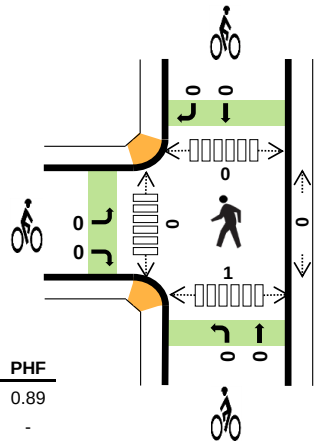
Interval Start	WB 410 Ramps			Thompson St			E Main Ave			Traffic Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:15 AM	**0**	**0**	**0**	**0**	**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
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

E Main Ave
EB 410 Ramps

Date: Tue, Aug 03, 2021
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM





	HV %:	PHF
EB	13.9%	0.89
WB	-	-
NB	7.0%	0.93
SB	10.0%	0.88
TOTAL	9.5%	0.95

Three-Hour Count Summaries

Interval Start		EB 410 Ramps				0				E Main Ave				E Main Ave				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	87	0	48	0	0	0	0	0	19	236	0	0	0	60	10	460	0
7:15 AM		0	87	0	46	0	0	0	0	0	30	256	0	0	0	73	14	506	0
7:30 AM		0	90	0	62	0	0	0	0	0	29	256	0	0	0	74	12	523	0
7:45 AM		0	104	0	59	0	0	0	0	0	29	206	0	0	0	80	17	495	1,984
Peak Hour	All	0	368	0	215	0	0	0	0	0	107	954	0	0	0	287	53	1,984	0
	HV	0	67	0	14	0	0	0	0	0	11	63	0	0	0	20	14	189	0
	HV%	-	18%	-	7%	-	-	-	-	-	10%	7%	-	-	-	7%	26%	10%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	27	0	18	7	*52*	0	0	0	0	*0*	0	0	0	1	*1*
7:15 AM	22	0	23	6	*51*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	15	0	16	8	*39*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	17	0	17	13	*47*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	81	0	74	34	*189*	0	0	0	0	*0*	0	0	0	1	*1*

Three-Hour Count Summaries

Interval Start	EB 410 Ramps				0				E Main Ave				E Main Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	72	0	16	0	0	0	0	0	17	213	0	0	0	30	6	354	0
6:15 AM	0	80	0	42	0	0	0	0	0	20	247	0	0	0	36	6	431	0
6:30 AM	0	75	0	56	0	0	0	0	0	18	262	0	0	0	57	11	479	0
6:45 AM	0	73	0	54	0	0	0	0	0	19	266	0	0	0	44	11	467	1,731
7:00 AM	**0**	**87**	**0**	**48**	**0**	**0**	**0**	**0**	**0**	**19**	**236**	**0**	**0**	**0**	**60**	**10**	**460**	1,837
7:15 AM	**0**	**87**	**0**	**46**	**0**	**0**	**0**	**0**	**0**	**30**	**256**	**0**	**0**	**0**	**73**	**14**	**506**	1,912
7:30 AM	**0**	**90**	**0**	**62**	**0**	**0**	**0**	**0**	**0**	**29**	**256**	**0**	**0**	**0**	**74**	**12**	**523**	1,956
7:45 AM	**0**	**104**	**0**	**59**	**0**	**0**	**0**	**0**	**0**	**29**	**206**	**0**	**0**	**0**	**80**	**17**	**495**	**1,984**
8:00 AM	0	79	0	55	0	0	0	0	0	19	191	0	0	0	76	18	438	1,962
8:15 AM	0	78	0	62	0	0	0	0	0	26	151	0	0	0	83	17	417	1,873
8:30 AM	0	61	0	60	0	0	0	0	0	34	175	0	0	0	69	24	423	1,773
8:45 AM	0	82	0	54	0	0	0	0	0	35	157	0	1	0	86	22	437	1,715
Count Total	0	968	0	614	0	0	0	0	0	295	2,616	0	1	0	768	168	5,430	0
Peak Hour All	**0**	**368**	**0**	**215**	**0**	**0**	**0**	**0**	**0**	**107**	**954**	**0**	**0**	**0**	**287**	**53**	**1,984**	**0**
Peak Hour HV	**0**	**67**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**11**	**63**	**0**	**0**	**0**	**20**	**14**	**189**	**0**
Peak Hour HV%	**-**	**18%**	**-**	**7%**	**-**	**-**	**-**	**-**	**-**	**10%**	**7%**	**-**	**-**	**-**	**7%**	**26%**	**10%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	9	0	12	4	*25*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	15	0	13	3	*31*	0	0	0	0	*0*	0	0	0	1	*1*
6:30 AM	13	0	14	2	*29*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	9	0	10	4	*23*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	**27**	**0**	**18**	**7**	***52***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	*1*
7:15 AM	**22**	**0**	**23**	**6**	***51***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:30 AM	**15**	**0**	**16**	**8**	***39***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**17**	**0**	**17**	**13**	***47***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:00 AM	13	0	9	11	*33*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	20	0	12	10	*42*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	23	0	12	16	*51*	0	0	0	0	*0*	0	0	0	1	*1*
8:45 AM	17	0	12	14	*43*	0	0	1	0	*1*	0	0	0	0	*0*
Count Total	200	0	168	98	*466*	0	0	1	0	*1*	0	0	0	3	*3*
Peak Hr	**81**	**0**	**74**	**34**	***189***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	***1***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	EB 410 Ramps				0				E Main Ave				E Main Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	7	0	2	0	0	0	0	0	1	11	0	0	0	2	2	25	0
6:15 AM	0	8	0	7	0	0	0	0	0	4	9	0	0	0	2	1	31	0
6:30 AM	0	9	0	4	0	0	0	0	0	3	11	0	0	0	1	1	29	0
6:45 AM	0	6	0	3	0	0	0	0	0	4	6	0	0	0	1	3	23	108
7:00 AM	**0**	**22**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**3**	**15**	**0**	**0**	**0**	**3**	**4**	**52**	135
7:15 AM	**0**	**17**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**2**	**21**	**0**	**0**	**0**	**6**	**0**	**51**	155
7:30 AM	**0**	**11**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**14**	**0**	**0**	**0**	**3**	**5**	**39**	165
7:45 AM	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**13**	**0**	**0**	**0**	**8**	**5**	**47**	**189**
8:00 AM	0	8	0	5	0	0	0	0	0	2	7	0	0	0	6	5	33	170
8:15 AM	0	16	0	4	0	0	0	0	0	3	9	0	0	0	8	2	42	161
8:30 AM	0	15	0	8	0	0	0	0	0	1	11	0	0	0	9	7	51	173
8:45 AM	0	13	0	4	0	0	0	0	0	2	10	0	0	0	8	6	43	169
Count Total	0	149	0	51	0	0	0	0	0	31	137	0	0	0	57	41	466	0
Peak Hour	**0**	**67**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**11**	**63**	**0**	**0**	**0**	**20**	**14**	**189**	**0**

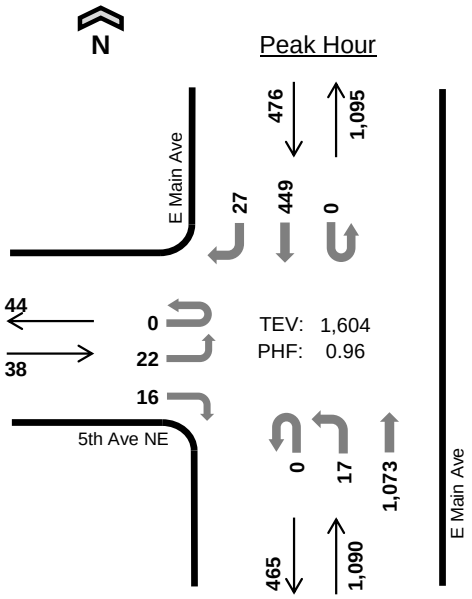
Three-Hour Count Summaries - Bikes

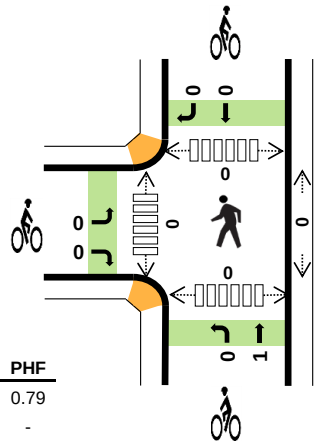
Interval Start	EB 410 Ramps			0			E Main Ave			E Main Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:15 AM	**0**	**0**	**0**	**0**	**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
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Count Total	0	0	0	0	0	0	0	1	0	0	0	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

E Main Ave
5th Ave NE

Date: Tue, Aug 03, 2021
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 6:45 AM to 7:45 AM





	HV %:	PHF
EB	2.6%	0.79
WB	-	-
NB	7.0%	0.95
SB	6.3%	0.88
TOTAL	6.7%	0.96

Three-Hour Count Summaries

Interval Start		5th Ave NE Eastbound UT	LT	TH	RT	0 Westbound UT	LT	TH	RT	E Main Ave Northbound UT	LT	TH	RT	E Main Ave Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
6:45 AM		0	6	0	4	0	0	0	0	0	2	285	0	0	0	103	3	403	0
7:00 AM		0	6	0	6	0	0	0	0	0	3	251	0	0	0	103	8	377	0
7:15 AM		0	6	0	2	0	0	0	0	0	6	270	0	0	0	116	7	407	0
7:30 AM		0	4	0	4	0	0	0	0	0	6	267	0	0	0	127	9	417	1,604
Peak Hour	All	0	22	0	16	0	0	0	0	0	17	1,073	0	0	0	449	27	1,604	0
	HV	0	1	0	0	0	0	0	0	0	1	75	0	0	0	30	0	107	0
	HV%	-	5%	-	0%	-	-	-	-	-	6%	7%	-	-	-	7%	0%	7%	0

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
6:45 AM	0	0	15	4	*19*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	0	0	23	7	*30*	0	0	1	0	*1*	0	0	0	0	*0*
7:15 AM	1	0	26	11	*38*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	0	12	8	*20*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	1	0	76	30	*107*	0	0	1	0	*1*	0	0	0	0	*0*

Three-Hour Count Summaries

Interval Start	5th Ave NE				0				E Main Ave				E Main Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	4	0	5	0	0	0	0	0	1	239	0	0	0	43	2	294	0
6:15 AM	0	4	0	1	0	0	0	0	0	0	253	0	0	0	75	1	334	0
6:30 AM	0	6	0	4	0	0	0	0	0	0	268	0	0	0	103	6	387	0
6:45 AM	**0**	**6**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**285**	**0**	**0**	**0**	**103**	**3**	**403**	1,418
7:00 AM	**0**	**6**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**3**	**251**	**0**	**0**	**0**	**103**	**8**	**377**	1,501
7:15 AM	**0**	**6**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**6**	**270**	**0**	**0**	**0**	**116**	**7**	**407**	1,574
7:30 AM	**0**	**4**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**6**	**267**	**0**	**0**	**0**	**127**	**9**	**417**	**1,604**
7:45 AM	0	4	0	0	0	0	0	0	0	13	244	0	0	0	128	11	400	1,601
8:00 AM	0	5	0	6	0	0	0	0	0	8	194	0	0	0	117	14	344	1,568
8:15 AM	0	4	0	5	0	0	0	0	1	1	177	0	0	0	125	18	331	1,492
8:30 AM	0	2	0	5	0	0	0	0	0	8	199	0	0	0	120	7	341	1,416
8:45 AM	0	9	0	6	0	0	0	0	0	5	184	0	0	0	135	10	349	1,365
Count Total	0	60	0	48	0	0	0	0	1	53	2,831	0	0	0	1,295	96	4,384	0
Peak Hour All	**0**	**22**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**17**	**1,073**	**0**	**0**	**0**	**449**	**27**	**1,604**	**0**
Peak Hour HV	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**75**	**0**	**0**	**0**	**30**	**0**	**107**	**0**
Peak Hour HV%	**-**	**5%**	**-**	**0%**	**-**	**-**	**-**	**-**	**-**	**6%**	**7%**	**-**	**-**	**-**	**7%**	**0%**	**7%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	0	0	13	3	*16*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	0	0	10	7	*17*	0	0	0	1	*1*	0	0	0	0	*0*
6:30 AM	0	0	11	8	*19*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	**0**	**0**	**15**	**4**	***19***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:00 AM	**0**	**0**	**23**	**7**	***30***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
7:15 AM	**1**	**0**	**26**	**11**	***38***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:30 AM	**0**	**0**	**12**	**8**	***20***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
7:45 AM	0	0	13	8	*21*	0	0	1	0	*1*	0	0	0	0	*0*
8:00 AM	0	0	12	13	*25*	0	0	0	0	*0*	0	1	0	0	*1*
8:15 AM	0	0	11	16	*27*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	0	0	10	11	*21*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	0	0	14	12	*26*	0	0	2	0	*2*	0	0	0	0	*0*
Count Total	1	0	170	108	*279*	0	0	4	1	*5*	0	1	0	0	*1*
Peak Hr	**1**	**0**	**76**	**30**	***107***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	5th Ave NE				0				E Main Ave				E Main Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	13	0	0	0	3	0	16	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	7	0	17	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	8	0	19	0
6:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**4**	**0**	**19**	71
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**22**	**0**	**0**	**0**	**7**	**0**	**30**	85
7:15 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**0**	**0**	**0**	**11**	**0**	**38**	106
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**8**	**0**	**20**	**107**
7:45 AM	0	0	0	0	0	0	0	0	0	0	13	0	0	0	8	0	21	109
8:00 AM	0	0	0	0	0	0	0	0	0	2	10	0	0	0	13	0	25	104
8:15 AM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	16	0	27	93
8:30 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	11	0	21	94
8:45 AM	0	0	0	0	0	0	0	0	0	0	14	0	0	0	12	0	26	99
Count Total	0	1	0	0	0	0	0	0	0	3	167	0	0	0	108	0	279	0
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**75**	**0**	**0**	**0**	**30**	**0**	**107**	**0**

Three-Hour Count Summaries - Bikes

Interval Start	5th Ave NE			0			E Main Ave			E Main Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	2
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	2	2
Count Total	0	0	0	0	0	0	1	3	0	0	1	0	5	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**

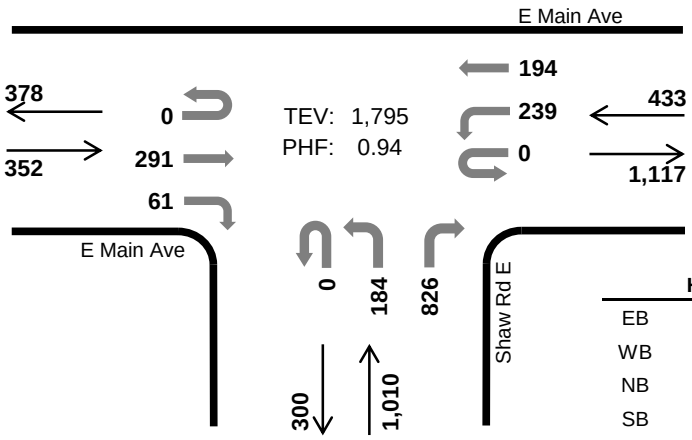
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Shaw Rd E
E Main Ave

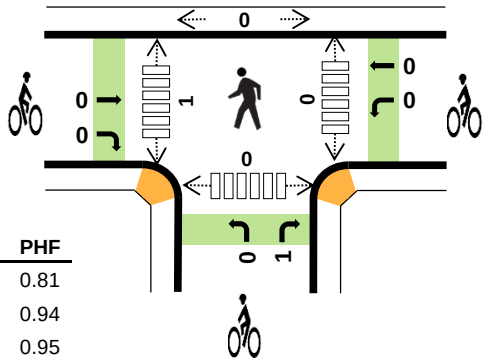
N

Peak Hour

Date: Tue, Aug 03, 2021
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM



	HV %:	PHF
EB	7.1%	0.81
WB	7.6%	0.94
NB	5.8%	0.95
SB	-	-
TOTAL	6.5%	0.94



Three-Hour Count Summaries

Interval Start		E Main Ave Eastbound UT	LT	TH	RT	E Main Ave Westbound UT	LT	TH	RT	Shaw Rd E Northbound UT	LT	TH	RT	0 Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		0	0	59	13	0	65	41	0	0	50	0	194	0	0	0	0	422	0
7:15 AM		0	0	70	12	0	57	52	0	0	45	0	209	0	0	0	0	445	0
7:30 AM		0	0	75	15	0	63	52	0	0	36	0	211	0	0	0	0	452	0
7:45 AM		0	0	87	21	0	54	49	0	0	53	0	212	0	0	0	0	476	1,795
Peak Hour	All	0	0	291	61	0	239	194	0	0	184	0	826	0	0	0	0	1,795	0
	HV	0	0	20	5	0	15	18	0	0	4	0	55	0	0	0	0	117	0
	HV%	-	-	7%	8%	-	6%	9%	-	-	2%	-	7%	-	-	-	-	7%	0

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	5	9	15	0	*29*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	4	8	15	0	*27*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	8	10	16	0	*34*	0	0	0	0	*0*	0	1	0	0	*1*
7:45 AM	8	6	13	0	*27*	0	0	1	0	*1*	0	0	0	0	*0*
Peak Hour	25	33	59	0	*117*	0	0	1	0	*1*	0	1	0	0	*1*

Three-Hour Count Summaries

Interval Start	E Main Ave				E Main Ave				Shaw Rd E				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	54	7	0	15	20	0	0	26	0	199	0	0	0	0	321	0
6:15 AM	0	0	58	4	0	19	28	0	0	30	0	196	0	0	0	0	335	0
6:30 AM	0	0	67	13	0	63	34	0	0	39	0	217	0	0	0	0	433	0
6:45 AM	0	0	64	7	0	42	51	0	0	43	0	259	0	0	0	0	466	1,555
7:00 AM	**0**	**0**	**59**	**13**	**0**	**65**	**41**	**0**	**0**	**50**	**0**	**194**	**0**	**0**	**0**	**0**	**422**	1,656
7:15 AM	**0**	**0**	**70**	**12**	**0**	**57**	**52**	**0**	**0**	**45**	**0**	**209**	**0**	**0**	**0**	**0**	**445**	1,766
7:30 AM	**0**	**0**	**75**	**15**	**0**	**63**	**52**	**0**	**0**	**36**	**0**	**211**	**0**	**0**	**0**	**0**	**452**	1,785
7:45 AM	**0**	**0**	**87**	**21**	**0**	**54**	**49**	**0**	**0**	**53**	**0**	**212**	**0**	**0**	**0**	**0**	**476**	**1,795**
8:00 AM	0	0	59	13	0	78	49	0	0	32	0	183	0	0	0	0	414	1,787
8:15 AM	0	0	48	16	0	78	52	0	0	37	0	147	0	0	0	0	378	1,720
8:30 AM	0	0	55	14	0	67	56	0	0	53	0	161	0	0	0	0	406	1,674
8:45 AM	0	0	54	19	0	80	62	0	0	33	0	138	0	0	0	0	386	1,584
Count Total	0	0	750	154	0	681	546	0	0	477	0	2,326	0	0	0	0	4,934	0
Peak Hour All	**0**	**0**	**291**	**61**	**0**	**239**	**194**	**0**	**0**	**184**	**0**	**826**	**0**	**0**	**0**	**0**	**1,795**	**0**
Peak Hour HV	**0**	**0**	**20**	**5**	**0**	**15**	**18**	**0**	**0**	**4**	**0**	**55**	**0**	**0**	**0**	**0**	**117**	**0**
Peak Hour HV%	**-**	**-**	**7%**	**8%**	**-**	**6%**	**9%**	**-**	**-**	**2%**	**-**	**7%**	**-**	**-**	**-**	**-**	**7%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	4	3	7	0	*14*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	3	5	10	0	*18*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 AM	5	6	12	0	*23*	0	0	1	0	*1*	0	0	0	0	*0*
6:45 AM	3	7	10	0	*20*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	**5**	**9**	**15**	**0**	***29***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:15 AM	**4**	**8**	**15**	**0**	***27***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:30 AM	**8**	**10**	**16**	**0**	***34***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	*1*
7:45 AM	**8**	**6**	**13**	**0**	***27***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
8:00 AM	5	17	10	0	*32*	0	0	0	0	*0*	0	1	0	1	*2*
8:15 AM	5	13	7	0	*25*	0	0	0	0	*0*	0	1	0	1	*2*
8:30 AM	5	8	11	0	*24*	1	0	0	0	*1*	0	0	0	0	*0*
8:45 AM	6	14	10	0	*30*	1	1	0	0	*2*	0	0	0	2	*2*
Count Total	61	106	136	0	*303*	2	1	2	0	*5*	0	3	0	4	*7*
Peak Hr	**25**	**33**	**59**	**0**	***117***	**0**	**0**	**1**	**0**	***1***	**0**	**1**	**0**	**0**	***1***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E Main Ave				E Main Ave				Shaw Rd E				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	4	0	0	1	2	0	0	0	0	7	0	0	0	0	14	0
6:15 AM	0	0	3	0	0	2	3	0	0	1	0	9	0	0	0	0	18	0
6:30 AM	0	0	5	0	0	3	3	0	0	1	0	11	0	0	0	0	23	0
6:45 AM	0	0	3	0	0	2	5	0	0	2	0	8	0	0	0	0	20	75
7:00 AM	**0**	**0**	**4**	**1**	**0**	**5**	**4**	**0**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**29**	90
7:15 AM	**0**	**0**	**3**	**1**	**0**	**2**	**6**	**0**	**0**	**2**	**0**	**13**	**0**	**0**	**0**	**0**	**27**	99
7:30 AM	**0**	**0**	**6**	**2**	**0**	**5**	**5**	**0**	**0**	**2**	**0**	**14**	**0**	**0**	**0**	**0**	**34**	110
7:45 AM	**0**	**0**	**7**	**1**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**27**	**117**
8:00 AM	0	0	4	1	0	9	8	0	0	2	0	8	0	0	0	0	32	120
8:15 AM	0	0	3	2	0	6	7	0	0	1	0	6	0	0	0	0	25	118
8:30 AM	0	0	4	1	0	4	4	0	0	3	0	8	0	0	0	0	24	108
8:45 AM	0	0	5	1	0	11	3	0	0	0	0	10	0	0	0	0	30	111
Count Total	0	0	51	10	0	53	53	0	0	14	0	122	0	0	0	0	303	0
Peak Hour	**0**	**0**	**20**	**5**	**0**	**15**	**18**	**0**	**0**	**4**	**0**	**55**	**0**	**0**	**0**	**0**	**117**	**0**

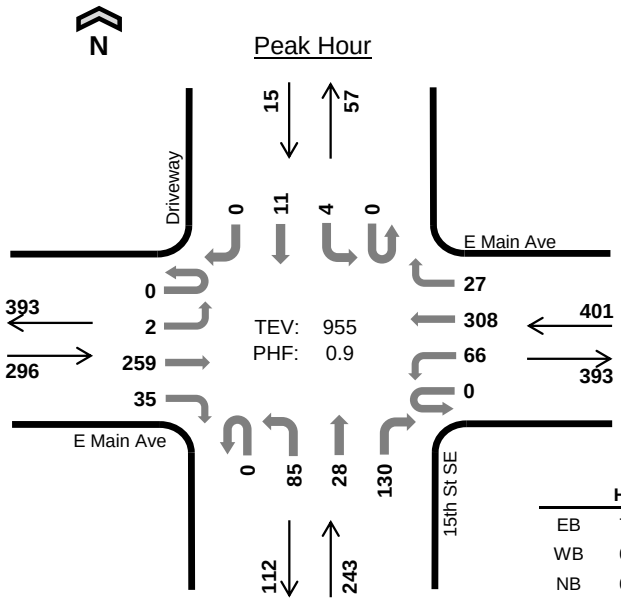
Three-Hour Count Summaries - Bikes

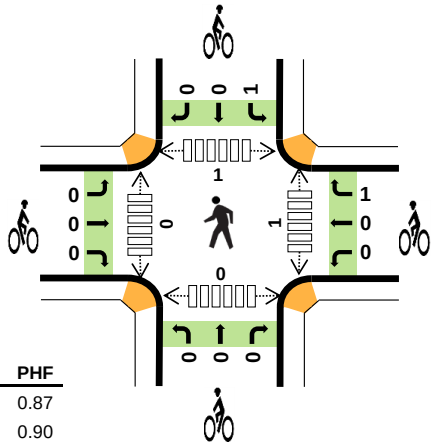
Interval Start	E Main Ave			E Main Ave			Shaw Rd E			0			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	2
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	3
Count Total	0	2	0	0	1	0	1	0	1	0	0	0	5	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**

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

15th St SE
E Main Ave

Date: Tue, Aug 03, 2021
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM





	HV %:	PHF
EB	7.8%	0.87
WB	6.7%	0.90
NB	6.2%	0.83
SB	20.0%	0.75
TOTAL	7.1%	0.90

Three-Hour Count Summaries

Interval Start		E Main Ave Eastbound				E Main Ave Westbound				15th St SE Northbound				Driveway Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:15 AM		0	1	73	11	0	18	86	7	0	26	4	29	0	1	3	0	259	0
7:30 AM		0	1	64	6	0	14	74	6	0	12	7	27	0	1	1	0	213	0
7:45 AM		0	0	71	9	0	14	86	7	0	17	12	44	0	2	2	0	264	0
8:00 AM		0	0	51	9	0	20	62	7	0	30	5	30	0	0	5	0	219	955
Peak Hour	All	0	2	259	35	0	66	308	27	0	85	28	130	0	4	11	0	955	0
	HV	0	0	19	4	0	10	16	1	0	4	2	9	0	0	3	0	68	0
	HV%	-	0%	7%	11%	-	15%	5%	4%	-	5%	7%	7%	-	0%	27%	-	7%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:15 AM	3	9	2	1	*15*	0	0	0	1	*1*	1	0	0	0	*1*
7:30 AM	4	6	3	0	*13*	0	1	0	0	*1*	0	0	1	0	*1*
7:45 AM	12	4	5	1	*22*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	4	8	5	1	*18*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	23	27	15	3	*68*	0	1	0	1	*2*	1	0	1	0	*2*

Three-Hour Count Summaries

Interval Start	E Main Ave Eastbound UT	LT	TH	RT	E Main Ave Westbound UT	LT	TH	RT	15th St SE Northbound UT	LT	TH	RT	Driveway Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
6:00 AM	0	0	41	4	0	11	43	2	0	7	0	28	0	0	0	0	136	0
6:15 AM	0	0	38	0	0	15	57	6	0	11	5	34	0	1	0	1	168	0
6:30 AM	0	0	59	1	0	15	62	4	0	17	4	37	0	1	0	0	200	0
6:45 AM	0	0	51	7	0	15	58	6	0	13	8	25	0	2	0	0	185	689
7:00 AM	0	2	56	3	0	16	72	7	0	15	7	30	0	1	0	0	209	762
7:15 AM	**0**	**1**	**73**	**11**	**0**	**18**	**86**	**7**	**0**	**26**	**4**	**29**	**0**	**1**	**3**	**0**	**259**	853
7:30 AM	**0**	**1**	**64**	**6**	**0**	**14**	**74**	**6**	**0**	**12**	**7**	**27**	**0**	**1**	**1**	**0**	**213**	866
7:45 AM	**0**	**0**	**71**	**9**	**0**	**14**	**86**	**7**	**0**	**17**	**12**	**44**	**0**	**2**	**2**	**0**	**264**	945
8:00 AM	**0**	**0**	**51**	**9**	**0**	**20**	**62**	**7**	**0**	**30**	**5**	**30**	**0**	**0**	**5**	**0**	**219**	**955**
8:15 AM	0	0	52	11	0	20	76	6	0	17	6	14	0	5	2	1	210	906
8:30 AM	0	1	51	15	0	21	87	9	0	21	9	31	0	5	4	0	254	947
8:45 AM	0	1	52	8	0	15	74	7	0	21	7	22	0	3	3	1	214	897
Count Total	0	6	659	84	0	194	837	74	0	207	74	351	0	22	20	3	2,531	0
Peak Hour All	**0**	**2**	**259**	**35**	**0**	**66**	**308**	**27**	**0**	**85**	**28**	**130**	**0**	**4**	**11**	**0**	**955**	**0**
Peak Hour HV	**0**	**0**	**19**	**4**	**0**	**10**	**16**	**1**	**0**	**4**	**2**	**9**	**0**	**0**	**3**	**0**	**68**	**0**
Peak Hour HV%	**-**	**0%**	**7%**	**11%**	**-**	**15%**	**5%**	**4%**	**-**	**5%**	**7%**	**7%**	**-**	**0%**	**27%**	**-**	**7%**	**0**

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
6:00 AM	5	6	0	0	*11*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	2	4	1	0	*7*	0	1	0	0	*1*	0	0	1	0	*1*
6:30 AM	6	3	2	0	*11*	0	1	0	0	*1*	0	0	0	0	*0*
6:45 AM	1	4	2	0	*7*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	5	4	1	0	*10*	0	1	0	0	*1*	0	0	0	0	*0*
7:15 AM	**3**	**9**	**2**	**1**	***15***	**0**	**0**	**0**	**1**	***1***	**1**	**0**	**0**	**0**	*1*
7:30 AM	**4**	**6**	**3**	**0**	***13***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**1**	**0**	*1*
7:45 AM	**12**	**4**	**5**	**1**	***22***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**4**	**8**	**5**	**1**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:15 AM	3	6	3	0	*12*	0	0	0	0	*0*	1	0	2	0	*3*
8:30 AM	6	9	2	3	*20*	0	0	0	0	*0*	1	0	1	0	*2*
8:45 AM	3	6	3	0	*12*	0	0	0	0	*0*	0	0	1	0	*1*
Count Total	54	69	29	6	*158*	0	4	0	1	*5*	3	0	6	0	*9*
Peak Hour	**23**	**27**	**15**	**3**	***68***	**0**	**1**	**0**	**1**	***2***	**1**	**0**	**1**	**0**	***2***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E Main Ave				E Main Ave				15th St SE				Driveway				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	4	1	0	2	4	0	0	0	0	0	0	0	0	0	11	0
6:15 AM	0	0	2	0	0	2	2	0	0	0	0	1	0	0	0	0	7	0
6:30 AM	0	0	5	1	0	0	3	0	0	1	0	1	0	0	0	0	11	0
6:45 AM	0	0	1	0	0	1	3	0	0	0	0	2	0	0	0	0	7	36
7:00 AM	0	0	4	1	0	1	3	0	0	0	0	1	0	0	0	0	10	35
7:15 AM	**0**	**0**	**2**	**1**	**0**	**5**	**4**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**15**	43
7:30 AM	**0**	**0**	**4**	**0**	**0**	**3**	**2**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**13**	45
7:45 AM	**0**	**0**	**9**	**3**	**0**	**0**	**4**	**0**	**0**	**2**	**2**	**1**	**0**	**0**	**1**	**0**	**22**	60
8:00 AM	**0**	**0**	**4**	**0**	**0**	**2**	**6**	**0**	**0**	**2**	**0**	**3**	**0**	**0**	**1**	**0**	**18**	**68**
8:15 AM	0	0	3	0	0	1	5	0	0	2	0	1	0	0	0	0	12	65
8:30 AM	0	0	4	2	0	2	7	0	0	0	1	1	0	3	0	0	20	72
8:45 AM	0	0	2	1	0	2	3	1	0	1	1	1	0	0	0	0	12	62
Count Total	0	0	44	10	0	21	46	2	0	8	4	17	0	3	3	0	158	0
Peak Hour	**0**	**0**	**19**	**4**	**0**	**10**	**16**	**1**	**0**	**4**	**2**	**9**	**0**	**0**	**3**	**0**	**68**	**0**

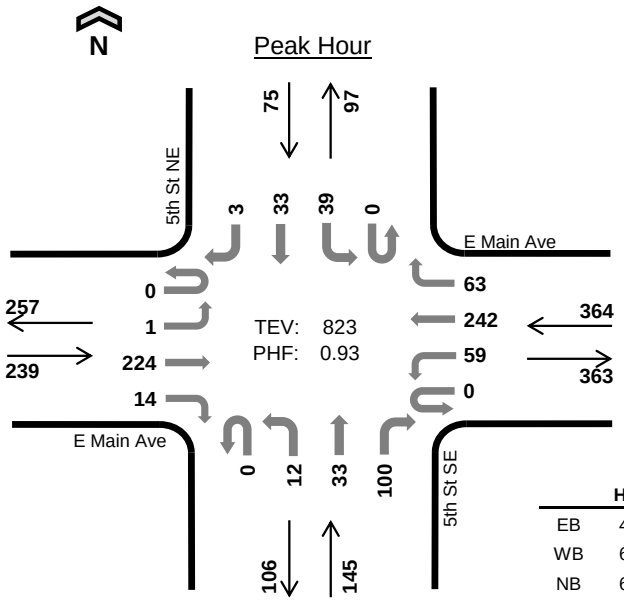
Three-Hour Count Summaries - Bikes

Interval Start	E Main Ave			E Main Ave			15th St SE			Driveway			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
6:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	3
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	3
7:30 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	3
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	2	2	0	0	0	1	0	0	5	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**

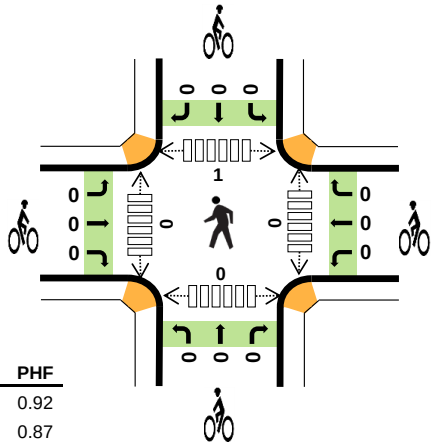
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

5th St SE
E Main Ave

Date: Tue, Aug 03, 2021
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	4.6%	0.92
WB	6.9%	0.87
NB	6.9%	0.81
SB	4.0%	0.89
TOTAL	6.0%	0.93



Three-Hour Count Summaries

Interval Start		E Main Ave Eastbound UT	LT	TH	RT	E Main Ave Westbound UT	LT	TH	RT	5th St SE Northbound UT	LT	TH	RT	5th St NE Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
8:00 AM		0	0	52	1	0	8	62	25	0	5	8	32	0	6	10	0	209	0
8:15 AM		0	0	58	2	0	12	51	8	0	3	7	20	0	8	8	1	178	0
8:30 AM		0	1	56	8	0	23	70	12	0	2	8	20	0	11	9	1	221	0
8:45 AM		0	0	58	3	0	16	59	18	0	2	10	28	0	14	6	1	215	823
Peak Hour	All	0	1	224	14	0	59	242	63	0	12	33	100	0	39	33	3	823	0
	HV	0	0	11	0	0	4	18	3	0	2	3	5	0	2	1	0	49	0
	HV%	-	0%	5%	0%	-	7%	7%	5%	-	17%	9%	5%	-	5%	3%	0%	6%	0

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
8:00 AM	3	5	3	1	*12*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	3	6	3	1	*13*	0	0	0	0	*0*	0	0	1	0	*1*
8:30 AM	3	7	2	0	*12*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	2	7	2	1	*12*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	11	25	10	3	*49*	0	0	0	0	*0*	0	0	1	0	*1*

Three-Hour Count Summaries

Interval Start	E Main Ave Eastbound UT	LT	TH	RT	E Main Ave Westbound UT	LT	TH	RT	5th St SE Northbound UT	LT	TH	RT	5th St NE Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
6:00 AM	0	0	29	3	0	4	34	17	0	0	3	23	0	2	3	0	118	0
6:15 AM	0	0	22	3	0	5	33	15	0	3	5	27	0	5	2	0	120	0
6:30 AM	0	0	49	1	0	5	36	19	0	1	6	27	0	4	4	0	152	0
6:45 AM	0	0	45	2	0	7	35	13	0	2	9	35	0	9	3	0	160	550
7:00 AM	0	0	43	2	0	9	52	16	0	1	4	30	0	7	3	1	168	600
7:15 AM	0	0	65	1	0	7	66	28	0	0	3	36	0	11	5	1	223	703
7:30 AM	0	0	44	3	0	8	53	15	0	1	6	27	0	12	4	1	174	725
7:45 AM	0	0	56	1	0	13	54	17	0	5	5	27	0	16	4	1	199	764
8:00 AM	**0**	**0**	**52**	**1**	**0**	**8**	**62**	**25**	**0**	**5**	**8**	**32**	**0**	**6**	**10**	**0**	**209**	805
8:15 AM	**0**	**0**	**58**	**2**	**0**	**12**	**51**	**8**	**0**	**3**	**7**	**20**	**0**	**8**	**8**	**1**	**178**	760
8:30 AM	**0**	**1**	**56**	**8**	**0**	**23**	**70**	**12**	**0**	**2**	**8**	**20**	**0**	**11**	**9**	**1**	**221**	807
8:45 AM	**0**	**0**	**58**	**3**	**0**	**16**	**59**	**18**	**0**	**2**	**10**	**28**	**0**	**14**	**6**	**1**	**215**	**823**
Count Total	0	1	577	30	0	117	605	203	0	25	74	332	0	105	61	7	2,137	0
Peak Hour All	**0**	**1**	**224**	**14**	**0**	**59**	**242**	**63**	**0**	**12**	**33**	**100**	**0**	**39**	**33**	**3**	**823**	**0**
Peak Hour HV	**0**	**0**	**11**	**0**	**0**	**4**	**18**	**3**	**0**	**2**	**3**	**5**	**0**	**2**	**1**	**0**	**49**	**0**
Peak Hour HV%	**-**	**0%**	**5%**	**0%**	**-**	**7%**	**7%**	**5%**	**-**	**17%**	**9%**	**5%**	**-**	**5%**	**3%**	**0%**	**6%**	**0**

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
6:00 AM	1	4	2	0	*7*	0	0	0	0	*0*	0	1	0	0	*1*
6:15 AM	0	3	3	0	*6*	0	0	0	0	*0*	0	0	0	1	*1*
6:30 AM	7	3	1	0	*11*	0	0	0	0	*0*	0	0	1	0	*1*
6:45 AM	1	2	1	0	*4*	0	0	0	1	*1*	0	0	0	1	*1*
7:00 AM	5	2	1	0	*8*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	4	4	2	0	*10*	0	0	0	0	*0*	1	0	0	0	*1*
7:30 AM	5	3	1	0	*9*	0	1	1	0	*2*	0	0	0	0	*0*
7:45 AM	8	5	1	0	*14*	0	0	0	0	*0*	0	1	1	1	*3*
8:00 AM	**3**	**5**	**3**	**1**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**3**	**6**	**3**	**1**	***13***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	*1*
8:30 AM	**3**	**7**	**2**	**0**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:45 AM	**2**	**7**	**2**	**1**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Count Total	42	51	22	3	*118*	0	1	1	1	*3*	1	2	3	3	*9*
Peak Hour	**11**	**25**	**10**	**3**	***49***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E Main Ave				E Main Ave				5th St SE				5th St NE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	1	0	0	0	2	2	0	0	0	2	0	0	0	0	7	0
6:15 AM	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	6	0
6:30 AM	0	0	7	0	0	0	2	1	0	0	0	1	0	0	0	0	11	0
6:45 AM	0	0	1	0	0	0	2	0	0	0	0	1	0	0	0	0	4	28
7:00 AM	0	0	4	1	0	1	1	0	0	0	0	1	0	0	0	0	8	29
7:15 AM	0	0	4	0	0	0	3	1	0	0	0	2	0	0	0	0	10	33
7:30 AM	0	0	5	0	0	1	2	0	0	0	0	1	0	0	0	0	9	31
7:45 AM	0	0	8	0	0	1	2	2	0	0	0	1	0	0	0	0	14	41
8:00 AM	**0**	**0**	**3**	**0**	**0**	**1**	**4**	**0**	**0**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**12**	45
8:15 AM	**0**	**0**	**3**	**0**	**0**	**1**	**4**	**1**	**0**	**0**	**1**	**2**	**0**	**0**	**1**	**0**	**13**	48
8:30 AM	**0**	**0**	**3**	**0**	**0**	**2**	**5**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**12**	51
8:45 AM	**0**	**0**	**2**	**0**	**0**	**0**	**5**	**2**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**12**	**49**
Count Total	0	0	41	1	0	7	35	9	0	2	3	17	0	2	1	0	118	0
Peak Hour	**0**	**0**	**11**	**0**	**0**	**4**	**18**	**3**	**0**	**2**	**3**	**5**	**0**	**2**	**1**	**0**	**49**	**0**

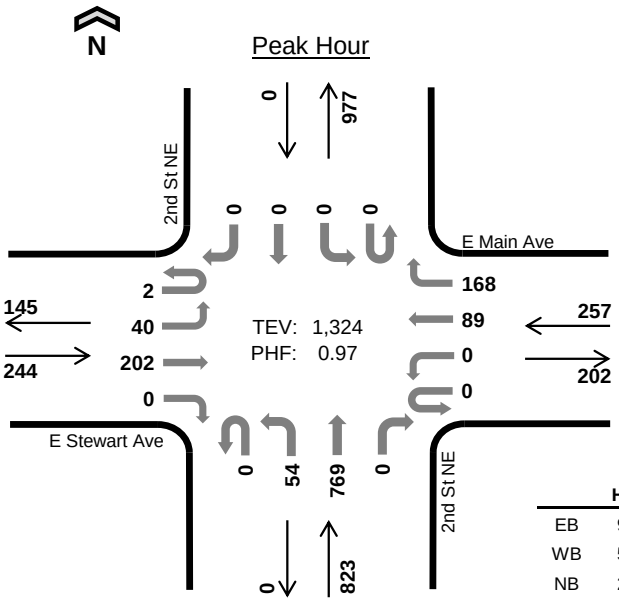
Three-Hour Count Summaries - Bikes

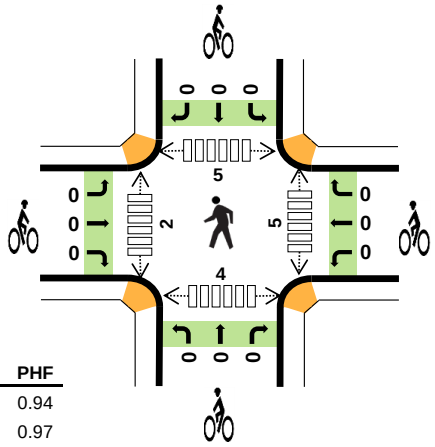
Interval Start	E Main Ave			E Main Ave			5th St SE			5th St NE			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	1	0	0	0	0	1	0	0	0	2	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	1	0	0	0	0	1	0	1	0	3	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

2nd St NE
E Stewart Ave

Date: Tue, Aug 03, 2021
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM





	HV %:	PHF
EB	9.4%	0.94
WB	5.4%	0.97
NB	2.4%	0.94
SB	-	-
TOTAL	4.3%	0.97

Three-Hour Count Summaries

Interval Start		E Stewart Ave Eastbound UT	LT	TH	RT	E Main Ave Westbound UT	LT	TH	RT	2nd St NE Northbound UT	LT	TH	RT	2nd St NE Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:15 AM		0	5	60	0	0	0	15	48	0	8	204	0	0	0	0	0	340	0
7:30 AM		2	11	45	0	0	0	25	40	0	16	199	0	0	0	0	0	338	0
7:45 AM		0	11	51	0	0	0	24	39	0	15	203	0	0	0	0	0	343	0
8:00 AM		0	13	46	0	0	0	25	41	0	15	163	0	0	0	0	0	303	1,324
Peak Hour	All	2	40	202	0	0	0	89	168	0	54	769	0	0	0	0	0	1,324	0
	HV	0	3	20	0	0	0	6	8	0	2	18	0	0	0	0	0	57	0
	HV%	0%	8%	10%	-	-	-	7%	5%	-	4%	2%	-	-	-	-	-	4%	0

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:15 AM	8	3	4	0	*15*	0	0	0	0	*0*	2	0	2	2	*6*
7:30 AM	6	2	4	0	*12*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	6	2	7	0	*15*	0	0	0	0	*0*	2	0	2	1	*5*
8:00 AM	3	7	5	0	*15*	0	0	0	0	*0*	1	2	1	1	*5*
Peak Hour	23	14	20	0	*57*	0	0	0	0	*0*	5	2	5	4	*16*

Three-Hour Count Summaries

Interval Start	E Stewart Ave				E Main Ave				2nd St NE				2nd St NE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	13	28	0	0	0	15	22	0	9	115	0	0	0	0	0	202	0
6:15 AM	0	6	20	0	0	0	9	27	0	4	135	0	0	0	0	0	201	0
6:30 AM	0	11	44	0	0	0	6	36	0	4	153	0	0	0	0	0	254	0
6:45 AM	0	3	44	0	0	0	12	26	0	10	165	0	0	0	0	0	260	917
7:00 AM	0	6	37	0	0	0	22	37	0	8	152	0	0	0	0	0	262	977
7:15 AM	**0**	**5**	**60**	**0**	**0**	**0**	**15**	**48**	**0**	**8**	**204**	**0**	**0**	**0**	**0**	**0**	**340**	1,116
7:30 AM	**2**	**11**	**45**	**0**	**0**	**0**	**25**	**40**	**0**	**16**	**199**	**0**	**0**	**0**	**0**	**0**	**338**	1,200
7:45 AM	**0**	**11**	**51**	**0**	**0**	**0**	**24**	**39**	**0**	**15**	**203**	**0**	**0**	**0**	**0**	**0**	**343**	1,283
8:00 AM	**0**	**13**	**46**	**0**	**0**	**0**	**25**	**41**	**0**	**15**	**163**	**0**	**0**	**0**	**0**	**0**	**303**	**1,324**
8:15 AM	0	24	55	0	0	0	24	38	0	17	135	0	0	0	0	0	293	1,277
8:30 AM	0	14	52	0	0	0	25	55	0	20	162	1	0	0	0	0	329	1,268
8:45 AM	0	14	54	0	0	0	38	38	0	22	143	0	0	0	0	0	309	1,234
Count Total	2	131	536	0	0	0	240	447	0	148	1,929	1	0	0	0	0	3,434	0
Peak Hour All	**2**	**40**	**202**	**0**	**0**	**0**	**89**	**168**	**0**	**54**	**769**	**0**	**0**	**0**	**0**	**0**	**1,324**	**0**
Peak Hour HV	**0**	**3**	**20**	**0**	**0**	**0**	**6**	**8**	**0**	**2**	**18**	**0**	**0**	**0**	**0**	**0**	**57**	**0**
Peak Hour HV%	**0%**	**8%**	**10%**	**-**	**-**	**-**	**7%**	**5%**	**-**	**4%**	**2%**	**-**	**-**	**-**	**-**	**-**	**4%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	3	3	1	0	*7*	0	0	1	0	*1*	0	0	0	1	*1*
6:15 AM	1	1	3	0	*5*	0	0	0	0	*0*	0	1	0	0	*1*
6:30 AM	5	1	2	0	*8*	0	0	0	0	*0*	1	1	0	0	*2*
6:45 AM	4	4	3	0	*11*	0	0	0	0	*0*	1	0	1	0	*2*
7:00 AM	4	1	4	0	*9*	0	0	0	0	*0*	0	0	1	0	*1*
7:15 AM	**8**	**3**	**4**	**0**	***15***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**2**	**2**	*6*
7:30 AM	**6**	**2**	**4**	**0**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**6**	**2**	**7**	**0**	***15***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**2**	**1**	*5*
8:00 AM	**3**	**7**	**5**	**0**	***15***	**0**	**0**	**0**	**0**	***0***	**1**	**2**	**1**	**1**	***5***
8:15 AM	5	5	2	0	*12*	0	0	0	0	*0*	0	3	3	0	*6*
8:30 AM	3	5	5	0	*13*	0	0	0	0	*0*	0	0	1	1	*2*
8:45 AM	4	4	2	0	*10*	0	0	0	0	*0*	0	2	2	0	*4*
Count Total	52	38	42	0	*132*	0	0	1	0	*1*	7	9	13	6	*35*
Peak Hour	**23**	**14**	**20**	**0**	***57***	**0**	**0**	**0**	**0**	***0***	**5**	**2**	**5**	**4**	***16***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E Stewart Ave				E Main Ave				2nd St NE				2nd St NE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	2	1	0	0	0	2	1	0	0	1	0	0	0	0	0	7	0
6:15 AM	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	0	5	0
6:30 AM	0	1	4	0	0	0	0	1	0	1	1	0	0	0	0	0	8	0
6:45 AM	0	1	3	0	0	0	1	3	0	1	2	0	0	0	0	0	11	31
7:00 AM	0	0	4	0	0	0	1	0	0	0	4	0	0	0	0	0	9	33
7:15 AM	**0**	**1**	**7**	**0**	**0**	**0**	**2**	**1**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**15**	43
7:30 AM	**0**	**1**	**5**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**12**	47
7:45 AM	**0**	**0**	**6**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**15**	51
8:00 AM	**0**	**1**	**2**	**0**	**0**	**0**	**2**	**5**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**15**	**57**
8:15 AM	0	2	3	0	0	0	4	1	0	1	1	0	0	0	0	0	12	54
8:30 AM	0	0	3	0	0	0	2	3	0	1	4	0	0	0	0	0	13	55
8:45 AM	0	2	2	0	0	0	4	0	0	0	2	0	0	0	0	0	10	50
Count Total	0	11	41	0	0	0	20	18	0	6	36	0	0	0	0	0	132	0
Peak Hour	**0**	**3**	**20**	**0**	**0**	**0**	**6**	**8**	**0**	**2**	**18**	**0**	**0**	**0**	**0**	**0**	**57**	**0**

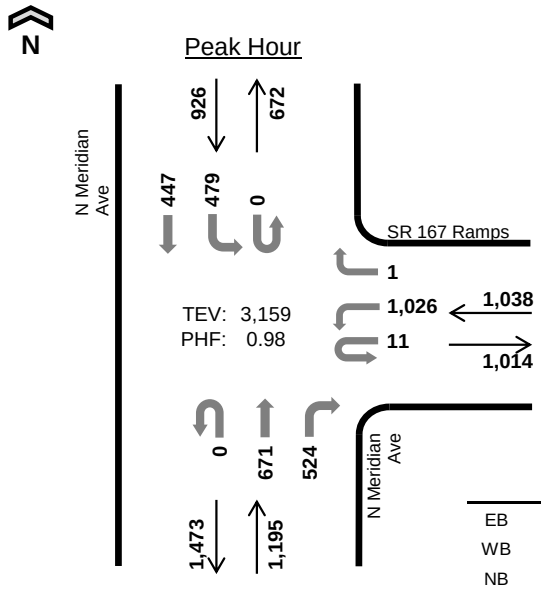
Three-Hour Count Summaries - Bikes

Interval Start	E Stewart Ave			E Main Ave			2nd St NE			2nd St NE			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	**0**	**0**	**0**	**0**	**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
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	1	0	0	0	0	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

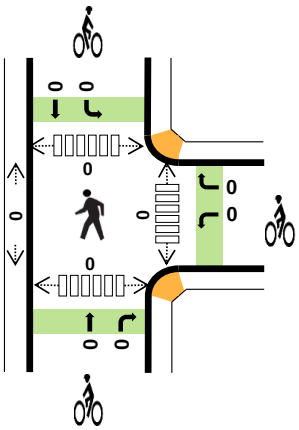
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Meridian Ave
SR 167 Ramps

Date: Tue, Aug 03, 2021
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM



	HV %:	PHF
EB	-	-
WB	8.8%	0.92
NB	10.2%	0.97
SB	17.6%	0.93
TOTAL	11.9%	0.98



Three-Hour Count Summaries

Interval Start		0				SR 167 Ramps				N Meridian Ave				N Meridian Ave				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:15 AM		0	0	0	0	4	276	0	1	0	0	188	121	0	115	103	0	808	0
7:30 AM		0	0	0	0	2	262	0	0	0	0	166	135	0	123	105	0	793	0
7:45 AM		0	0	0	0	5	255	0	0	0	0	161	133	0	109	123	0	786	0
8:00 AM		0	0	0	0	0	233	0	0	0	0	156	135	0	132	116	0	772	3,159
Peak Hour	All	0	0	0	0	11	1,026	0	1	0	0	671	524	0	479	447	0	3,159	0
	HV	0	0	0	0	1	90	0	0	0	0	47	75	0	117	46	0	376	0
	HV%	-	-	-	-	9%	9%	-	0%	-	-	7%	14%	-	24%	10%	-	12%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:15 AM	0	19	18	48	*85*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	16	24	42	*82*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	0	27	38	26	*91*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	0	29	42	47	*118*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	0	91	122	163	*376*	0	0	0	0	*0*	0	0	0	0	*0*

Three-Hour Count Summaries

Interval Start	0				SR 167 Ramps				N Meridian Ave				N Meridian Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	170	0	0	0	0	153	90	0	77	48	0	538	0
6:15 AM	0	0	0	0	2	223	0	0	0	0	175	123	0	89	49	0	661	0
6:30 AM	0	0	0	0	3	252	0	0	0	0	162	106	0	105	67	0	695	0
6:45 AM	0	0	0	0	3	248	0	0	0	0	188	156	0	92	63	0	750	2,644
7:00 AM	0	0	0	0	3	186	0	0	0	0	179	127	0	105	87	0	687	2,793
7:15 AM	**0**	**0**	**0**	**0**	**4**	**276**	**0**	**1**	**0**	**0**	**188**	**121**	**0**	**115**	**103**	**0**	**808**	2,940
7:30 AM	**0**	**0**	**0**	**0**	**2**	**262**	**0**	**0**	**0**	**0**	**166**	**135**	**0**	**123**	**105**	**0**	**793**	3,038
7:45 AM	**0**	**0**	**0**	**0**	**5**	**255**	**0**	**0**	**0**	**0**	**161**	**133**	**0**	**109**	**123**	**0**	**786**	3,074
8:00 AM	**0**	**0**	**0**	**0**	**0**	**233**	**0**	**0**	**0**	**0**	**156**	**135**	**0**	**132**	**116**	**0**	**772**	**3,159**
8:15 AM	0	0	0	0	1	212	0	0	0	0	149	130	0	123	109	0	724	3,075
8:30 AM	0	0	0	0	1	203	0	0	0	0	131	135	0	145	135	0	750	3,032
8:45 AM	0	0	0	0	2	208	0	0	0	0	140	137	0	128	119	0	734	2,980
Count Total	0	0	0	0	26	2,728	0	1	0	0	1,948	1,528	0	1,343	1,124	0	8,698	0
Peak Hour All	**0**	**0**	**0**	**0**	**11**	**1,026**	**0**	**1**	**0**	**0**	**671**	**524**	**0**	**479**	**447**	**0**	**3,159**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**1**	**90**	**0**	**0**	**0**	**0**	**47**	**75**	**0**	**117**	**46**	**0**	**376**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**9%**	**9%**	**-**	**0%**	**-**	**-**	**7%**	**14%**	**-**	**24%**	**10%**	**-**	**12%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	0	13	26	21	*60*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	0	14	26	27	*67*	0	0	2	0	*2*	0	0	0	0	*0*
6:30 AM	0	22	20	33	*75*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	0	23	30	35	*88*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	0	17	27	42	*86*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	**0**	**19**	**18**	**48**	***85***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:30 AM	**0**	**16**	**24**	**42**	***82***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**0**	**27**	**38**	**26**	***91***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**0**	**29**	**42**	**47**	***118***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:15 AM	0	26	32	42	*100*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	0	25	25	46	*96*	0	0	0	1	*1*	0	0	0	0	*0*
8:45 AM	0	23	26	39	*88*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	254	334	448	*1,036*	0	0	2	1	*3*	0	0	0	0	*0*
Peak Hr	**0**	**91**	**122**	**163**	***376***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	0				SR 167 Ramps				N Meridian Ave				N Meridian Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	13	0	0	0	0	9	17	0	14	7	0	60	0
6:15 AM	0	0	0	0	0	14	0	0	0	0	7	19	0	23	4	0	67	0
6:30 AM	0	0	0	0	0	22	0	0	0	0	9	11	0	23	10	0	75	0
6:45 AM	0	0	0	0	0	23	0	0	0	0	11	19	0	27	8	0	88	290
7:00 AM	0	0	0	0	0	17	0	0	0	0	10	17	0	29	13	0	86	316
7:15 AM	**0**	**0**	**0**	**0**	**1**	**18**	**0**	**0**	**0**	**0**	**3**	**15**	**0**	**30**	**18**	**0**	**85**	334
7:30 AM	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**9**	**15**	**0**	**34**	**8**	**0**	**82**	341
7:45 AM	**0**	**0**	**0**	**0**	**0**	**27**	**0**	**0**	**0**	**0**	**18**	**20**	**0**	**21**	**5**	**0**	**91**	344
8:00 AM	**0**	**0**	**0**	**0**	**0**	**29**	**0**	**0**	**0**	**0**	**17**	**25**	**0**	**32**	**15**	**0**	**118**	**376**
8:15 AM	0	0	0	0	0	26	0	0	0	0	9	23	0	35	7	0	100	391
8:30 AM	0	0	0	0	0	25	0	0	0	0	5	20	0	31	15	0	96	405
8:45 AM	0	0	0	0	0	23	0	0	0	0	6	20	0	32	7	0	88	402
Count Total	0	0	0	0	1	253	0	0	0	0	113	221	0	331	117	0	1,036	0
Peak Hour	**0**	**0**	**0**	**0**	**1**	**90**	**0**	**0**	**0**	**0**	**47**	**75**	**0**	**117**	**46**	**0**	**376**	**0**

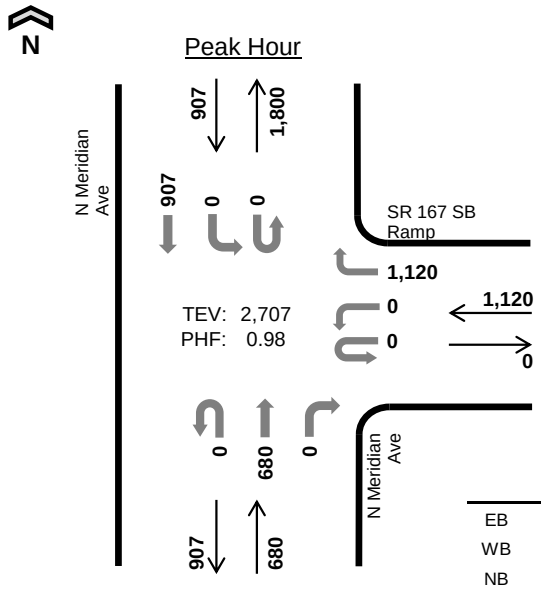
Three-Hour Count Summaries - Bikes

Interval Start	0			SR 167 Ramps			N Meridian Ave			N Meridian Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	**0**	**0**	**0**	**0**	**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
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	2	0	0	1	0	3	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

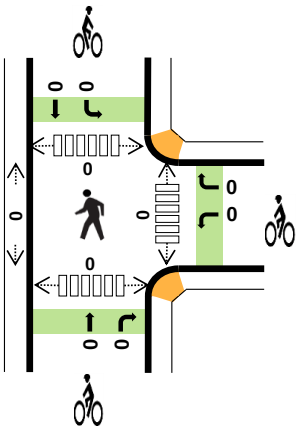
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Meridian Ave
SR 167 SB Ramp

Date: Tue, Aug 03, 2021
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM



	HV %:	PHF
EB	-	-
WB	10.4%	0.94
NB	6.2%	0.94
SB	18.1%	0.95
TOTAL	11.9%	0.98



Three-Hour Count Summaries

Interval Start		0				SR 167 SB Ramp				N Meridian Ave				N Meridian Ave				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:15 AM		0	0	0	0	0	0	0	272	0	0	181	0	0	0	213	0	666	0
7:30 AM		0	0	0	0	0	0	0	297	0	0	166	0	0	0	228	0	691	0
7:45 AM		0	0	0	0	0	0	0	266	0	0	171	0	0	0	239	0	676	0
8:00 AM		0	0	0	0	0	0	0	285	0	0	162	0	0	0	227	0	674	2,707
Peak Hour	All	0	0	0	0	0	0	0	1,120	0	0	680	0	0	0	907	0	2,707	0
	HV	0	0	0	0	0	0	0	117	0	0	42	0	0	0	164	0	323	0
	HV%	-	-	-	-	-	-	-	10%	-	-	6%	-	-	-	18%	-	12%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:15 AM	0	25	7	40	*72*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	29	11	44	*84*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	0	24	15	34	*73*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	0	39	9	46	*94*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	0	117	42	164	*323*	0	0	0	0	*0*	0	0	0	0	*0*

Three-Hour Count Summaries

Interval Start	0				SR 167 SB Ramp				N Meridian Ave				N Meridian Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	256	0	0	152	0	0	0	123	0	531	0
6:15 AM	0	0	0	0	0	0	0	269	0	0	184	0	0	0	140	0	593	0
6:30 AM	0	0	0	0	0	0	0	267	0	0	158	0	0	0	162	0	587	0
6:45 AM	0	0	0	0	0	0	0	264	0	0	186	0	0	0	161	0	611	2,322
7:00 AM	0	0	0	0	0	0	0	250	0	0	178	0	0	0	191	0	619	2,410
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**272**	**0**	**0**	**181**	**0**	**0**	**0**	**213**	**0**	**666**	2,483
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**297**	**0**	**0**	**166**	**0**	**0**	**0**	**228**	**0**	**691**	2,587
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**266**	**0**	**0**	**171**	**0**	**0**	**0**	**239**	**0**	**676**	2,652
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**285**	**0**	**0**	**162**	**0**	**0**	**0**	**227**	**0**	**674**	**2,707**
8:15 AM	0	0	0	0	0	0	0	227	0	0	152	0	0	0	239	0	618	2,659
8:30 AM	0	0	0	0	0	1	0	269	0	0	118	0	0	0	274	0	662	2,630
8:45 AM	0	0	0	0	0	0	0	219	0	0	143	0	0	0	269	0	631	2,585
Count Total	0	0	0	0	0	1	0	3,141	0	0	1,951	0	0	0	2,466	0	7,559	0
Peak Hour All	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,120**	**0**	**0**	**680**	**0**	**0**	**0**	**907**	**0**	**2,707**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**117**	**0**	**0**	**42**	**0**	**0**	**0**	**164**	**0**	**323**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**10%**	**-**	**-**	**6%**	**-**	**-**	**-**	**18%**	**-**	**12%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	0	23	9	22	*54*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	0	29	8	29	*66*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 AM	0	30	11	30	*71*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	0	29	8	35	*72*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	0	30	7	40	*77*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	**0**	**25**	**7**	**40**	***72***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:30 AM	**0**	**29**	**11**	**44**	***84***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**0**	**24**	**15**	**34**	***73***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**0**	**39**	**9**	**46**	***94***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:15 AM	0	29	9	44	*82*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	0	30	10	41	*81*	0	0	0	1	*1*	1	0	0	0	*1*
8:45 AM	0	30	9	42	*81*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	347	113	447	*907*	0	0	0	1	*1*	1	0	0	0	*1*
Peak Hr	**0**	**117**	**42**	**164**	***323***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	0				SR 167 SB Ramp				N Meridian Ave				N Meridian Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	23	0	0	9	0	0	0	22	0	54	0
6:15 AM	0	0	0	0	0	0	0	29	0	0	8	0	0	0	29	0	66	0
6:30 AM	0	0	0	0	0	0	0	30	0	0	11	0	0	0	30	0	71	0
6:45 AM	0	0	0	0	0	0	0	29	0	0	8	0	0	0	35	0	72	263
7:00 AM	0	0	0	0	0	0	0	30	0	0	7	0	0	0	40	0	77	286
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**0**	**0**	**7**	**0**	**0**	**0**	**40**	**0**	**72**	292
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**0**	**0**	**11**	**0**	**0**	**0**	**44**	**0**	**84**	305
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**0**	**0**	**15**	**0**	**0**	**0**	**34**	**0**	**73**	306
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**0**	**0**	**9**	**0**	**0**	**0**	**46**	**0**	**94**	**323**
8:15 AM	0	0	0	0	0	0	0	29	0	0	9	0	0	0	44	0	82	333
8:30 AM	0	0	0	0	0	1	0	29	0	0	10	0	0	0	41	0	81	330
8:45 AM	0	0	0	0	0	0	0	30	0	0	9	0	0	0	42	0	81	338
Count Total	0	0	0	0	0	1	0	346	0	0	113	0	0	0	447	0	907	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**117**	**0**	**0**	**42**	**0**	**0**	**0**	**164**	**0**	**323**	**0**

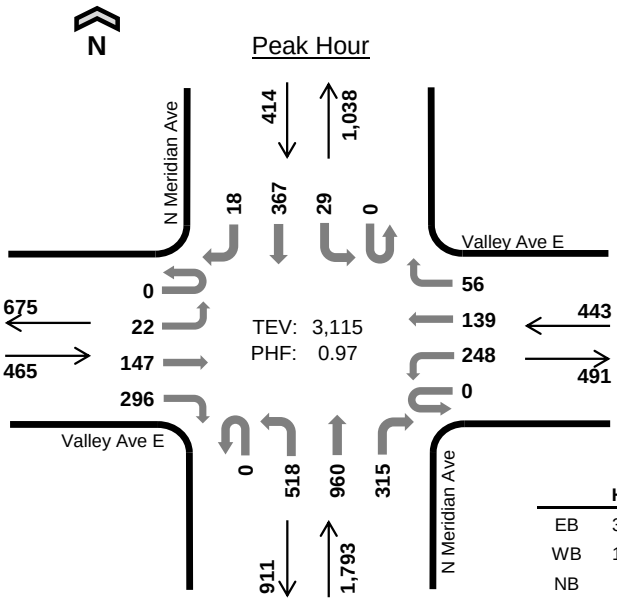
Three-Hour Count Summaries - Bikes

Interval Start	0			SR 167 SB Ramp			N Meridian Ave			N Meridian Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	**0**	**0**	**0**	**0**	**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
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

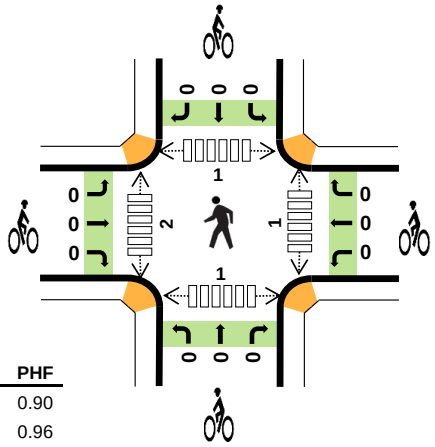
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Meridian Ave
Valley Ave E

Date: Tue, Aug 03, 2021
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM



	HV %:	PHF
EB	35.3%	0.90
WB	18.3%	0.96
NB	8.8%	0.96
SB	5.6%	0.85
TOTAL	13.6%	0.97



Three-Hour Count Summaries

Interval Start		Valley Ave E Eastbound UT	LT	TH	RT	Valley Ave E Westbound UT	LT	TH	RT	N Meridian Ave Northbound UT	LT	TH	RT	N Meridian Ave Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:15 AM		0	7	32	74	0	65	27	17	0	130	248	77	0	10	83	2	772	0
7:30 AM		0	3	44	77	0	57	39	17	0	123	259	85	0	6	90	4	804	0
7:45 AM		0	4	53	72	0	64	33	9	0	118	235	71	0	8	108	6	781	0
8:00 AM		0	8	18	73	0	62	40	13	0	147	218	82	0	5	86	6	758	3,115
Peak Hour	All	0	22	147	296	0	248	139	56	0	518	960	315	0	29	367	18	3,115	0
	HV	0	3	57	104	0	33	37	11	0	82	34	41	0	1	20	2	425	0
	HV%	-	14%	39%	35%	-	13%	27%	20%	-	16%	4%	13%	-	3%	5%	11%	14%	0

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:15 AM	43	25	26	3	*97*	0	0	0	0	*0*	0	1	0	1	*2*
7:30 AM	43	20	42	5	*110*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	44	21	41	8	*114*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	34	15	48	7	*104*	0	0	0	0	*0*	1	1	1	0	*3*
Peak Hour	164	81	157	23	*425*	0	0	0	0	*0*	1	2	1	1	*5*

Three-Hour Count Summaries

Interval Start	Valley Ave E Eastbound UT	LT	TH	RT	Valley Ave E Westbound UT	LT	TH	RT	N Meridian Ave Northbound UT	LT	TH	RT	N Meridian Ave Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
6:00 AM	0	2	16	48	0	35	27	6	0	127	233	73	0	1	39	9	616	0
6:15 AM	0	4	22	55	0	39	31	8	0	110	239	77	0	6	44	0	635	0
6:30 AM	0	9	49	61	0	42	40	12	0	132	225	72	0	6	53	2	703	0
6:45 AM	0	7	34	47	0	51	29	9	0	139	232	83	0	4	71	10	716	2,670
7:00 AM	0	8	41	57	0	59	34	19	0	121	229	80	0	5	75	4	732	2,786
7:15 AM	**0**	**7**	**32**	**74**	**0**	**65**	**27**	**17**	**0**	**130**	**248**	**77**	**0**	**10**	**83**	**2**	**772**	2,923
7:30 AM	**0**	**3**	**44**	**77**	**0**	**57**	**39**	**17**	**0**	**123**	**259**	**85**	**0**	**6**	**90**	**4**	**804**	3,024
7:45 AM	**0**	**4**	**53**	**72**	**0**	**64**	**33**	**9**	**0**	**118**	**235**	**71**	**0**	**8**	**108**	**6**	**781**	3,089
8:00 AM	**0**	**8**	**18**	**73**	**0**	**62**	**40**	**13**	**0**	**147**	**218**	**82**	**0**	**5**	**86**	**6**	**758**	**3,115**
8:15 AM	0	1	42	74	0	68	20	8	0	114	215	59	0	4	106	5	716	3,059
8:30 AM	0	5	34	89	0	65	25	17	0	117	199	60	0	5	117	1	734	2,989
8:45 AM	0	3	38	100	0	63	31	16	0	108	191	64	0	6	98	2	720	2,928
Count Total	0	61	423	827	0	670	376	151	0	1,486	2,723	883	0	66	970	51	8,687	0
Peak Hour All	**0**	**22**	**147**	**296**	**0**	**248**	**139**	**56**	**0**	**518**	**960**	**315**	**0**	**29**	**367**	**18**	**3,115**	**0**
Peak Hour HV	**0**	**3**	**57**	**104**	**0**	**33**	**37**	**11**	**0**	**82**	**34**	**41**	**0**	**1**	**20**	**2**	**425**	**0**
Peak Hour HV%	**-**	**14%**	**39%**	**35%**	**-**	**13%**	**27%**	**20%**	**-**	**16%**	**4%**	**13%**	**-**	**3%**	**5%**	**11%**	**14%**	**0**

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
6:00 AM	23	6	35	2	*66*	0	0	0	0	*0*	0	2	1	1	*4*
6:15 AM	30	19	35	0	*84*	0	0	0	0	*0*	0	1	0	0	*1*
6:30 AM	42	25	38	3	*108*	0	0	0	0	*0*	0	0	1	0	*1*
6:45 AM	38	27	39	2	*106*	0	0	0	0	*0*	0	1	0	1	*2*
7:00 AM	40	24	39	5	*108*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	**43**	**25**	**26**	**3**	***97***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**1**	*2*
7:30 AM	**43**	**20**	**42**	**5**	***110***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**44**	**21**	**41**	**8**	***114***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**34**	**15**	**48**	**7**	***104***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**1**	**0**	***3***
8:15 AM	42	17	41	9	*109*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	41	21	33	11	*106*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	40	14	42	8	*104*	0	0	0	0	*0*	1	1	0	0	*2*
Count Total	460	234	459	63	*1,216*	0	0	0	0	*0*	2	7	3	3	*15*
Peak Hour	**164**	**81**	**157**	**23**	***425***	**0**	**0**	**0**	**0**	***0***	**1**	**2**	**1**	**1**	***5***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	Valley Ave E				Valley Ave E				N Meridian Ave				N Meridian Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	2	3	18	0	2	4	0	0	19	11	5	0	0	1	1	66	0
6:15 AM	0	0	8	22	0	7	12	0	0	22	6	7	0	0	0	0	84	0
6:30 AM	0	2	19	21	0	10	13	2	0	28	7	3	0	2	1	0	108	0
6:45 AM	0	1	16	21	0	12	12	3	0	18	16	5	0	0	1	1	106	364
7:00 AM	0	5	12	23	0	10	8	6	0	27	8	4	0	0	5	0	108	406
7:15 AM	**0**	**0**	**11**	**32**	**0**	**8**	**13**	**4**	**0**	**18**	**5**	**3**	**0**	**0**	**3**	**0**	**97**	419
7:30 AM	**0**	**1**	**18**	**24**	**0**	**11**	**6**	**3**	**0**	**20**	**8**	**14**	**0**	**0**	**5**	**0**	**110**	421
7:45 AM	**0**	**1**	**21**	**22**	**0**	**9**	**9**	**3**	**0**	**21**	**9**	**11**	**0**	**1**	**6**	**1**	**114**	429
8:00 AM	**0**	**1**	**7**	**26**	**0**	**5**	**9**	**1**	**0**	**23**	**12**	**13**	**0**	**0**	**6**	**1**	**104**	**425**
8:15 AM	0	0	16	26	0	11	5	1	0	20	13	8	0	1	8	0	109	437
8:30 AM	0	1	9	31	0	9	11	1	0	19	11	3	0	1	10	0	106	433
8:45 AM	0	0	13	27	0	6	6	2	0	27	12	3	0	0	8	0	104	423
Count Total	0	14	153	293	0	100	108	26	0	262	118	79	0	5	54	4	1,216	0
Peak Hour	**0**	**3**	**57**	**104**	**0**	**33**	**37**	**11**	**0**	**82**	**34**	**41**	**0**	**1**	**20**	**2**	**425**	**0**

Three-Hour Count Summaries - Bikes

Interval Start	Valley Ave E			Valley Ave E			N Meridian Ave			N Meridian Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	**0**	**0**	**0**	**0**	**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
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

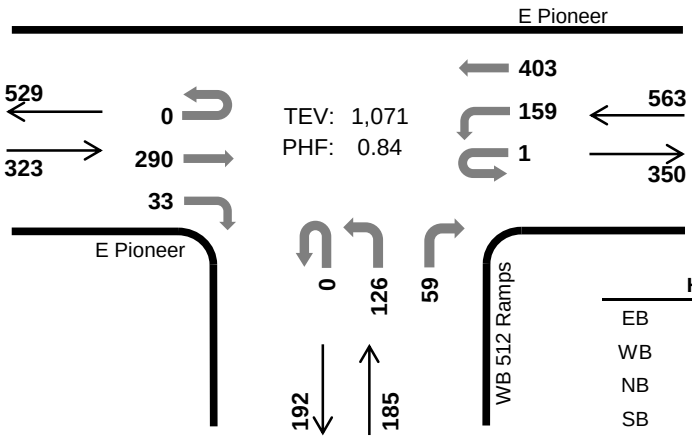
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

WB 512 Ramps
E Pioneer

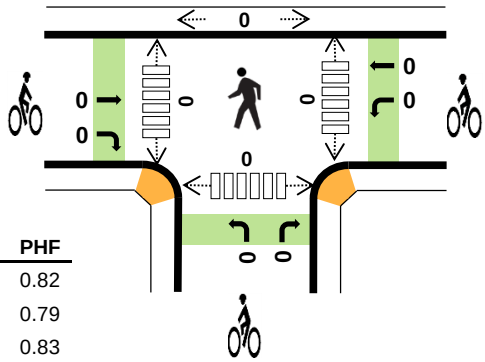
N

Peak Hour

Date: Tue, Aug 03, 2021
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	5.9%	0.82
WB	5.9%	0.79
NB	6.5%	0.83
SB	-	-
TOTAL	6.0%	0.84



Three-Hour Count Summaries

Interval Start		E Pioneer Eastbound UT	LT	TH	RT	E Pioneer Westbound UT	LT	TH	RT	WB 512 Ramps Northbound UT	LT	TH	RT	0 Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
8:00 AM		0	0	58	8	0	35	89	0	0	41	0	13	0	0	0	0	244	0
8:15 AM		0	0	95	3	0	36	77	0	0	22	0	11	0	0	0	0	244	0
8:30 AM		0	0	73	10	0	42	137	0	0	34	0	22	0	0	0	0	318	0
8:45 AM		0	0	64	12	1	46	100	0	0	29	0	13	0	0	0	0	265	1,071
Peak Hour	All	0	0	290	33	1	159	403	0	0	126	0	59	0	0	0	0	1,071	0
	HV	0	0	15	4	0	17	16	0	0	6	0	6	0	0	0	0	64	0
	HV%	-	-	5%	12%	0%	11%	4%	-	-	5%	-	10%	-	-	-	-	6%	0

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
8:00 AM	7	6	2	0	*15*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	5	7	2	0	*14*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	3	11	5	0	*19*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	4	9	3	0	*16*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	19	33	12	0	*64*	0	0	0	0	*0*	0	0	0	0	*0*

Three-Hour Count Summaries

Interval Start	E Pioneer Eastbound UT	LT	TH	RT	E Pioneer Westbound UT	LT	TH	RT	WB 512 Ramps Northbound UT	LT	TH	RT	0 Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
6:00 AM	0	0	55	9	0	19	33	0	0	7	0	7	0	0	0	0	130	0
6:15 AM	0	0	88	5	0	29	53	0	0	10	0	12	0	0	0	0	197	0
6:30 AM	0	0	85	10	0	31	45	0	0	20	0	9	0	0	0	0	200	0
6:45 AM	0	0	82	11	0	33	53	0	0	26	0	9	0	0	0	0	214	741
7:00 AM	0	0	88	7	0	36	48	0	0	15	0	6	0	0	0	0	200	811
7:15 AM	0	0	97	9	0	36	77	0	0	18	0	11	0	0	0	0	248	862
7:30 AM	0	0	74	6	0	40	65	0	0	30	0	16	0	0	0	0	231	893
7:45 AM	0	0	66	9	0	39	82	0	0	32	0	14	0	0	0	0	242	921
8:00 AM	**0**	**0**	**58**	**8**	**0**	**35**	**89**	**0**	**0**	**41**	**0**	**13**	**0**	**0**	**0**	**0**	**244**	965
8:15 AM	**0**	**0**	**95**	**3**	**0**	**36**	**77**	**0**	**0**	**22**	**0**	**11**	**0**	**0**	**0**	**0**	**244**	961
8:30 AM	**0**	**0**	**73**	**10**	**0**	**42**	**137**	**0**	**0**	**34**	**0**	**22**	**0**	**0**	**0**	**0**	**318**	1,048
8:45 AM	**0**	**0**	**64**	**12**	**1**	**46**	**100**	**0**	**0**	**29**	**0**	**13**	**0**	**0**	**0**	**0**	**265**	**1,071**
Count Total	0	0	925	99	1	422	859	0	0	284	0	143	0	0	0	0	2,733	0
Peak Hour All	**0**	**0**	**290**	**33**	**1**	**159**	**403**	**0**	**0**	**126**	**0**	**59**	**0**	**0**	**0**	**0**	**1,071**	**0**
Peak Hour HV	**0**	**0**	**15**	**4**	**0**	**17**	**16**	**0**	**0**	**6**	**0**	**6**	**0**	**0**	**0**	**0**	**64**	**0**
Peak Hour HV%	**-**	**-**	**5%**	**12%**	**0%**	**11%**	**4%**	**-**	**-**	**5%**	**-**	**10%**	**-**	**-**	**-**	**-**	**6%**	**0**

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
6:00 AM	1	3	1	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	5	3	2	0	*10*	0	0	0	0	*0*	0	0	0	1	*1*
6:30 AM	6	1	4	0	*11*	0	0	0	0	*0*	0	0	0	1	*1*
6:45 AM	5	4	4	0	*13*	0	0	0	0	*0*	0	0	0	2	*2*
7:00 AM	7	5	2	0	*14*	1	0	0	0	*1*	0	0	0	0	*0*
7:15 AM	6	8	3	0	*17*	0	0	0	0	*0*	0	0	0	1	*1*
7:30 AM	3	10	7	0	*20*	0	1	0	0	*1*	0	0	0	0	*0*
7:45 AM	1	9	2	0	*12*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**7**	**6**	**2**	**0**	***15***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**5**	**7**	**2**	**0**	***14***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:30 AM	**3**	**11**	**5**	**0**	***19***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:45 AM	**4**	**9**	**3**	**0**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Count Total	53	76	37	0	*166*	1	1	0	0	*2*	0	0	0	5	*5*
Peak Hr	**19**	**33**	**12**	**0**	***64***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E Pioneer				E Pioneer				WB 512 Ramps				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	1	0	0	2	1	0	0	1	0	0	0	0	0	0	5	0
6:15 AM	0	0	4	1	0	3	0	0	0	0	0	2	0	0	0	0	10	0
6:30 AM	0	0	6	0	0	1	0	0	0	1	0	3	0	0	0	0	11	0
6:45 AM	0	0	5	0	0	3	1	0	0	1	0	3	0	0	0	0	13	39
7:00 AM	0	0	7	0	0	1	4	0	0	0	0	2	0	0	0	0	14	48
7:15 AM	0	0	6	0	0	5	3	0	0	0	0	3	0	0	0	0	17	55
7:30 AM	0	0	3	0	0	8	2	0	0	3	0	4	0	0	0	0	20	64
7:45 AM	0	0	0	1	0	4	5	0	0	0	0	2	0	0	0	0	12	63
8:00 AM	**0**	**0**	**4**	**3**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**15**	64
8:15 AM	**0**	**0**	**5**	**0**	**0**	**3**	**4**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	61
8:30 AM	**0**	**0**	**2**	**1**	**0**	**4**	**7**	**0**	**0**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**19**	60
8:45 AM	**0**	**0**	**4**	**0**	**0**	**7**	**2**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**16**	**64**
Count Total	0	0	47	6	0	44	32	0	0	12	0	25	0	0	0	0	166	0
Peak Hour	**0**	**0**	**15**	**4**	**0**	**17**	**16**	**0**	**0**	**6**	**0**	**6**	**0**	**0**	**0**	**0**	**64**	**0**

Three-Hour Count Summaries - Bikes

Interval Start	E Pioneer			E Pioneer			WB 512 Ramps			0			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	1	0	0	1	0	0	0	0	0	0	0	2	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

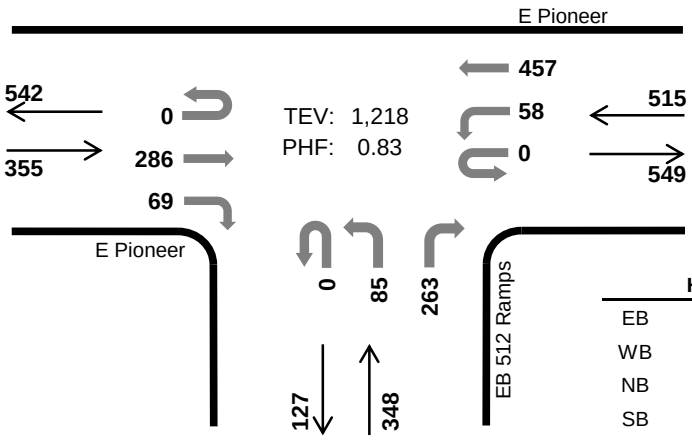
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

EB 512 Ramps
E Pioneer

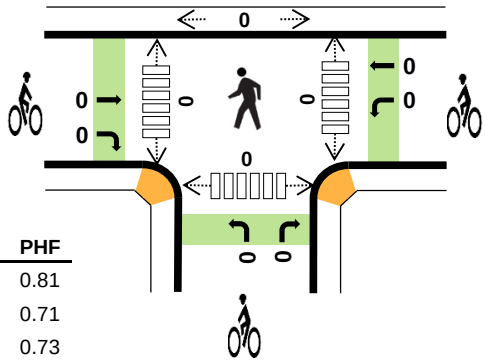
N

Peak Hour

Date: Tue, Aug 03, 2021
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	5.6%	0.81
WB	7.6%	0.71
NB	6.6%	0.73
SB	-	-
TOTAL	6.7%	0.83



Three-Hour Count Summaries

Interval Start		E Pioneer Eastbound UT	LT	TH	RT	E Pioneer Westbound UT	LT	TH	RT	EB 512 Ramps Northbound UT	LT	TH	RT	0 Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:45 AM		0	0	58	14	0	14	103	0	0	19	0	100	0	0	0	0	308	0
8:00 AM		0	0	67	12	0	11	102	0	0	21	0	47	0	0	0	0	260	0
8:15 AM		0	0	86	23	0	13	91	0	0	21	0	48	0	0	0	0	282	0
8:30 AM		0	0	75	20	0	20	161	0	0	24	0	68	0	0	0	0	368	1,218
Peak Hour	All	0	0	286	69	0	58	457	0	0	85	0	263	0	0	0	0	1,218	0
	HV	0	0	18	2	0	11	28	0	0	4	0	19	0	0	0	0	82	0
	HV%	-	-	6%	3%	-	19%	6%	-	-	5%	-	7%	-	-	-	-	7%	0

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:45 AM	4	10	6	0	*20*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	7	8	5	0	*20*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	4	9	5	0	*18*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	5	12	7	0	*24*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	20	39	23	0	*82*	0	0	0	0	*0*	0	0	0	0	*0*

Three-Hour Count Summaries

Interval Start	E Pioneer Eastbound UT	E Pioneer Eastbound LT	E Pioneer Eastbound TH	E Pioneer Eastbound RT	E Pioneer Westbound UT	E Pioneer Westbound LT	E Pioneer Westbound TH	E Pioneer Westbound RT	EB 512 Ramps Northbound UT	EB 512 Ramps Northbound LT	EB 512 Ramps Northbound TH	EB 512 Ramps Northbound RT	0 Southbound UT	0 Southbound LT	0 Southbound TH	0 Southbound RT	15-min Total	Rolling One Hour
6:00 AM	0	0	34	29	0	14	54	0	0	2	0	38	0	0	0	0	171	0
6:15 AM	0	0	55	40	0	21	73	0	0	6	0	41	0	0	0	0	236	0
6:30 AM	0	0	55	38	0	18	68	0	0	7	0	40	0	0	0	0	226	0
6:45 AM	0	0	49	40	0	15	80	0	0	6	0	57	0	0	0	0	247	880
7:00 AM	0	0	52	45	0	8	79	0	0	5	0	50	0	0	0	0	239	948
7:15 AM	0	0	58	49	0	14	108	0	0	9	0	55	0	0	0	0	293	1,005
7:30 AM	0	0	61	29	0	10	94	0	0	11	0	51	0	0	0	0	256	1,035
7:45 AM	**0**	**0**	**58**	**14**	**0**	**14**	**103**	**0**	**0**	**19**	**0**	**100**	**0**	**0**	**0**	**0**	**308**	1,096
8:00 AM	**0**	**0**	**67**	**12**	**0**	**11**	**102**	**0**	**0**	**21**	**0**	**47**	**0**	**0**	**0**	**0**	**260**	1,117
8:15 AM	**0**	**0**	**86**	**23**	**0**	**13**	**91**	**0**	**0**	**21**	**0**	**48**	**0**	**0**	**0**	**0**	**282**	1,106
8:30 AM	**0**	**0**	**75**	**20**	**0**	**20**	**161**	**0**	**0**	**24**	**0**	**68**	**0**	**0**	**0**	**0**	**368**	**1,218**
8:45 AM	0	0	62	18	0	16	112	0	0	26	0	42	0	0	0	0	276	1,186
Count Total	0	0	712	357	0	174	1,125	0	0	157	0	637	0	0	0	0	3,162	0
Peak Hour All	**0**	**0**	**286**	**69**	**0**	**58**	**457**	**0**	**0**	**85**	**0**	**263**	**0**	**0**	**0**	**0**	**1,218**	**0**
Peak Hour HV	**0**	**0**	**18**	**2**	**0**	**11**	**28**	**0**	**0**	**4**	**0**	**19**	**0**	**0**	**0**	**0**	**82**	**0**
Peak Hour HV%	**-**	**-**	**6%**	**3%**	**-**	**19%**	**6%**	**-**	**-**	**5%**	**-**	**7%**	**-**	**-**	**-**	**-**	**7%**	**0**

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

Interval Start	Heavy Vehicle Totals EB	Heavy Vehicle Totals WB	Heavy Vehicle Totals NB	Heavy Vehicle Totals SB	Heavy Vehicle Totals Total	Bicycles EB	Bicycles WB	Bicycles NB	Bicycles SB	Bicycles Total	Pedestrians (Crossing Leg) East	Pedestrians (Crossing Leg) West	Pedestrians (Crossing Leg) North	Pedestrians (Crossing Leg) South	Pedestrians (Crossing Leg) Total
6:00 AM	1	5	1	0	*7*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	7	3	2	0	*12*	0	0	0	0	*0*	0	0	0	1	*1*
6:30 AM	8	2	1	0	*11*	0	0	0	0	*0*	0	0	0	1	*1*
6:45 AM	8	5	4	0	*17*	0	0	0	0	*0*	0	0	0	3	*3*
7:00 AM	7	5	4	0	*16*	1	0	0	0	*1*	0	0	0	0	*0*
7:15 AM	9	9	4	0	*22*	0	0	0	0	*0*	0	0	0	1	*1*
7:30 AM	7	10	5	0	*22*	0	1	0	0	*1*	0	0	0	0	*0*
7:45 AM	**4**	**10**	**6**	**0**	***20***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**7**	**8**	**5**	**0**	***20***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**4**	**9**	**5**	**0**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:30 AM	**5**	**12**	**7**	**0**	***24***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:45 AM	5	10	5	0	*20*	0	0	0	0	*0*	0	0	0	1	*1*
Count Total	72	88	49	0	*209*	1	1	0	0	*2*	0	0	0	7	*7*
Peak Hr	**20**	**39**	**23**	**0**	***82***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E Pioneer				E Pioneer				EB 512 Ramps				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	1	0	2	3	0	0	0	0	1	0	0	0	0	7	0
6:15 AM	0	0	6	1	0	0	3	0	0	0	0	2	0	0	0	0	12	0
6:30 AM	0	0	7	1	0	1	1	0	0	0	0	1	0	0	0	0	11	0
6:45 AM	0	0	6	2	0	2	3	0	0	1	0	3	0	0	0	0	17	47
7:00 AM	0	0	6	1	0	1	4	0	0	1	0	3	0	0	0	0	16	56
7:15 AM	0	0	6	3	0	0	9	0	0	0	0	4	0	0	0	0	22	66
7:30 AM	0	0	4	3	0	0	10	0	0	0	0	5	0	0	0	0	22	77
7:45 AM	**0**	**0**	**4**	**0**	**0**	**3**	**7**	**0**	**0**	**1**	**0**	**5**	**0**	**0**	**0**	**0**	**20**	80
8:00 AM	**0**	**0**	**5**	**2**	**0**	**2**	**6**	**0**	**0**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**20**	84
8:15 AM	**0**	**0**	**4**	**0**	**0**	**2**	**7**	**0**	**0**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**18**	80
8:30 AM	**0**	**0**	**5**	**0**	**0**	**4**	**8**	**0**	**0**	**1**	**0**	**6**	**0**	**0**	**0**	**0**	**24**	**82**
8:45 AM	0	0	4	1	0	2	8	0	0	1	0	4	0	0	0	0	20	82
Count Total	0	0	57	15	0	19	69	0	0	7	0	42	0	0	0	0	209	0
Peak Hour	**0**	**0**	**18**	**2**	**0**	**11**	**28**	**0**	**0**	**4**	**0**	**19**	**0**	**0**	**0**	**0**	**82**	**0**

Three-Hour Count Summaries - Bikes

Interval Start	E Pioneer			E Pioneer			EB 512 Ramps			0			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	2
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	0	0	1	0	0	0	0	0	0	0	2	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

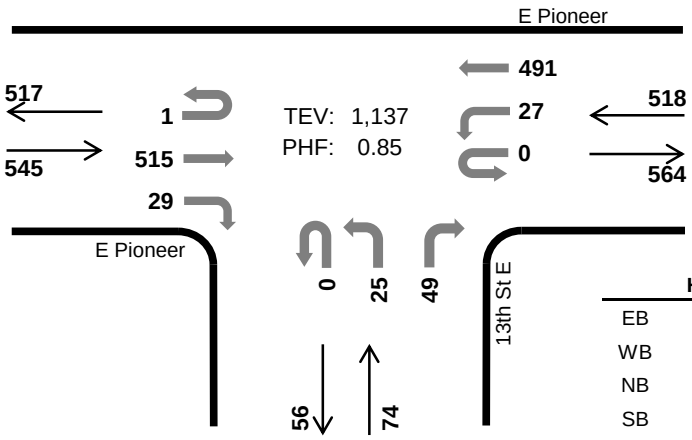
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

13th St E
E Pioneer

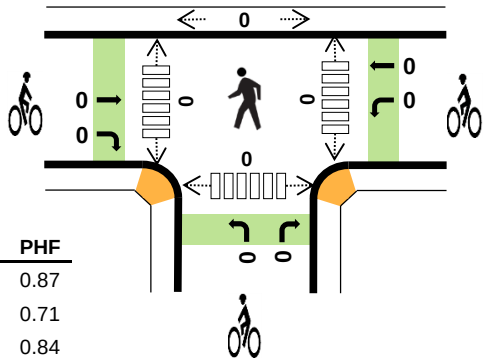
N

Peak Hour

Date: Tue, Aug 03, 2021
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	6.8%	0.87
WB	7.1%	0.71
NB	2.7%	0.84
SB	-	-
TOTAL	6.7%	0.85



Three-Hour Count Summaries

Interval Start		E Pioneer Eastbound UT	LT	TH	RT	E Pioneer Westbound UT	LT	TH	RT	13th St E Northbound UT	LT	TH	RT	0 Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:45 AM		0	0	151	5	0	6	112	0	0	6	0	16	0	0	0	0	296	0
8:00 AM		1	0	108	7	0	5	103	0	0	7	0	14	0	0	0	0	245	0
8:15 AM		0	0	128	6	0	10	100	0	0	5	0	13	0	0	0	0	262	0
8:30 AM		0	0	128	11	0	6	176	0	0	7	0	6	0	0	0	0	334	1,137
Peak Hour	All	1	0	515	29	0	27	491	0	0	25	0	49	0	0	0	0	1,137	0
	HV	0	0	36	1	0	0	37	0	0	1	0	1	0	0	0	0	76	0
	HV%	0%	-	7%	3%	-	0%	8%	-	-	4%	-	2%	-	-	-	-	7%	0

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:45 AM	10	9	2	0	*21*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	9	8	0	0	*17*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	9	7	0	0	*16*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	9	13	0	0	*22*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	37	37	2	0	*76*	0	0	0	0	*0*	0	0	0	0	*0*

Three-Hour Count Summaries

Interval Start	E Pioneer				E Pioneer				13th St E				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	68	2	0	3	58	0	0	12	0	5	0	0	0	0	148	0
6:15 AM	0	0	93	4	0	2	75	0	0	19	0	6	0	0	0	0	199	0
6:30 AM	0	0	93	3	0	5	80	0	0	11	0	14	0	0	0	0	206	0
6:45 AM	0	0	97	7	0	2	87	0	0	7	0	9	0	0	0	0	209	762
7:00 AM	0	0	102	1	0	0	83	0	0	7	0	7	0	0	0	0	200	814
7:15 AM	0	0	112	1	0	3	119	0	0	5	0	7	0	0	0	0	247	862
7:30 AM	0	0	110	3	0	7	96	0	0	8	0	11	0	0	0	0	235	891
7:45 AM	**0**	**0**	**151**	**5**	**0**	**6**	**112**	**0**	**0**	**6**	**0**	**16**	**0**	**0**	**0**	**0**	**296**	978
8:00 AM	**1**	**0**	**108**	**7**	**0**	**5**	**103**	**0**	**0**	**7**	**0**	**14**	**0**	**0**	**0**	**0**	**245**	1,023
8:15 AM	**0**	**0**	**128**	**6**	**0**	**10**	**100**	**0**	**0**	**5**	**0**	**13**	**0**	**0**	**0**	**0**	**262**	1,038
8:30 AM	**0**	**0**	**128**	**11**	**0**	**6**	**176**	**0**	**0**	**7**	**0**	**6**	**0**	**0**	**0**	**0**	**334**	**1,137**
8:45 AM	0	0	102	3	0	8	105	0	0	14	0	6	0	0	0	0	238	1,079
Count Total	1	0	1,292	53	0	57	1,194	0	0	108	0	114	0	0	0	0	2,819	0
Peak Hour All	**1**	**0**	**515**	**29**	**0**	**27**	**491**	**0**	**0**	**25**	**0**	**49**	**0**	**0**	**0**	**0**	**1,137**	**0**
Peak Hour HV	**0**	**0**	**36**	**1**	**0**	**0**	**37**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**76**	**0**
Peak Hour HV%	**0%**	**-**	**7%**	**3%**	**-**	**0%**	**8%**	**-**	**-**	**4%**	**-**	**2%**	**-**	**-**	**-**	**-**	**7%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	1	6	0	0	*7*	0	0	0	0	*0*	0	0	0	1	*1*
6:15 AM	7	4	0	0	*11*	0	0	0	0	*0*	0	0	0	1	*1*
6:30 AM	9	6	1	0	*16*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	9	3	0	0	*12*	0	0	0	0	*0*	0	0	0	1	*1*
7:00 AM	9	4	1	0	*14*	1	0	0	0	*1*	0	0	0	1	*1*
7:15 AM	9	10	0	0	*19*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	9	11	0	0	*20*	0	1	0	0	*1*	0	0	0	0	*0*
7:45 AM	**10**	**9**	**2**	**0**	***21***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**9**	**8**	**0**	**0**	***17***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**9**	**7**	**0**	**0**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:30 AM	**9**	**13**	**0**	**0**	***22***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:45 AM	9	11	0	0	*20*	0	0	0	0	*0*	0	0	0	1	*1*
Count Total	99	92	4	0	*195*	1	1	0	0	*2*	0	0	0	5	*5*
Peak Hr	**37**	**37**	**2**	**0**	***76***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E Pioneer				E Pioneer				13th St E				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0	7	0
6:15 AM	0	0	7	0	0	1	3	0	0	0	0	0	0	0	0	0	11	0
6:30 AM	0	0	9	0	0	2	4	0	0	1	0	0	0	0	0	0	16	0
6:45 AM	0	0	9	0	0	1	2	0	0	0	0	0	0	0	0	0	12	46
7:00 AM	0	0	9	0	0	0	4	0	0	0	0	1	0	0	0	0	14	53
7:15 AM	0	0	9	0	0	0	10	0	0	0	0	0	0	0	0	0	19	61
7:30 AM	0	0	9	0	0	1	10	0	0	0	0	0	0	0	0	0	20	65
7:45 AM	**0**	**0**	**10**	**0**	**0**	**0**	**9**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**21**	74
8:00 AM	**0**	**0**	**8**	**1**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	77
8:15 AM	**0**	**0**	**9**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	74
8:30 AM	**0**	**0**	**9**	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**76**
8:45 AM	0	0	9	0	0	0	11	0	0	0	0	0	0	0	0	0	20	75
Count Total	0	0	98	1	0	6	86	0	0	2	0	2	0	0	0	0	195	0
Peak Hour	**0**	**0**	**36**	**1**	**0**	**0**	**37**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**76**	**0**

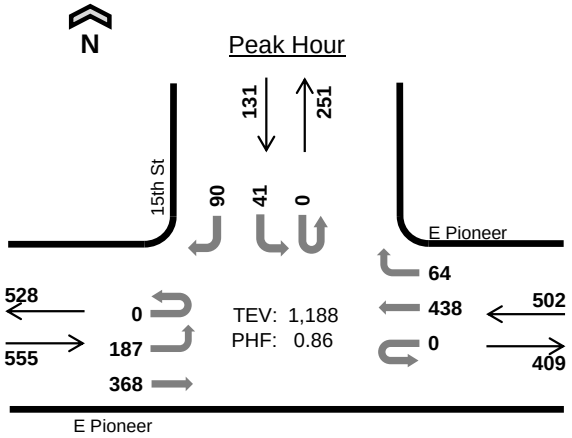
Three-Hour Count Summaries - Bikes

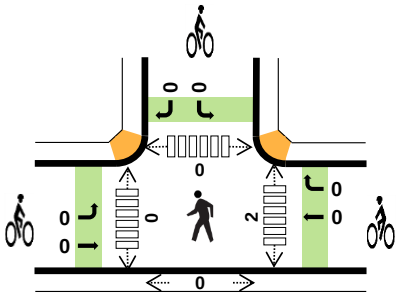
Interval Start	E Pioneer			E Pioneer			13th St E			0			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	2
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	0	0	1	0	0	0	0	0	0	0	2	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

15th St
E Pioneer

Date: Tue, Aug 03, 2021
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM





	HV %:	PHF
EB	6.7%	0.84
WB	5.6%	0.69
NB	-	-
SB	7.6%	0.84
TOTAL	6.3%	0.86

Three-Hour Count Summaries

Interval Start		E Pioneer Eastbound UT	LT	TH	RT	E Pioneer Westbound UT	LT	TH	RT	0 Northbound UT	LT	TH	RT	15th St Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:45 AM		0	71	95	0	0	0	105	11	0	0	0	0	0	7	0	14	303	0
8:00 AM		0	48	78	0	0	0	85	28	0	0	0	0	0	12	0	21	272	0
8:15 AM		0	28	109	0	0	0	86	6	0	0	0	0	0	12	0	26	267	0
8:30 AM		0	40	86	0	0	0	162	19	0	0	0	0	0	10	0	29	346	1,188
Peak Hour	All	0	187	368	0	0	0	438	64	0	0	0	0	0	41	0	90	1,188	0
	HV	0	12	25	0	0	0	28	0	0	0	0	0	0	3	0	7	75	0
	HV%	-	6%	7%	-	-	-	6%	0%	-	-	-	-	-	7%	-	8%	6%	0

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:45 AM	11	7	0	3	*21*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	10	6	0	5	*21*	0	0	0	0	*0*	1	0	0	0	*1*
8:15 AM	7	8	0	1	*16*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	9	7	0	1	*17*	0	0	0	0	*0*	1	0	0	0	*1*
Peak Hour	37	28	0	10	*75*	0	0	0	0	*0*	2	0	0	0	*2*

Three-Hour Count Summaries

Interval Start	E Pioneer				E Pioneer				0				15th St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	29	40	0	0	0	51	7	0	0	0	0	0	2	0	11	140	0
6:15 AM	0	51	53	0	0	0	63	9	0	0	0	0	0	0	0	13	189	0
6:30 AM	0	46	60	0	0	0	62	14	0	0	0	0	0	1	0	16	199	0
6:45 AM	0	51	60	0	0	0	73	7	0	0	0	0	0	5	0	12	208	736
7:00 AM	0	36	65	0	0	0	70	15	0	0	0	0	0	4	0	11	201	797
7:15 AM	0	46	79	0	0	0	105	20	0	0	0	0	0	8	0	16	274	882
7:30 AM	0	36	87	0	0	0	76	12	0	0	0	0	0	10	0	18	239	922
7:45 AM	**0**	**71**	**95**	**0**	**0**	**0**	**105**	**11**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**14**	**303**	1,017
8:00 AM	**0**	**48**	**78**	**0**	**0**	**0**	**85**	**28**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**21**	**272**	1,088
8:15 AM	**0**	**28**	**109**	**0**	**0**	**0**	**86**	**6**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**26**	**267**	1,081
8:30 AM	**0**	**40**	**86**	**0**	**0**	**0**	**162**	**19**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**29**	**346**	**1,188**
8:45 AM	0	41	68	0	0	0	90	11	0	0	0	0	0	8	0	19	237	1,122
Count Total	0	523	880	0	0	0	1,028	159	0	0	0	0	0	79	0	206	2,875	0
Peak Hour All	**0**	**187**	**368**	**0**	**0**	**0**	**438**	**64**	**0**	**0**	**0**	**0**	**0**	**41**	**0**	**90**	**1,188**	**0**
Peak Hour HV	**0**	**12**	**25**	**0**	**0**	**0**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**7**	**75**	**0**
Peak Hour HV%	**-**	**6%**	**7%**	**-**	**-**	**-**	**6%**	**0%**	**-**	**-**	**-**	**-**	**-**	**7%**	**-**	**8%**	**6%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	4	3	0	2	*9*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	7	2	0	1	*10*	0	0	0	0	*0*	0	1	0	0	*1*
6:30 AM	7	4	0	3	*14*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	8	4	0	1	*13*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	8	2	0	3	*13*	1	0	0	0	*1*	0	0	0	0	*0*
7:15 AM	7	6	0	4	*17*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	13	8	0	6	*27*	0	0	0	0	*0*	0	0	1	0	*1*
7:45 AM	**11**	**7**	**0**	**3**	***21***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**10**	**6**	**0**	**5**	***21***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	*1*
8:15 AM	**7**	**8**	**0**	**1**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:30 AM	**9**	**7**	**0**	**1**	***17***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
8:45 AM	9	8	0	4	*21*	0	0	0	0	*0*	0	0	2	0	*2*
Count Total	100	65	0	34	*199*	1	0	0	0	*1*	2	1	3	0	*6*
Peak Hr	**37**	**28**	**0**	**10**	***75***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**0**	***2***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E Pioneer				E Pioneer				0				15th St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	1	3	0	0	0	3	0	0	0	0	0	0	0	0	2	9	0
6:15 AM	0	1	6	0	0	0	2	0	0	0	0	0	0	0	0	1	10	0
6:30 AM	0	1	6	0	0	0	3	1	0	0	0	0	0	0	0	3	14	0
6:45 AM	0	2	6	0	0	0	4	0	0	0	0	0	0	0	0	1	13	46
7:00 AM	0	1	7	0	0	0	2	0	0	0	0	0	0	1	0	2	13	50
7:15 AM	0	1	6	0	0	0	6	0	0	0	0	0	0	1	0	3	17	57
7:30 AM	0	4	9	0	0	0	7	1	0	0	0	0	0	0	0	6	27	70
7:45 AM	**0**	**4**	**7**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**21**	78
8:00 AM	**0**	**3**	**7**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**4**	**21**	86
8:15 AM	**0**	**2**	**5**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**16**	85
8:30 AM	**0**	**3**	**6**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**17**	**75**
8:45 AM	0	5	4	0	0	0	8	0	0	0	0	0	0	0	0	4	21	75
Count Total	0	28	72	0	0	0	63	2	0	0	0	0	0	5	0	29	199	0
Peak Hour	**0**	**12**	**25**	**0**	**0**	**0**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**7**	**75**	**0**

Three-Hour Count Summaries - Bikes

Interval Start	E Pioneer			E Pioneer			0			15th St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

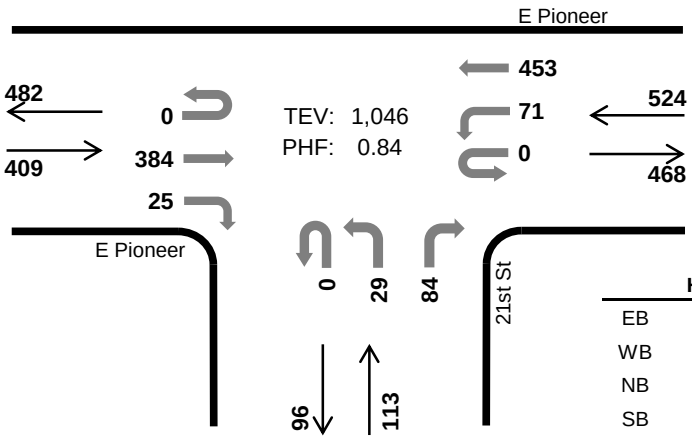
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

21st St
E Pioneer

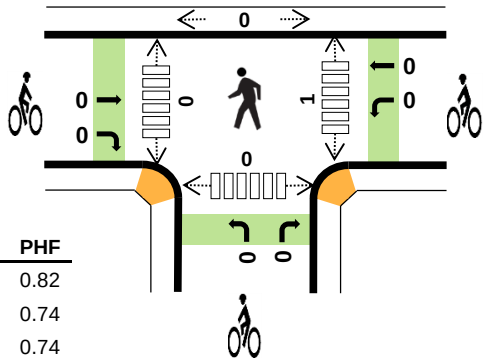
N

Peak Hour

Date: Tue, Aug 03, 2021
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	5.6%	0.82
WB	5.9%	0.74
NB	4.4%	0.74
SB	-	-
TOTAL	5.6%	0.84



Three-Hour Count Summaries

Interval Start		E Pioneer Eastbound UT	LT	TH	RT	E Pioneer Westbound UT	LT	TH	RT	21st St Northbound UT	LT	TH	RT	0 Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:45 AM		0	0	92	2	0	13	113	0	0	6	0	16	0	0	0	0	242	0
8:00 AM		0	0	90	4	0	20	91	0	0	5	0	12	0	0	0	0	222	0
8:15 AM		0	0	111	13	0	20	90	0	0	6	0	30	0	0	0	0	270	0
8:30 AM		0	0	91	6	0	18	159	0	0	12	0	26	0	0	0	0	312	1,046
Peak Hour	All	0	0	384	25	0	71	453	0	0	29	0	84	0	0	0	0	1,046	0
	HV	0	0	20	3	0	1	30	0	0	3	0	2	0	0	0	0	59	0
	HV%	-	-	5%	12%	-	1%	7%	-	-	10%	-	2%	-	-	-	-	6%	0

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:45 AM	3	9	0	0	*12*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	6	6	0	0	*12*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	8	5	2	0	*15*	0	0	0	0	*0*	1	0	0	0	*1*
8:30 AM	6	11	3	0	*20*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	23	31	5	0	*59*	0	0	0	0	*0*	1	0	0	0	*1*

Three-Hour Count Summaries

Interval Start	E Pioneer Eastbound UT	E Pioneer Eastbound LT	E Pioneer Eastbound TH	E Pioneer Eastbound RT	E Pioneer Westbound UT	E Pioneer Westbound LT	E Pioneer Westbound TH	E Pioneer Westbound RT	21st St Northbound UT	21st St Northbound LT	21st St Northbound TH	21st St Northbound RT	0 Southbound UT	0 Southbound LT	0 Southbound TH	0 Southbound RT	15-min Total	Rolling One Hour
6:00 AM	0	0	39	1	0	2	51	0	0	3	0	10	0	0	0	0	106	0
6:15 AM	0	0	49	1	0	11	59	0	0	8	0	6	0	0	0	0	134	0
6:30 AM	0	0	56	0	0	3	63	0	0	7	0	10	0	0	0	0	139	0
6:45 AM	0	0	62	2	0	5	76	0	0	5	0	11	0	0	0	0	161	540
7:00 AM	0	0	67	1	0	4	80	0	0	6	0	8	0	0	0	0	166	600
7:15 AM	0	0	78	6	0	7	119	0	0	7	0	10	0	0	0	0	227	693
7:30 AM	0	0	100	4	0	11	87	0	0	1	0	14	0	0	0	0	217	771
7:45 AM	**0**	**0**	**92**	**2**	**0**	**13**	**113**	**0**	**0**	**6**	**0**	**16**	**0**	**0**	**0**	**0**	**242**	852
8:00 AM	**0**	**0**	**90**	**4**	**0**	**20**	**91**	**0**	**0**	**5**	**0**	**12**	**0**	**0**	**0**	**0**	**222**	908
8:15 AM	**0**	**0**	**111**	**13**	**0**	**20**	**90**	**0**	**0**	**6**	**0**	**30**	**0**	**0**	**0**	**0**	**270**	951
8:30 AM	**0**	**0**	**91**	**6**	**0**	**18**	**159**	**0**	**0**	**12**	**0**	**26**	**0**	**0**	**0**	**0**	**312**	**1,046**
8:45 AM	0	0	67	5	0	15	103	0	0	3	0	14	0	0	0	0	207	1,011
Count Total	0	0	902	45	0	129	1,091	0	0	69	0	167	0	0	0	0	2,403	0
Peak Hour All	**0**	**0**	**384**	**25**	**0**	**71**	**453**	**0**	**0**	**29**	**0**	**84**	**0**	**0**	**0**	**0**	**1,046**	**0**
Peak Hour HV	**0**	**0**	**20**	**3**	**0**	**1**	**30**	**0**	**0**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**59**	**0**
Peak Hour HV%	**-**	**-**	**5%**	**12%**	**-**	**1%**	**7%**	**-**	**-**	**10%**	**-**	**2%**	**-**	**-**	**-**	**-**	**6%**	**0**

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

Interval Start	Heavy Vehicle Totals EB	Heavy Vehicle Totals WB	Heavy Vehicle Totals NB	Heavy Vehicle Totals SB	Heavy Vehicle Totals Total	Bicycles EB	Bicycles WB	Bicycles NB	Bicycles SB	Bicycles Total	Pedestrians (Crossing Leg) East	Pedestrians (Crossing Leg) West	Pedestrians (Crossing Leg) North	Pedestrians (Crossing Leg) South	Pedestrians (Crossing Leg) Total
6:00 AM	4	3	0	0	*7*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	5	3	0	0	*8*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 AM	6	3	0	0	*9*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	6	4	0	0	*10*	0	0	0	0	*0*	1	0	0	0	*1*
7:00 AM	10	3	0	0	*13*	1	0	0	0	*1*	0	0	0	1	*1*
7:15 AM	10	8	0	0	*18*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	10	4	0	0	*14*	0	1	0	0	*1*	0	0	0	0	*0*
7:45 AM	**3**	**9**	**0**	**0**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**6**	**6**	**0**	**0**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**8**	**5**	**2**	**0**	***15***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	*1*
8:30 AM	**6**	**11**	**3**	**0**	***20***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:45 AM	3	5	1	0	*9*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	77	64	6	0	*147*	1	1	0	0	*2*	2	0	0	1	*3*
Peak Hr	**23**	**31**	**5**	**0**	***59***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E Pioneer				E Pioneer				21st St				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	7	0
6:15 AM	0	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	8	0
6:30 AM	0	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0	9	0
6:45 AM	0	0	6	0	0	0	4	0	0	0	0	0	0	0	0	0	10	34
7:00 AM	0	0	10	0	0	0	3	0	0	0	0	0	0	0	0	0	13	40
7:15 AM	0	0	10	0	0	0	8	0	0	0	0	0	0	0	0	0	18	50
7:30 AM	0	0	10	0	0	0	4	0	0	0	0	0	0	0	0	0	14	55
7:45 AM	**0**	**0**	**3**	**0**	**0**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	57
8:00 AM	**0**	**0**	**6**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	56
8:15 AM	**0**	**0**	**6**	**2**	**0**	**0**	**5**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**15**	53
8:30 AM	**0**	**0**	**5**	**1**	**0**	**0**	**11**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**20**	**59**
8:45 AM	0	0	2	1	0	1	4	0	0	0	0	1	0	0	0	0	9	56
Count Total	0	0	73	4	0	2	62	0	0	3	0	3	0	0	0	0	147	0
Peak Hour	**0**	**0**	**20**	**3**	**0**	**1**	**30**	**0**	**0**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**59**	**0**

Three-Hour Count Summaries - Bikes

Interval Start	E Pioneer			E Pioneer			21st St			0			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	2
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	0	0	1	0	0	0	0	0	0	0	2	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

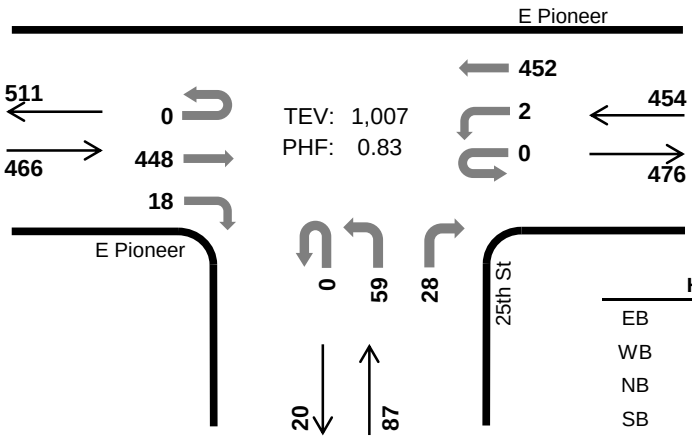
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

25th St
E Pioneer

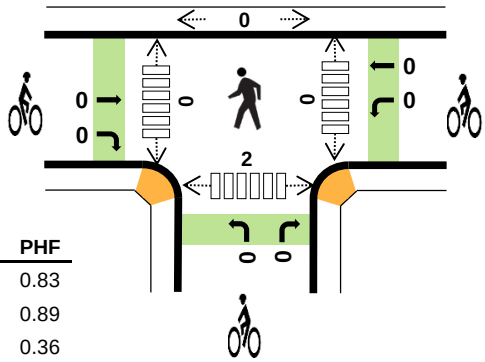
N

Peak Hour

Date: Tue, Aug 03, 2021
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	4.7%	0.83
WB	6.4%	0.89
NB	4.6%	0.36
SB	-	-
TOTAL	5.5%	0.83



Three-Hour Count Summaries

Interval Start		E Pioneer Eastbound UT	LT	TH	RT	E Pioneer Westbound UT	LT	TH	RT	25th St Northbound UT	LT	TH	RT	0 Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:45 AM		0	0	101	1	0	0	124	0	0	3	0	3	0	0	0	0	232	0
8:00 AM		0	0	104	3	0	1	108	0	0	3	0	1	0	0	0	0	220	0
8:15 AM		0	0	127	13	0	0	94	0	0	12	0	5	0	0	0	0	251	0
8:30 AM		0	0	116	1	0	1	126	0	0	41	0	19	0	0	0	0	304	1,007
Peak Hour	All	0	0	448	18	0	2	452	0	0	59	0	28	0	0	0	0	1,007	0
	HV	0	0	21	1	0	0	29	0	0	2	0	2	0	0	0	0	55	0
	HV%	-	-	5%	6%	-	0%	6%	-	-	3%	-	7%	-	-	-	-	5%	0

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:45 AM	3	9	0	0	*12*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	6	8	0	0	*14*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	7	5	1	0	*13*	0	0	0	0	*0*	0	0	0	1	*1*
8:30 AM	6	7	3	0	*16*	0	0	0	0	*0*	0	0	0	1	*1*
Peak Hour	22	29	4	0	*55*	0	0	0	0	*0*	0	0	0	2	*2*

Three-Hour Count Summaries

Interval Start	E Pioneer Eastbound UT	E Pioneer Eastbound LT	E Pioneer Eastbound TH	E Pioneer Eastbound RT	E Pioneer Westbound UT	E Pioneer Westbound LT	E Pioneer Westbound TH	E Pioneer Westbound RT	25th St Northbound UT	25th St Northbound LT	25th St Northbound TH	25th St Northbound RT	0 Southbound UT	0 Southbound LT	0 Southbound TH	0 Southbound RT	15-min Total	Rolling One Hour
6:00 AM	0	0	50	0	0	0	57	0	0	3	0	0	0	0	0	0	110	0
6:15 AM	0	0	54	2	0	0	64	0	0	4	0	2	0	0	0	0	126	0
6:30 AM	0	0	63	1	0	1	63	0	0	2	0	2	0	0	0	0	132	0
6:45 AM	0	0	66	0	0	0	89	0	0	3	0	0	0	0	0	0	158	526
7:00 AM	0	0	71	2	0	1	71	0	0	4	0	1	0	0	0	0	150	566
7:15 AM	0	0	87	1	0	0	122	0	0	2	0	2	0	0	0	0	214	654
7:30 AM	0	0	106	4	0	0	101	0	0	3	0	2	0	0	0	0	216	738
7:45 AM	**0**	**0**	**101**	**1**	**0**	**0**	**124**	**0**	**0**	**3**	**0**	**3**	**0**	**0**	**0**	**0**	**232**	812
8:00 AM	**0**	**0**	**104**	**3**	**0**	**1**	**108**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**220**	882
8:15 AM	**0**	**0**	**127**	**13**	**0**	**0**	**94**	**0**	**0**	**12**	**0**	**5**	**0**	**0**	**0**	**0**	**251**	919
8:30 AM	**0**	**0**	**116**	**1**	**0**	**1**	**126**	**0**	**0**	**41**	**0**	**19**	**0**	**0**	**0**	**0**	**304**	**1,007**
8:45 AM	0	0	80	1	0	0	114	0	0	7	0	2	0	0	0	0	204	979
Count Total	0	0	1,025	29	0	4	1,133	0	0	87	0	39	0	0	0	0	2,317	0
Peak Hour All	**0**	**0**	**448**	**18**	**0**	**2**	**452**	**0**	**0**	**59**	**0**	**28**	**0**	**0**	**0**	**0**	**1,007**	**0**
Peak Hour HV	**0**	**0**	**21**	**1**	**0**	**0**	**29**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**55**	**0**
Peak Hour HV%	**-**	**-**	**5%**	**6%**	**-**	**0%**	**6%**	**-**	**-**	**3%**	**-**	**7%**	**-**	**-**	**-**	**-**	**5%**	**0**

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

Interval Start	Heavy Vehicle Totals EB	Heavy Vehicle Totals WB	Heavy Vehicle Totals NB	Heavy Vehicle Totals SB	Heavy Vehicle Totals Total	Bicycles EB	Bicycles WB	Bicycles NB	Bicycles SB	Bicycles Total	Pedestrians (Crossing Leg) East	Pedestrians (Crossing Leg) West	Pedestrians (Crossing Leg) North	Pedestrians (Crossing Leg) South	Pedestrians (Crossing Leg) Total
6:00 AM	3	3	0	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	5	2	0	0	*7*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 AM	7	4	0	0	*11*	0	1	0	0	*1*	0	0	0	1	*1*
6:45 AM	6	4	0	0	*10*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	10	4	0	0	*14*	1	0	0	0	*1*	0	0	0	2	*2*
7:15 AM	10	8	0	0	*18*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	10	3	0	0	*13*	0	1	0	0	*1*	0	0	0	0	*0*
7:45 AM	**3**	**9**	**0**	**0**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**6**	**8**	**0**	**0**	***14***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**7**	**5**	**1**	**0**	***13***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	*1*
8:30 AM	**6**	**7**	**3**	**0**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	***1***
8:45 AM	3	5	0	0	*8*	0	0	1	0	*1*	0	0	0	0	*0*
Count Total	76	62	4	0	*142*	1	2	1	0	*4*	0	0	0	5	*5*
Peak Hr	**22**	**29**	**4**	**0**	***55***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**2**	***2***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E Pioneer				E Pioneer				25th St				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6	0
6:15 AM	0	0	4	1	0	0	2	0	0	0	0	0	0	0	0	0	7	0
6:30 AM	0	0	6	1	0	0	4	0	0	0	0	0	0	0	0	0	11	0
6:45 AM	0	0	6	0	0	0	4	0	0	0	0	0	0	0	0	0	10	34
7:00 AM	0	0	9	1	0	0	4	0	0	0	0	0	0	0	0	0	14	42
7:15 AM	0	0	10	0	0	0	8	0	0	0	0	0	0	0	0	0	18	53
7:30 AM	0	0	10	0	0	0	3	0	0	0	0	0	0	0	0	0	13	55
7:45 AM	**0**	**0**	**3**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	57
8:00 AM	**0**	**0**	**6**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	57
8:15 AM	**0**	**0**	**6**	**1**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**13**	52
8:30 AM	**0**	**0**	**6**	**0**	**0**	**0**	**7**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**16**	**55**
8:45 AM	0	0	3	0	0	0	5	0	0	0	0	0	0	0	0	0	8	51
Count Total	0	0	72	4	0	0	62	0	0	2	0	2	0	0	0	0	142	0
Peak Hour	**0**	**0**	**21**	**1**	**0**	**0**	**29**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**55**	**0**

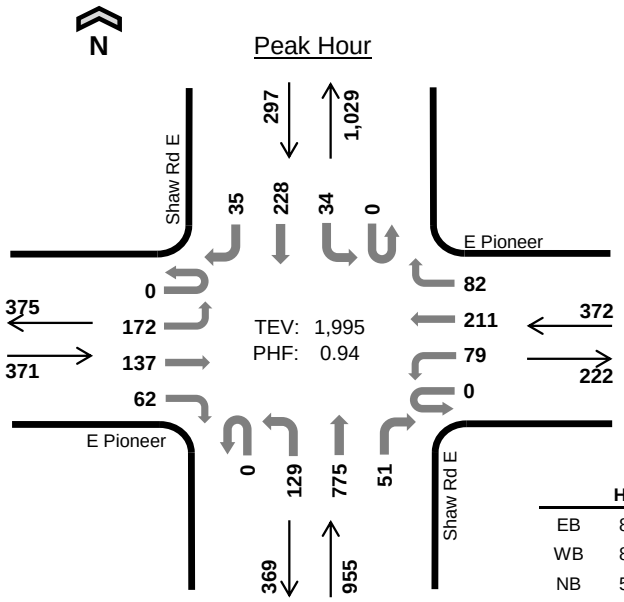
Three-Hour Count Summaries - Bikes

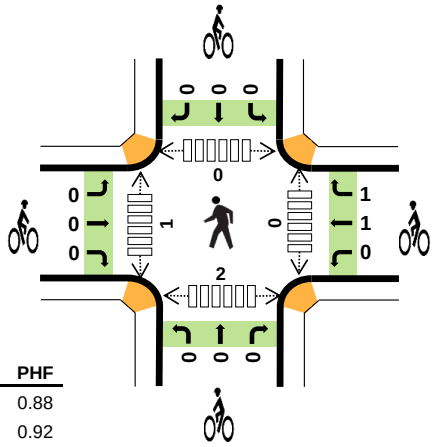
Interval Start	E Pioneer			E Pioneer			25th St			0			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	2
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	1
Count Total	0	1	0	1	1	0	1	0	0	0	0	0	4	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

Shaw Rd E
E Pioneer

Date: Tue, Aug 03, 2021
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM





	HV %:	PHF
EB	8.6%	0.88
WB	8.6%	0.92
NB	5.4%	0.92
SB	6.7%	0.91
TOTAL	6.8%	0.94

Three-Hour Count Summaries

Interval Start		E Pioneer Eastbound UT	LT	TH	RT	E Pioneer Westbound UT	LT	TH	RT	Shaw Rd E Northbound UT	LT	TH	RT	Shaw Rd E Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		0	46	26	8	0	17	42	18	0	18	203	10	0	10	59	6	463	0
7:15 AM		0	39	33	13	0	19	66	16	0	28	206	8	0	9	45	13	495	0
7:30 AM		0	46	37	23	0	26	53	19	0	36	171	15	0	6	69	7	508	0
7:45 AM		0	41	41	18	0	17	50	29	0	47	195	18	0	9	55	9	529	1,995
Peak Hour	All	0	172	137	62	0	79	211	82	0	129	775	51	0	34	228	35	1,995	0
	HV	0	12	15	5	0	13	15	4	0	4	43	5	0	8	8	4	136	0
	HV%	-	7%	11%	8%	-	16%	7%	5%	-	3%	6%	10%	-	24%	4%	11%	7%	0

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	9	3	11	5	*28*	0	1	0	0	*1*	0	1	0	2	*3*
7:15 AM	8	10	14	5	*37*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	6	12	14	6	*38*	0	1	0	0	*1*	0	0	0	0	*0*
7:45 AM	9	7	13	4	*33*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	32	32	52	20	*136*	0	2	0	0	*2*	0	1	0	2	*3*

Three-Hour Count Summaries

Interval Start		E Pioneer Eastbound UT	LT	TH	RT	E Pioneer Westbound UT	LT	TH	RT	Shaw Rd E Northbound UT	LT	TH	RT	Shaw Rd E Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
6:00 AM		0	35	16	5	0	5	28	11	0	19	163	4	0	6	16	6	314	0
6:15 AM		0	31	23	8	0	9	32	10	0	15	191	8	0	4	29	5	365	0
6:30 AM		0	38	32	1	0	9	37	10	0	15	209	11	0	11	57	6	436	0
6:45 AM		0	40	31	9	0	19	57	21	0	18	220	14	0	2	39	6	476	1,591
7:00 AM		**0**	**46**	**26**	**8**	**0**	**17**	**42**	**18**	**0**	**18**	**203**	**10**	**0**	**10**	**59**	**6**	**463**	1,740
7:15 AM		**0**	**39**	**33**	**13**	**0**	**19**	**66**	**16**	**0**	**28**	**206**	**8**	**0**	**9**	**45**	**13**	**495**	1,870
7:30 AM		**0**	**46**	**37**	**23**	**0**	**26**	**53**	**19**	**0**	**36**	**171**	**15**	**0**	**6**	**69**	**7**	**508**	1,942
7:45 AM		**0**	**41**	**41**	**18**	**0**	**17**	**50**	**29**	**0**	**47**	**195**	**18**	**0**	**9**	**55**	**9**	**529**	**1,995**
8:00 AM		0	43	29	26	0	19	41	18	0	43	139	13	0	5	57	19	452	1,984
8:15 AM		0	34	29	67	0	18	45	9	0	28	135	9	0	15	71	8	468	1,957
8:30 AM		0	48	36	38	0	20	54	17	0	47	132	10	0	9	63	8	482	1,931
8:45 AM		0	25	29	25	0	24	52	11	0	32	136	13	0	10	73	19	449	1,851
Count Total		0	466	362	241	0	202	557	189	0	346	2,100	133	0	96	633	112	5,437	0
Peak Hour	**All**	**0**	**172**	**137**	**62**	**0**	**79**	**211**	**82**	**0**	**129**	**775**	**51**	**0**	**34**	**228**	**35**	**1,995**	**0**
	HV	**0**	**12**	**15**	**5**	**0**	**13**	**15**	**4**	**0**	**4**	**43**	**5**	**0**	**8**	**8**	**4**	**136**	**0**
	HV%	**-**	**7%**	**11%**	**8%**	**-**	**16%**	**7%**	**5%**	**-**	**3%**	**6%**	**10%**	**-**	**24%**	**4%**	**11%**	**7%**	**0**

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
6:00 AM	1	5	5	1	*12*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	5	3	5	1	*14*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 AM	9	2	7	3	*21*	0	0	0	0	*0*	1	0	1	2	*4*
6:45 AM	5	7	4	3	*19*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	**9**	**3**	**11**	**5**	***28***	**0**	**1**	**0**	**0**	***1***	**0**	**1**	**0**	**2**	*3*
7:15 AM	**8**	**10**	**14**	**5**	***37***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:30 AM	**6**	**12**	**14**	**6**	***38***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**9**	**7**	**13**	**4**	***33***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:00 AM	5	9	6	6	*26*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	6	7	6	13	*32*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	8	11	8	4	*31*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	3	7	8	12	*30*	0	0	0	0	*0*	0	0	0	1	*1*
Count Total	74	83	101	63	*321*	0	2	0	0	*2*	1	1	1	5	*8*
Peak Hour	**32**	**32**	**52**	**20**	***136***	**0**	**2**	**0**	**0**	***2***	**0**	**1**	**0**	**2**	***3***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E Pioneer				E Pioneer				Shaw Rd E				Shaw Rd E				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	1	0	0	0	0	2	3	0	0	5	0	0	0	0	1	12	0
6:15 AM	0	4	0	1	0	0	2	1	0	0	5	0	0	0	1	0	14	0
6:30 AM	0	6	3	0	0	0	2	0	0	0	6	1	0	2	1	0	21	0
6:45 AM	0	1	2	2	0	0	4	3	0	1	3	0	0	0	3	0	19	66
7:00 AM	**0**	**4**	**3**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**10**	**1**	**0**	**2**	**3**	**0**	**28**	82
7:15 AM	**0**	**3**	**3**	**2**	**0**	**3**	**6**	**1**	**0**	**0**	**13**	**1**	**0**	**3**	**1**	**1**	**37**	105
7:30 AM	**0**	**1**	**5**	**0**	**0**	**8**	**2**	**2**	**0**	**2**	**10**	**2**	**0**	**1**	**3**	**2**	**38**	122
7:45 AM	**0**	**4**	**4**	**1**	**0**	**2**	**4**	**1**	**0**	**2**	**10**	**1**	**0**	**2**	**1**	**1**	**33**	**136**
8:00 AM	0	1	2	2	0	0	4	5	0	0	5	1	0	2	4	0	26	134
8:15 AM	0	0	3	3	0	2	5	0	0	0	6	0	0	4	7	2	32	129
8:30 AM	0	1	5	2	0	1	5	5	0	2	4	2	0	1	3	0	31	122
8:45 AM	0	2	0	1	0	3	3	1	0	1	7	0	0	2	8	2	30	119
Count Total	0	28	30	16	0	19	42	22	0	8	84	9	0	19	35	9	321	0
Peak Hour	**0**	**12**	**15**	**5**	**0**	**13**	**15**	**4**	**0**	**4**	**43**	**5**	**0**	**8**	**8**	**4**	**136**	**0**

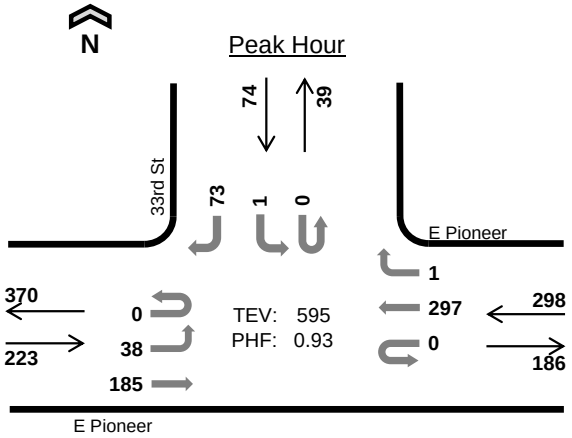
Three-Hour Count Summaries - Bikes

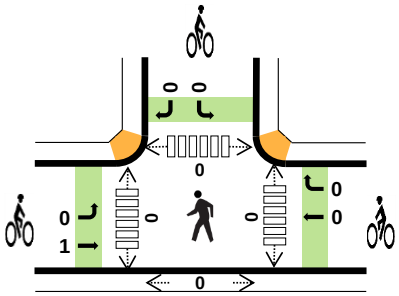
Interval Start	E Pioneer			E Pioneer			Shaw Rd E			Shaw Rd E			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	1
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
7:30 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	2
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	1	1	0	0	0	0	0	0	2	0
Peak Hour	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**

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

33rd St
E Pioneer

Date: Tue, Aug 03, 2021
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM





	HV %:	PHF
EB	12.6%	0.81
WB	10.1%	0.93
NB	-	-
SB	2.7%	0.80
TOTAL	10.1%	0.93

Three-Hour Count Summaries

Interval Start		E Pioneer Eastbound UT	LT	TH	RT	E Pioneer Westbound UT	LT	TH	RT	0 Northbound UT	LT	TH	RT	33rd St Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		0	11	33	0	0	0	73	1	0	0	0	0	0	0	0	14	132	0
7:15 AM		0	9	44	0	0	0	80	0	0	0	0	0	0	0	0	18	151	0
7:30 AM		0	10	47	0	0	0	72	0	0	0	0	0	0	1	0	22	152	0
7:45 AM		0	8	61	0	0	0	72	0	0	0	0	0	0	0	0	19	160	595
Peak Hour	All	0	38	185	0	0	0	297	1	0	0	0	0	0	1	0	73	595	0
	HV	0	4	24	0	0	0	30	0	0	0	0	0	0	0	0	2	60	0
	HV%	-	11%	13%	-	-	-	10%	0%	-	-	-	-	-	0%	-	3%	10%	0

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	4	3	0	0	*7*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	9	9	0	2	*20*	1	0	0	0	*1*	0	0	0	0	*0*
7:30 AM	8	12	0	0	*20*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	7	6	0	0	*13*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	28	30	0	2	*60*	1	0	0	0	*1*	0	0	0	0	*0*

Three-Hour Count Summaries

Interval Start	E Pioneer				E Pioneer				0				33rd St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	2	26	0	0	0	37	0	0	0	0	0	0	0	0	10	75	0
6:15 AM	0	5	29	0	0	0	37	0	0	0	0	0	0	0	0	11	82	0
6:30 AM	0	14	41	0	0	0	47	1	0	0	0	0	0	0	0	19	122	0
6:45 AM	0	5	39	0	0	0	67	0	0	0	0	0	0	0	0	23	134	413
7:00 AM	**0**	**11**	**33**	**0**	**0**	**0**	**73**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**132**	470
7:15 AM	**0**	**9**	**44**	**0**	**0**	**0**	**80**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**151**	539
7:30 AM	**0**	**10**	**47**	**0**	**0**	**0**	**72**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**22**	**152**	569
7:45 AM	**0**	**8**	**61**	**0**	**0**	**0**	**72**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**160**	**595**
8:00 AM	0	10	37	0	0	0	60	2	0	0	0	0	0	0	0	20	129	592
8:15 AM	0	9	42	0	0	0	51	1	0	0	0	0	0	0	0	22	125	566
8:30 AM	0	12	44	0	0	0	72	0	0	0	0	0	0	0	0	19	147	561
8:45 AM	1	20	34	0	0	0	72	1	0	0	0	0	0	0	0	13	141	542
Count Total	1	115	477	0	0	0	740	6	0	0	0	0	0	1	0	210	1,550	0
Peak Hour All	**0**	**38**	**185**	**0**	**0**	**0**	**297**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**73**	**595**	**0**
Peak Hour HV	**0**	**4**	**24**	**0**	**0**	**0**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**60**	**0**
Peak Hour HV%	**-**	**11%**	**13%**	**-**	**-**	**-**	**10%**	**0%**	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**3%**	**10%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	0	3	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	1	3	0	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 AM	3	5	0	0	*8*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	4	6	0	1	*11*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	**4**	**3**	**0**	**0**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:15 AM	**9**	**9**	**0**	**2**	***20***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
7:30 AM	**8**	**12**	**0**	**0**	***20***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**7**	**6**	**0**	**0**	***13***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:00 AM	5	3	0	3	*11*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	7	8	0	1	*16*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	7	10	0	1	*18*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	3	9	0	0	*12*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	58	77	0	8	*143*	1	0	0	0	*1*	0	0	0	0	*0*
Peak Hr	**28**	**30**	**0**	**2**	***60***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E Pioneer				E Pioneer				0				33rd St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	0
6:15 AM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	0
6:30 AM	0	1	2	0	0	0	4	1	0	0	0	0	0	0	0	0	8	0
6:45 AM	0	0	4	0	0	0	6	0	0	0	0	0	0	0	0	1	11	26
7:00 AM	**0**	**0**	**4**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	30
7:15 AM	**0**	**1**	**8**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**20**	46
7:30 AM	**0**	**2**	**6**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	58
7:45 AM	**0**	**1**	**6**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**60**
8:00 AM	0	1	4	0	0	0	3	0	0	0	0	0	0	0	0	3	11	64
8:15 AM	0	1	6	0	0	0	8	0	0	0	0	0	0	0	0	1	16	60
8:30 AM	0	1	6	0	0	0	10	0	0	0	0	0	0	0	0	1	18	58
8:45 AM	0	1	2	0	0	0	8	1	0	0	0	0	0	0	0	0	12	57
Count Total	0	9	49	0	0	0	75	2	0	0	0	0	0	0	0	8	143	0
Peak Hour	**0**	**4**	**24**	**0**	**0**	**0**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**60**	**0**

Three-Hour Count Summaries - Bikes

Interval Start	E Pioneer			E Pioneer			0			33rd St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:15 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	1
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

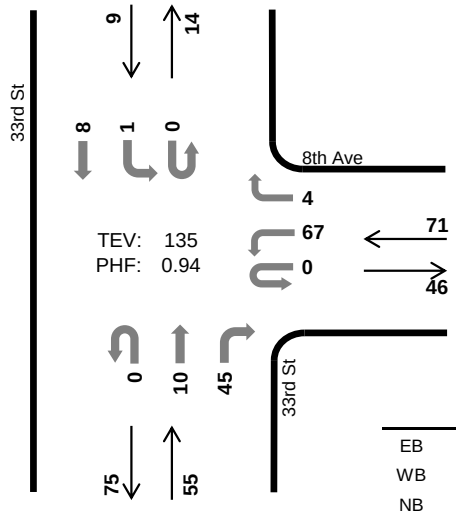
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

33rd St
8th Ave

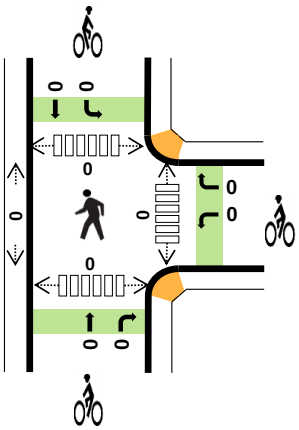
Date: Tue, Aug 03, 2021
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

N

Peak Hour



	HV %:	PHF
EB	-	-
WB	2.8%	0.85
NB	9.1%	0.65
SB	44.4%	0.56
TOTAL	8.1%	0.94



Three-Hour Count Summaries

Interval Start		0 Eastbound UT	LT	TH	RT	8th Ave Westbound UT	LT	TH	RT	33rd St Northbound UT	LT	TH	RT	33rd St Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
8:00 AM		0	0	0	0	0	17	0	0	0	0	3	9	0	0	4	0	33	0
8:15 AM		0	0	0	0	0	19	0	2	0	0	0	10	0	0	2	0	33	0
8:30 AM		0	0	0	0	0	18	0	1	0	0	2	10	0	0	2	0	33	0
8:45 AM		0	0	0	0	0	13	0	1	0	0	5	16	0	1	0	0	36	135
Peak Hour	All	0	0	0	0	0	67	0	4	0	0	10	45	0	1	8	0	135	0
	HV	0	0	0	0	0	1	0	1	0	0	2	3	0	0	4	0	11	0
	HV%	-	-	-	-	-	1%	-	25%	-	-	20%	7%	-	0%	50%	-	8%	0

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

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

Three-Hour Count Summaries

Interval Start	0				8th Ave				33rd St				33rd St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	8	0	0	0	0	0	2	0	0	2	0	12	0
6:15 AM	0	0	0	0	0	13	0	0	0	0	1	4	0	0	0	0	18	0
6:30 AM	0	0	0	0	0	16	0	0	0	0	3	12	0	2	1	0	34	0
6:45 AM	0	0	0	0	0	21	0	1	0	0	3	2	0	3	1	0	31	95
7:00 AM	0	0	0	0	0	15	0	0	0	0	2	10	0	1	0	0	28	111
7:15 AM	0	0	0	0	0	16	0	0	0	0	3	6	0	0	2	0	27	120
7:30 AM	0	0	0	0	0	23	0	0	0	0	2	8	0	0	0	0	33	119
7:45 AM	0	0	0	0	0	18	0	1	0	0	3	5	0	0	0	0	27	115
8:00 AM	**0**	**0**	**0**	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**3**	**9**	**0**	**0**	**4**	**0**	**33**	120
8:15 AM	**0**	**0**	**0**	**0**	**0**	**19**	**0**	**2**	**0**	**0**	**0**	**10**	**0**	**0**	**2**	**0**	**33**	126
8:30 AM	**0**	**0**	**0**	**0**	**0**	**18**	**0**	**1**	**0**	**0**	**2**	**10**	**0**	**0**	**2**	**0**	**33**	126
8:45 AM	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**1**	**0**	**0**	**5**	**16**	**0**	**1**	**0**	**0**	**36**	**135**
Count Total	0	0	0	0	0	197	0	6	0	0	27	94	0	7	14	0	345	0
Peak Hour All	**0**	**0**	**0**	**0**	**0**	**67**	**0**	**4**	**0**	**0**	**10**	**45**	**0**	**1**	**8**	**0**	**135**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**2**	**3**	**0**	**0**	**4**	**0**	**11**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**-**	**1%**	**-**	**25%**	**-**	**-**	**20%**	**7%**	**-**	**0%**	**50%**	**-**	**8%**	**0**

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

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

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	0				8th Ave				33rd St				33rd St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	3	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:15 AM	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	3	7
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	6
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	6
8:00 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**5**	11
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	9
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**3**	10
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**2**	**11**
Count Total	0	0	0	0	0	3	0	1	0	0	7	4	0	1	5	0	21	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**2**	**3**	**0**	**0**	**4**	**0**	**11**	**0**

Three-Hour Count Summaries - Bikes

Interval Start	0			8th Ave			33rd St			33rd St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	1	0	0	0	0	0	0	0	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

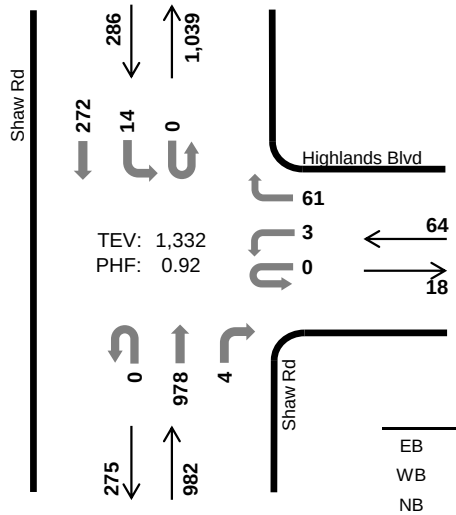
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Shaw Rd
Highlands Blvd

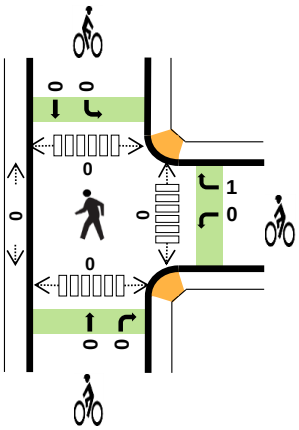
Date: Tue, Aug 03, 2021
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM

N

Peak Hour



	HV %:	PHF
EB	-	-
WB	4.7%	0.76
NB	5.3%	0.95
SB	8.4%	0.83
TOTAL	5.9%	0.92



Three-Hour Count Summaries

Interval Start		0				Highlands Blvd				Shaw Rd				Shaw Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	0	0	0	0	9	0	0	227	2	0	3	66	0	307	0
7:15 AM		0	0	0	0	0	2	0	15	0	0	237	0	0	6	49	0	309	0
7:30 AM		0	0	0	0	0	0	0	17	0	0	258	1	0	2	84	0	362	0
7:45 AM		0	0	0	0	0	1	0	20	0	0	256	1	0	3	73	0	354	1,332
Peak Hour	All	0	0	0	0	0	3	0	61	0	0	978	4	0	14	272	0	1,332	0
	HV	0	0	0	0	0	1	0	2	0	0	52	0	0	2	22	0	79	0
	HV%	-	-	-	-	-	33%	-	3%	-	-	5%	0%	-	14%	8%	-	6%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	10	6	*16*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	1	15	7	*23*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	1	16	5	*22*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	0	1	11	6	*18*	0	1	0	0	*1*	0	0	0	0	*0*
Peak Hour	0	3	52	24	*79*	0	1	0	0	*1*	0	0	0	0	*0*

Three-Hour Count Summaries

Interval Start	0				Highlands Blvd				Shaw Rd				Shaw Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	1	0	0	9	0	0	200	0	0	4	23	0	237	0
6:15 AM	0	0	0	0	0	0	0	13	0	0	229	1	0	0	32	0	275	0
6:30 AM	0	0	0	0	0	2	0	10	0	0	258	1	0	4	49	0	324	0
6:45 AM	0	0	0	0	0	0	0	14	1	0	249	2	0	4	58	0	328	1,164
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**227**	**2**	**0**	**3**	**66**	**0**	**307**	1,234
7:15 AM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**15**	**0**	**0**	**237**	**0**	**0**	**6**	**49**	**0**	**309**	1,268
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**0**	**0**	**258**	**1**	**0**	**2**	**84**	**0**	**362**	1,306
7:45 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**20**	**0**	**0**	**256**	**1**	**0**	**3**	**73**	**0**	**354**	**1,332**
8:00 AM	0	0	0	0	0	2	0	15	0	0	202	2	0	3	73	0	297	1,322
8:15 AM	0	0	0	0	0	2	0	11	0	0	190	2	0	4	92	0	301	1,314
8:30 AM	0	0	0	0	0	4	0	22	0	0	185	1	0	15	111	0	338	1,290
8:45 AM	0	0	0	0	0	2	0	18	0	0	158	1	0	5	92	0	276	1,212
Count Total	0	0	0	0	1	15	0	173	1	0	2,649	14	0	53	802	0	3,708	0
Peak Hour All	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**61**	**0**	**0**	**978**	**4**	**0**	**14**	**272**	**0**	**1,332**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**52**	**0**	**0**	**2**	**22**	**0**	**79**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**-**	**33%**	**-**	**3%**	**-**	**-**	**5%**	**0%**	**-**	**14%**	**8%**	**-**	**6%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	0	0	5	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	0	0	6	2	*8*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 AM	0	0	7	1	*8*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	0	0	6	4	*10*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	**0**	**0**	**10**	**6**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:15 AM	**0**	**1**	**15**	**7**	***23***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:30 AM	**0**	**1**	**16**	**5**	***22***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**0**	**1**	**11**	**6**	***18***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
8:00 AM	0	1	6	7	*14*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	0	0	8	7	*15*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	0	1	5	9	*15*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	0	2	9	11	*22*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	7	104	65	*176*	0	1	0	0	*1*	0	0	0	0	*0*
Peak Hr	**0**	**3**	**52**	**24**	***79***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	0				Highlands Blvd				Shaw Rd				Shaw Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	2	0	8	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	1	0	0	8	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	5	1	0	1	3	0	10	31
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**1**	**5**	**0**	**16**	42
7:15 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**15**	**0**	**0**	**1**	**6**	**0**	**23**	57
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**16**	**0**	**0**	**0**	**5**	**0**	**22**	71
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**11**	**0**	**0**	**0**	**6**	**0**	**18**	**79**
8:00 AM	0	0	0	0	0	0	0	1	0	0	6	0	0	1	6	0	14	77
8:15 AM	0	0	0	0	0	0	0	0	0	0	7	1	0	0	7	0	15	69
8:30 AM	0	0	0	0	0	1	0	0	0	0	5	0	0	2	7	0	15	62
8:45 AM	0	0	0	0	0	1	0	1	0	0	9	0	0	0	11	0	22	66
Count Total	0	0	0	0	0	3	0	4	0	0	102	2	0	7	58	0	176	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**52**	**0**	**0**	**2**	**22**	**0**	**79**	**0**

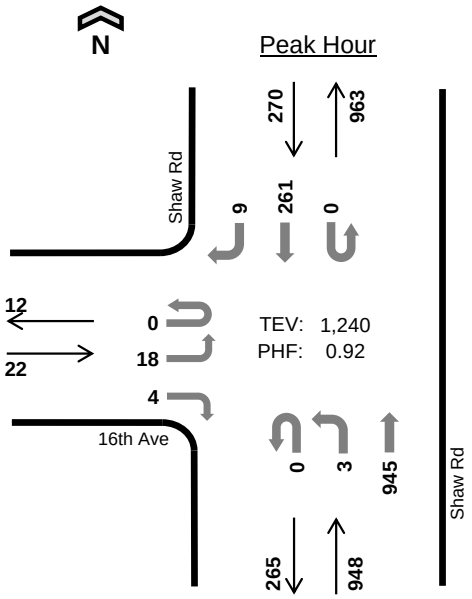
Three-Hour Count Summaries - Bikes

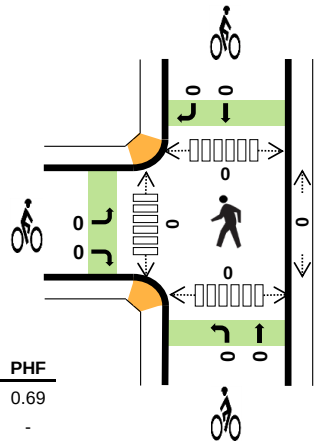
Interval Start	0			Highlands Blvd			Shaw Rd			Shaw Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:15 AM	**0**	**0**	**0**	**0**	**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
7:45 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	1	0	0	0	0	0	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

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

Shaw Rd
16th Ave

Date: Tue, Aug 03, 2021
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM





	HV %:	PHF
EB	18.2%	0.69
WB	-	-
NB	5.5%	0.91
SB	8.5%	0.81
TOTAL	6.4%	0.92

Three-Hour Count Summaries

Interval Start		16th Ave Eastbound UT	LT	TH	RT	0 Westbound UT	LT	TH	RT	Shaw Rd Northbound UT	LT	TH	RT	Shaw Rd Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		0	6	0	1	0	0	0	0	0	0	209	0	0	0	62	5	283	0
7:15 AM		0	2	0	1	0	0	0	0	0	0	235	0	0	0	48	0	286	0
7:30 AM		0	7	0	1	0	0	0	0	0	2	241	0	0	0	80	3	334	0
7:45 AM		0	3	0	1	0	0	0	0	0	1	260	0	0	0	71	1	337	1,240
Peak Hour	All	0	18	0	4	0	0	0	0	0	3	945	0	0	0	261	9	1,240	0
	HV	0	2	0	2	0	0	0	0	0	2	50	0	0	0	21	2	79	0
	HV%	-	11%	-	50%	-	-	-	-	-	67%	5%	-	-	-	8%	22%	6%	0

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	0	0	10	6	*16*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	0	13	5	*18*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	1	0	13	7	*21*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	3	0	16	5	*24*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	4	0	52	23	*79*	0	0	0	0	*0*	0	0	0	0	*0*

Three-Hour Count Summaries

Interval Start	16th Ave				0				Shaw Rd				Shaw Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	5	0	0	0	0	0	0	0	0	206	0	0	0	21	1	233	0
6:15 AM	0	5	0	0	0	0	0	0	0	0	207	0	0	0	28	1	241	0
6:30 AM	0	4	0	1	0	0	0	0	0	1	258	0	0	0	53	0	317	0
6:45 AM	0	3	0	1	0	0	0	0	0	0	243	0	0	0	57	1	305	1,096
7:00 AM	**0**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**209**	**0**	**0**	**0**	**62**	**5**	**283**	1,146
7:15 AM	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**235**	**0**	**0**	**0**	**48**	**0**	**286**	1,191
7:30 AM	**0**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**241**	**0**	**0**	**0**	**80**	**3**	**334**	1,208
7:45 AM	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**260**	**0**	**0**	**0**	**71**	**1**	**337**	**1,240**
8:00 AM	0	8	0	1	0	0	0	0	0	0	178	0	0	0	72	1	260	1,217
8:15 AM	0	1	0	0	0	0	0	0	0	0	179	0	0	0	85	1	266	1,197
8:30 AM	0	7	0	0	0	0	0	0	0	0	170	0	0	0	110	7	294	1,157
8:45 AM	0	2	0	0	0	0	0	0	1	1	149	0	0	0	88	3	244	1,064
Count Total	0	53	0	7	0	0	0	0	1	5	2,535	0	0	0	775	24	3,400	0
Peak Hour All	**0**	**18**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**3**	**945**	**0**	**0**	**0**	**261**	**9**	**1,240**	**0**
Peak Hour HV	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**50**	**0**	**0**	**0**	**21**	**2**	**79**	**0**
Peak Hour HV%	**-**	**11%**	**-**	**50%**	**-**	**-**	**-**	**-**	**-**	**67%**	**5%**	**-**	**-**	**-**	**8%**	**22%**	**6%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	2	0	5	0	*7*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	0	0	6	3	*9*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 AM	1	0	6	1	*8*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	0	0	4	1	*5*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	**0**	**0**	**10**	**6**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:15 AM	**0**	**0**	**13**	**5**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:30 AM	**1**	**0**	**13**	**7**	***21***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**3**	**0**	**16**	**5**	***24***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:00 AM	1	0	6	7	*14*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	0	0	10	7	*17*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	0	0	8	6	*14*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	0	0	3	13	*16*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	8	0	100	61	*169*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hr	**4**	**0**	**52**	**23**	***79***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	16th Ave				0				Shaw Rd				Shaw Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	2	0	0	0	0	0	0	0	0	5	0	0	0	0	0	7	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	2	1	9	0
6:30 AM	0	1	0	0	0	0	0	0	0	0	6	0	0	0	1	0	8	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	5	29
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**5**	**1**	**16**	38
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**5**	**0**	**18**	47
7:30 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**12**	**0**	**0**	**0**	**6**	**1**	**21**	60
7:45 AM	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**15**	**0**	**0**	**0**	**5**	**0**	**24**	**79**
8:00 AM	0	0	0	1	0	0	0	0	0	0	6	0	0	0	7	0	14	77
8:15 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	7	0	17	76
8:30 AM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	5	1	14	69
8:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	12	1	16	61
Count Total	0	5	0	3	0	0	0	0	0	2	98	0	0	0	56	5	169	0
Peak Hour	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**50**	**0**	**0**	**0**	**21**	**2**	**79**	**0**

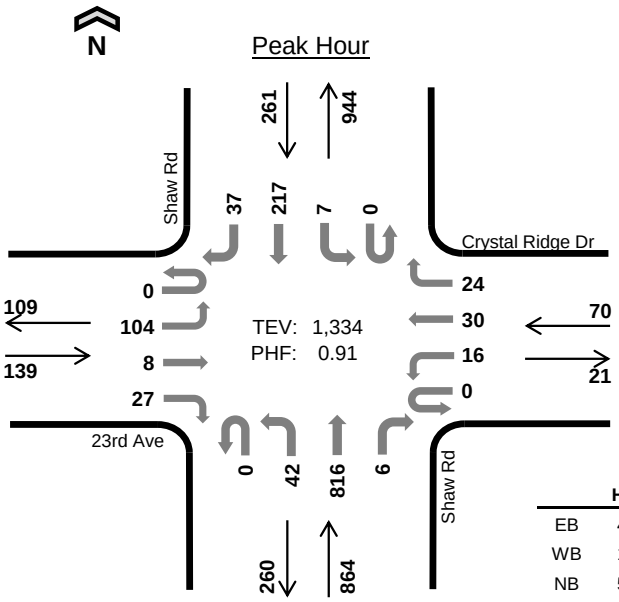
Three-Hour Count Summaries - Bikes

Interval Start	16th Ave			0			Shaw Rd			Shaw Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:15 AM	**0**	**0**	**0**	**0**	**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
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

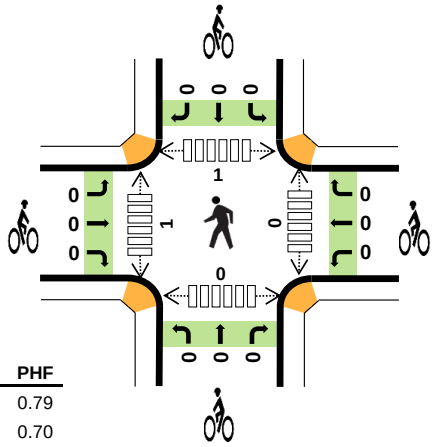
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Shaw Rd
23rd Ave

Date: Tue, Aug 03, 2021
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM



	HV %:	PHF
EB	4.3%	0.79
WB	1.4%	0.70
NB	5.6%	0.93
SB	8.8%	0.82
TOTAL	5.8%	0.91



Three-Hour Count Summaries

Interval Start		23rd Ave				Crystal Ridge Dr				Shaw Rd				Shaw Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	17	0	4	0	4	9	1	0	5	198	1	0	0	49	7	295	0
7:15 AM		0	25	3	4	0	5	5	6	0	14	193	1	0	1	47	9	313	0
7:30 AM		0	36	1	7	0	3	6	6	0	13	205	2	0	4	64	12	359	0
7:45 AM		0	26	4	12	0	4	10	11	0	10	220	2	0	2	57	9	367	1,334
Peak Hour	All	0	104	8	27	0	16	30	24	0	42	816	6	0	7	217	37	1,334	0
	HV	0	3	1	2	0	0	0	1	0	0	48	0	0	1	22	0	78	0
	HV%	-	3%	13%	7%	-	0%	0%	4%	-	0%	6%	0%	-	14%	10%	0%	6%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	0	10	4	*15*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	1	0	14	6	*21*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	4	0	14	8	*26*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	0	1	10	5	*16*	0	0	0	0	*0*	0	1	1	0	*2*
Peak Hour	6	1	48	23	*78*	0	0	0	0	*0*	0	1	1	0	*2*

Three-Hour Count Summaries

Interval Start	23rd Ave				Crystal Ridge Dr				Shaw Rd				Shaw Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	19	0	0	0	2	3	4	0	2	194	1	0	0	18	2	245	0
6:15 AM	0	16	2	0	0	0	6	3	0	4	184	4	0	0	22	2	243	0
6:30 AM	0	22	0	3	0	3	4	6	0	8	238	0	0	3	49	7	343	0
6:45 AM	0	25	0	0	0	4	5	3	0	9	208	1	0	0	54	5	314	1,145
7:00 AM	**0**	**17**	**0**	**4**	**0**	**4**	**9**	**1**	**0**	**5**	**198**	**1**	**0**	**0**	**49**	**7**	**295**	1,195
7:15 AM	**0**	**25**	**3**	**4**	**0**	**5**	**5**	**6**	**0**	**14**	**193**	**1**	**0**	**1**	**47**	**9**	**313**	1,265
7:30 AM	**0**	**36**	**1**	**7**	**0**	**3**	**6**	**6**	**0**	**13**	**205**	**2**	**0**	**4**	**64**	**12**	**359**	1,281
7:45 AM	**0**	**26**	**4**	**12**	**0**	**4**	**10**	**11**	**0**	**10**	**220**	**2**	**0**	**2**	**57**	**9**	**367**	**1,334**
8:00 AM	0	9	3	6	0	3	2	3	0	8	152	1	0	2	60	9	258	1,297
8:15 AM	0	20	6	6	0	5	2	6	0	8	152	1	0	2	63	19	290	1,274
8:30 AM	0	18	3	5	0	9	12	8	0	6	146	2	0	4	86	17	316	1,231
8:45 AM	0	11	7	6	0	9	6	8	0	10	130	4	0	5	94	12	302	1,166
Count Total	0	244	29	53	0	51	70	65	0	97	2,220	20	0	23	663	110	3,645	0
Peak Hour All	**0**	**104**	**8**	**27**	**0**	**16**	**30**	**24**	**0**	**42**	**816**	**6**	**0**	**7**	**217**	**37**	**1,334**	**0**
Peak Hour HV	**0**	**3**	**1**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**48**	**0**	**0**	**1**	**22**	**0**	**78**	**0**
Peak Hour HV%	**-**	**3%**	**13%**	**7%**	**-**	**0%**	**0%**	**4%**	**-**	**0%**	**6%**	**0%**	**-**	**14%**	**10%**	**0%**	**6%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	0	0	4	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	1	0	6	0	*7*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 AM	2	0	3	2	*7*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	1	0	4	2	*7*	0	0	0	0	*0*	1	0	0	0	*1*
7:00 AM	**1**	**0**	**10**	**4**	***15***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:15 AM	**1**	**0**	**14**	**6**	***21***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:30 AM	**4**	**0**	**14**	**8**	***26***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**0**	**1**	**10**	**5**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**1**	**0**	***2***
8:00 AM	0	0	7	5	*12*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	3	0	8	12	*23*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	0	0	7	5	*12*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	2	0	4	10	*16*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	15	1	91	59	*166*	0	0	0	0	*0*	1	1	1	0	*3*
Peak Hour	**6**	**1**	**48**	**23**	***78***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**1**	**0**	***2***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	23rd Ave				Crystal Ridge Dr				Shaw Rd				Shaw Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	0
6:15 AM	0	1	0	0	0	0	0	0	0	0	6	0	0	0	0	0	7	0
6:30 AM	0	2	0	0	0	0	0	0	0	0	3	0	0	0	2	0	7	0
6:45 AM	0	1	0	0	0	0	0	0	0	0	4	0	0	0	2	0	7	25
7:00 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**4**	**0**	**15**	36
7:15 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**6**	**0**	**21**	50
7:30 AM	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**0**	**1**	**7**	**0**	**26**	69
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**10**	**0**	**0**	**0**	**5**	**0**	**16**	**78**
8:00 AM	0	0	0	0	0	0	0	0	0	1	6	0	0	0	5	0	12	75
8:15 AM	0	2	1	0	0	0	0	0	0	0	8	0	0	1	9	2	23	77
8:30 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	5	0	12	63
8:45 AM	0	0	2	0	0	0	0	0	0	0	4	0	0	2	8	0	16	63
Count Total	0	9	4	2	0	0	0	1	0	1	90	0	0	4	53	2	166	0
Peak Hour	**0**	**3**	**1**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**48**	**0**	**0**	**1**	**22**	**0**	**78**	**0**

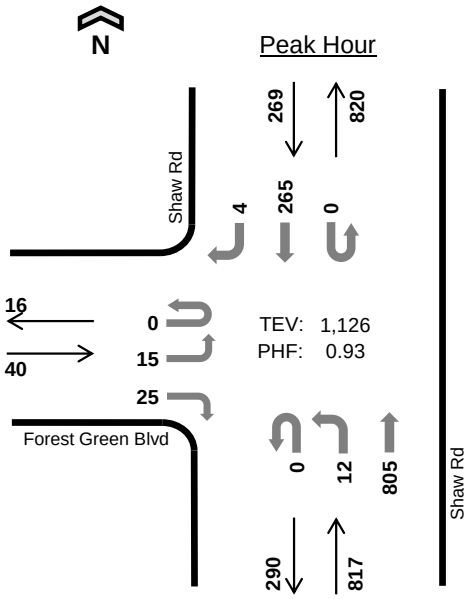
Three-Hour Count Summaries - Bikes

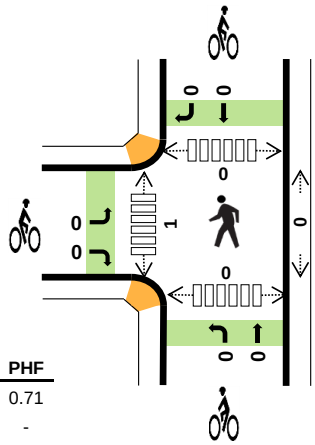
Interval Start	23rd Ave			Crystal Ridge Dr			Shaw Rd			Shaw Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:15 AM	**0**	**0**	**0**	**0**	**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
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

Shaw Rd
Forest Green Blvd

Date: Tue, Aug 03, 2021
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM





	HV %:	PHF
EB	5.0%	0.71
WB	-	-
NB	5.6%	0.95
SB	8.9%	0.91
TOTAL	6.4%	0.93

Three-Hour Count Summaries

Interval Start		Forest Green Blvd				0				Shaw Rd				Shaw Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	6	0	4	0	0	0	0	0	2	190	0	0	0	59	0	261	0
7:15 AM		0	4	0	4	0	0	0	0	0	5	192	0	0	0	61	2	268	0
7:30 AM		0	2	0	6	0	0	0	0	0	3	210	0	0	0	73	1	295	0
7:45 AM		0	3	0	11	0	0	0	0	0	2	213	0	0	0	72	1	302	1,126
Peak Hour	All	0	15	0	25	0	0	0	0	0	12	805	0	0	0	265	4	1,126	0
	HV	0	1	0	1	0	0	0	0	0	0	46	0	0	0	24	0	72	0
	HV%	-	7%	-	4%	-	-	-	-	-	0%	6%	-	-	-	9%	0%	6%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	0	12	6	*19*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	1	0	11	8	*20*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	0	12	4	*16*	0	0	0	0	*0*	0	1	0	0	*1*
7:45 AM	0	0	11	6	*17*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	2	0	46	24	*72*	0	0	0	0	*0*	0	1	0	0	*1*

Three-Hour Count Summaries

Interval Start	Forest Green Blvd				0				Shaw Rd				Shaw Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	5	0	1	0	0	0	0	0	0	180	0	0	0	19	0	205	0
6:15 AM	0	2	0	3	0	0	0	0	0	3	188	0	0	0	20	0	216	0
6:30 AM	0	4	0	3	0	0	0	0	0	1	222	0	0	0	56	0	286	0
6:45 AM	0	6	0	3	0	0	0	0	0	2	208	0	0	0	66	0	285	992
7:00 AM	**0**	**6**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**190**	**0**	**0**	**0**	**59**	**0**	**261**	1,048
7:15 AM	**0**	**4**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**5**	**192**	**0**	**0**	**0**	**61**	**2**	**268**	1,100
7:30 AM	**0**	**2**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**3**	**210**	**0**	**0**	**0**	**73**	**1**	**295**	1,109
7:45 AM	**0**	**3**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**2**	**213**	**0**	**0**	**0**	**72**	**1**	**302**	**1,126**
8:00 AM	0	3	0	9	0	0	0	0	1	5	156	0	0	0	74	0	248	1,113
8:15 AM	0	4	0	6	0	0	0	0	0	10	135	0	0	0	78	1	234	1,079
8:30 AM	0	3	0	5	0	0	0	0	0	4	145	0	0	0	99	0	256	1,040
8:45 AM	0	1	0	6	0	0	0	0	0	4	144	0	0	0	83	2	240	978
Count Total	0	43	0	61	0	0	0	0	1	41	2,183	0	0	0	760	7	3,096	0
Peak Hour All	**0**	**15**	**0**	**25**	**0**	**0**	**0**	**0**	**0**	**12**	**805**	**0**	**0**	**0**	**265**	**4**	**1,126**	**0**
Peak Hour HV	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**46**	**0**	**0**	**0**	**24**	**0**	**72**	**0**
Peak Hour HV%	**-**	**7%**	**-**	**4%**	**-**	**-**	**-**	**-**	**-**	**0%**	**6%**	**-**	**-**	**-**	**9%**	**0%**	**6%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	1	0	3	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	0	0	5	0	*5*	0	0	0	0	*0*	0	0	0	1	*1*
6:30 AM	0	0	4	2	*6*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	0	0	4	2	*6*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	**1**	**0**	**12**	**6**	***19***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:15 AM	**1**	**0**	**11**	**8**	***20***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:30 AM	**0**	**0**	**12**	**4**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	*1*
7:45 AM	**0**	**0**	**11**	**6**	***17***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:00 AM	0	0	8	7	*15*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	0	0	8	4	*12*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	0	0	6	6	*12*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	1	0	5	10	*16*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	4	0	89	55	*148*	0	0	0	0	*0*	0	1	0	1	*2*
Peak Hr	**2**	**0**	**46**	**24**	***72***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	Forest Green Blvd				0				Shaw Rd				Shaw Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	4	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	6	0
6:45 AM	0	0	0	0	0	0	0	0	0	1	3	0	0	0	2	0	6	21
7:00 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**6**	**0**	**19**	36
7:15 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**8**	**0**	**20**	51
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**4**	**0**	**16**	61
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**6**	**0**	**17**	**72**
8:00 AM	0	0	0	0	0	0	0	0	0	2	6	0	0	0	7	0	15	68
8:15 AM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	4	0	12	60
8:30 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	12	56
8:45 AM	0	0	0	1	0	0	0	0	0	0	5	0	0	0	10	0	16	55
Count Total	0	2	0	2	0	0	0	0	0	3	86	0	0	0	55	0	148	0
Peak Hour	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**46**	**0**	**0**	**0**	**24**	**0**	**72**	**0**

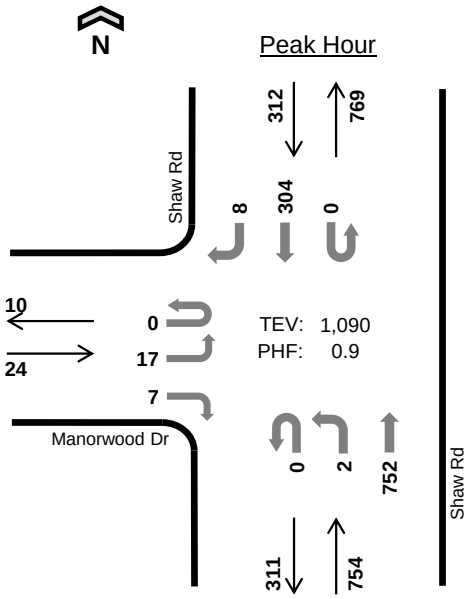
Three-Hour Count Summaries - Bikes

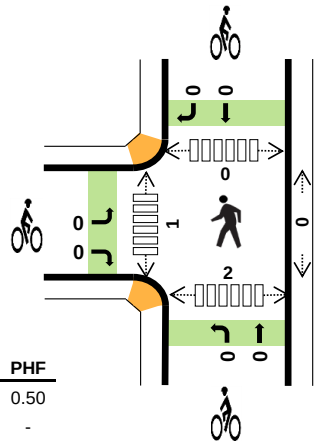
Interval Start	Forest Green Blvd			0			Shaw Rd			Shaw Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:15 AM	**0**	**0**	**0**	**0**	**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
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

Shaw Rd
Manorwood Dr

Date: Tue, Aug 03, 2021
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM





	HV %:	PHF
EB	4.2%	0.50
WB	-	-
NB	5.8%	0.92
SB	8.0%	0.91
TOTAL	6.4%	0.90

Three-Hour Count Summaries

Interval Start		Manorwood Dr Eastbound UT	LT	TH	RT	0 Westbound UT	LT	TH	RT	Shaw Rd Northbound UT	LT	TH	RT	Shaw Rd Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		0	2	0	0	0	0	0	0	0	1	174	0	0	0	73	0	250	0
7:15 AM		0	5	0	1	0	0	0	0	0	0	178	0	0	0	67	1	252	0
7:30 AM		0	4	0	0	0	0	0	0	0	1	196	0	0	0	81	4	286	0
7:45 AM		0	6	0	6	0	0	0	0	0	0	204	0	0	0	83	3	302	1,090
Peak Hour	All	0	17	0	7	0	0	0	0	0	2	752	0	0	0	304	8	1,090	0
	HV	0	1	0	0	0	0	0	0	0	0	44	0	0	0	25	0	70	0
	HV%	-	6%	-	0%	-	-	-	-	-	0%	6%	-	-	-	8%	0%	6%	0

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	0	0	10	6	*16*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	1	0	12	10	*23*	0	0	0	0	*0*	0	0	0	1	*1*
7:30 AM	0	0	10	4	*14*	0	0	0	0	*0*	0	1	0	0	*1*
7:45 AM	0	0	12	5	*17*	0	0	0	0	*0*	0	0	0	1	*1*
Peak Hour	1	0	44	25	*70*	0	0	0	0	*0*	0	1	0	2	*3*

Three-Hour Count Summaries

Interval Start	Manorwood Dr				0				Shaw Rd				Shaw Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	4	0	2	0	0	0	0	0	0	167	0	0	0	24	0	197	0
6:15 AM	0	3	0	2	0	0	0	0	0	0	188	0	0	0	27	2	222	0
6:30 AM	0	5	0	0	0	0	0	0	0	0	206	0	0	0	60	0	271	0
6:45 AM	0	5	0	0	0	0	0	0	0	1	198	0	0	0	78	2	284	974
7:00 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**174**	**0**	**0**	**0**	**73**	**0**	**250**	1,027
7:15 AM	**0**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**178**	**0**	**0**	**0**	**67**	**1**	**252**	1,057
7:30 AM	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**196**	**0**	**0**	**0**	**81**	**4**	**286**	1,072
7:45 AM	**0**	**6**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**204**	**0**	**0**	**0**	**83**	**3**	**302**	**1,090**
8:00 AM	0	5	0	1	0	0	0	0	0	0	145	0	0	0	82	2	235	1,075
8:15 AM	0	4	0	1	0	0	0	0	0	0	134	0	0	0	84	3	226	1,049
8:30 AM	0	4	0	6	0	0	0	0	0	2	135	0	0	0	92	1	240	1,003
8:45 AM	0	4	0	6	0	0	0	0	0	1	143	0	0	0	98	2	254	955
Count Total	0	51	0	25	0	0	0	0	0	6	2,068	0	0	0	849	20	3,019	0
Peak Hour All	**0**	**17**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**2**	**752**	**0**	**0**	**0**	**304**	**8**	**1,090**	**0**
Peak Hour HV	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**44**	**0**	**0**	**0**	**25**	**0**	**70**	**0**
Peak Hour HV%	**-**	**6%**	**-**	**0%**	**-**	**-**	**-**	**-**	**-**	**0%**	**6%**	**-**	**-**	**-**	**8%**	**0%**	**6%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	1	0	3	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	0	0	6	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 AM	0	0	4	2	*6*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	0	0	1	2	*3*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	**0**	**0**	**10**	**6**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:15 AM	**1**	**0**	**12**	**10**	***23***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	*1*
7:30 AM	**0**	**0**	**10**	**4**	***14***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	*1*
7:45 AM	**0**	**0**	**12**	**5**	***17***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	***1***
8:00 AM	0	0	8	7	*15*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	0	0	6	7	*13*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	1	0	8	5	*14*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	2	0	4	9	*15*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	5	0	84	57	*146*	0	0	0	0	*0*	0	1	0	2	*3*
Peak Hr	**1**	**0**	**44**	**25**	***70***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**2**	***3***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	Manorwood Dr				0				Shaw Rd				Shaw Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	4	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	6	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	19
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**6**	**0**	**16**	31
7:15 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**10**	**0**	**23**	48
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**4**	**0**	**14**	56
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**5**	**0**	**17**	**70**
8:00 AM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	7	0	15	69
8:15 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	1	13	59
8:30 AM	0	0	0	1	0	0	0	0	0	0	8	0	0	0	5	0	14	59
8:45 AM	0	0	0	2	0	0	0	0	0	0	4	0	0	0	8	1	15	57
Count Total	0	2	0	3	0	0	0	0	0	0	84	0	0	0	55	2	146	0
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**44**	**0**	**0**	**0**	**25**	**0**	**70**	**0**

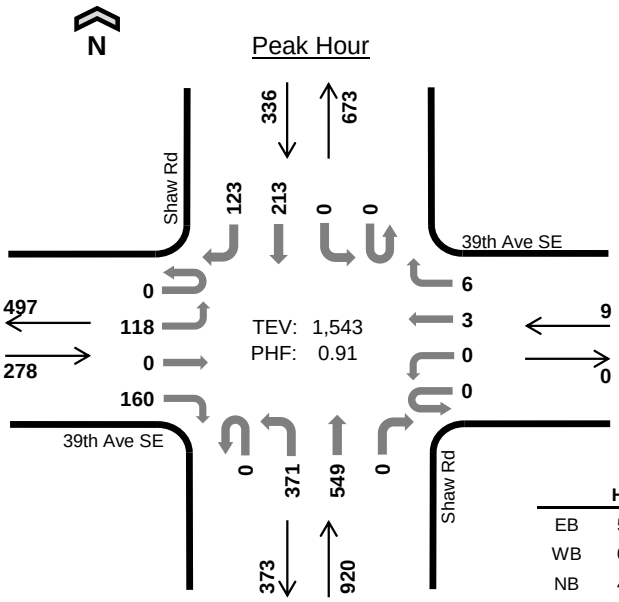
Three-Hour Count Summaries - Bikes

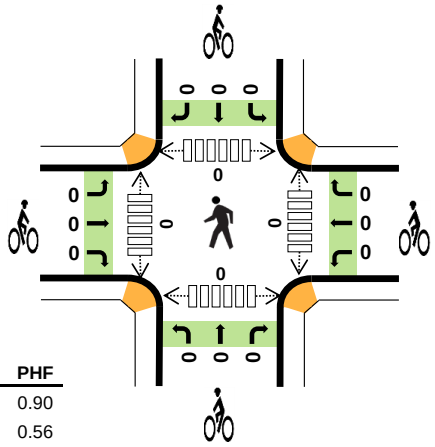
Interval Start	Manorwood Dr			0			Shaw Rd			Shaw Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:15 AM	**0**	**0**	**0**	**0**	**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
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

Shaw Rd
39th Ave SE

Date: Tue, Aug 03, 2021
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM





	HV %:	PHF
EB	5.0%	0.90
WB	0.0%	0.56
NB	4.1%	0.88
SB	8.0%	0.85
TOTAL	5.1%	0.91

Three-Hour Count Summaries

Interval Start		39th Ave SE Eastbound				39th Ave SE Westbound				Shaw Rd Northbound				Shaw Rd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:30 AM		0	33	0	31	0	0	0	1	0	78	152	0	0	0	49	26	370	0
7:45 AM		0	28	0	36	0	0	1	1	0	82	179	0	0	0	63	36	426	0
8:00 AM		0	35	0	42	0	0	1	3	0	100	106	0	0	0	49	24	360	0
8:15 AM		0	22	0	51	0	0	1	1	0	111	112	0	0	0	52	37	387	1,543
Peak Hour	All	0	118	0	160	0	0	3	6	0	371	549	0	0	0	213	123	1,543	0
	HV	0	10	0	4	0	0	0	0	0	9	29	0	0	0	24	3	79	0
	HV%	-	8%	-	3%	-	-	0%	0%	-	2%	5%	-	-	-	11%	2%	5%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:30 AM	4	0	10	8	*22*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	3	0	11	5	*19*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	6	0	11	7	*24*	0	0	0	0	*0*	0	0	0	0	*0*
8:15 AM	1	0	6	7	*14*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	14	0	38	27	*79*	0	0	0	0	*0*	0	0	0	0	*0*

Three-Hour Count Summaries

Interval Start	39th Ave SE				39th Ave SE				Shaw Rd				Shaw Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	12	0	14	0	0	0	0	0	38	156	0	0	0	15	9	244	0
6:15 AM	0	17	1	22	0	0	1	0	0	45	166	1	0	1	20	11	285	0
6:30 AM	0	28	0	14	0	0	1	0	0	58	185	0	0	0	46	13	345	0
6:45 AM	0	34	0	11	0	0	0	0	0	64	166	0	0	0	53	23	351	1,225
7:00 AM	0	30	0	26	0	0	1	2	0	79	138	0	0	0	50	15	341	1,322
7:15 AM	0	28	0	26	0	0	0	0	0	81	152	0	0	0	36	28	351	1,388
7:30 AM	**0**	**33**	**0**	**31**	**0**	**0**	**0**	**1**	**0**	**78**	**152**	**0**	**0**	**0**	**49**	**26**	**370**	1,413
7:45 AM	**0**	**28**	**0**	**36**	**0**	**0**	**1**	**1**	**0**	**82**	**179**	**0**	**0**	**0**	**63**	**36**	**426**	1,488
8:00 AM	**0**	**35**	**0**	**42**	**0**	**0**	**1**	**3**	**0**	**100**	**106**	**0**	**0**	**0**	**49**	**24**	**360**	1,507
8:15 AM	**0**	**22**	**0**	**51**	**0**	**0**	**1**	**1**	**0**	**111**	**112**	**0**	**0**	**0**	**52**	**37**	**387**	**1,543**
8:30 AM	0	28	0	36	0	0	0	3	0	77	110	0	0	0	62	37	353	1,526
8:45 AM	0	36	2	52	0	0	0	2	0	72	96	0	0	1	70	38	369	1,469
Count Total	0	331	3	361	0	0	6	13	0	885	1,718	1	0	2	565	297	4,182	0
Peak Hour All	**0**	**118**	**0**	**160**	**0**	**0**	**3**	**6**	**0**	**371**	**549**	**0**	**0**	**0**	**213**	**123**	**1,543**	**0**
Peak Hour HV	**0**	**10**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**9**	**29**	**0**	**0**	**0**	**24**	**3**	**79**	**0**
Peak Hour HV%	**-**	**8%**	**-**	**3%**	**-**	**-**	**0%**	**0%**	**-**	**2%**	**5%**	**-**	**-**	**-**	**11%**	**2%**	**5%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	0	0	3	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	2	0	4	0	*6*	0	0	0	0	*0*	1	0	0	0	*1*
6:30 AM	2	0	4	2	*8*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	1	0	5	2	*8*	0	0	0	0	*0*	1	0	0	0	*1*
7:00 AM	1	0	14	6	*21*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	3	0	8	6	*17*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	**4**	**0**	**10**	**8**	***22***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**3**	**0**	**11**	**5**	***19***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**6**	**0**	**11**	**7**	***24***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**1**	**0**	**6**	**7**	***14***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:30 AM	4	0	7	4	*15*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	6	0	4	11	*21*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	33	0	87	58	*178*	0	0	0	0	*0*	2	0	0	0	*2*
Peak Hour	**14**	**0**	**38**	**27**	***79***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	39th Ave SE				39th Ave SE				Shaw Rd				Shaw Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	0
6:15 AM	0	1	0	1	0	0	0	0	0	1	3	0	0	0	0	0	6	0
6:30 AM	0	2	0	0	0	0	0	0	0	1	3	0	0	0	2	0	8	0
6:45 AM	0	1	0	0	0	0	0	0	0	3	2	0	0	0	0	2	8	25
7:00 AM	0	0	0	1	0	0	0	0	0	2	12	0	0	0	6	0	21	43
7:15 AM	0	2	0	1	0	0	0	0	0	0	8	0	0	0	5	1	17	54
7:30 AM	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**7**	**0**	**0**	**0**	**6**	**2**	**22**	68
7:45 AM	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**9**	**0**	**0**	**0**	**5**	**0**	**19**	79
8:00 AM	**0**	**4**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**10**	**0**	**0**	**0**	**6**	**1**	**24**	82
8:15 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**0**	**0**	**0**	**7**	**0**	**14**	**79**
8:30 AM	0	1	0	3	0	0	0	0	0	3	4	0	0	0	2	2	15	72
8:45 AM	0	1	0	5	0	0	0	0	0	1	3	0	0	0	8	3	21	74
Count Total	0	18	0	15	0	0	0	0	0	21	66	0	0	0	47	11	178	0
Peak Hour	**0**	**10**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**9**	**29**	**0**	**0**	**0**	**24**	**3**	**79**	**0**

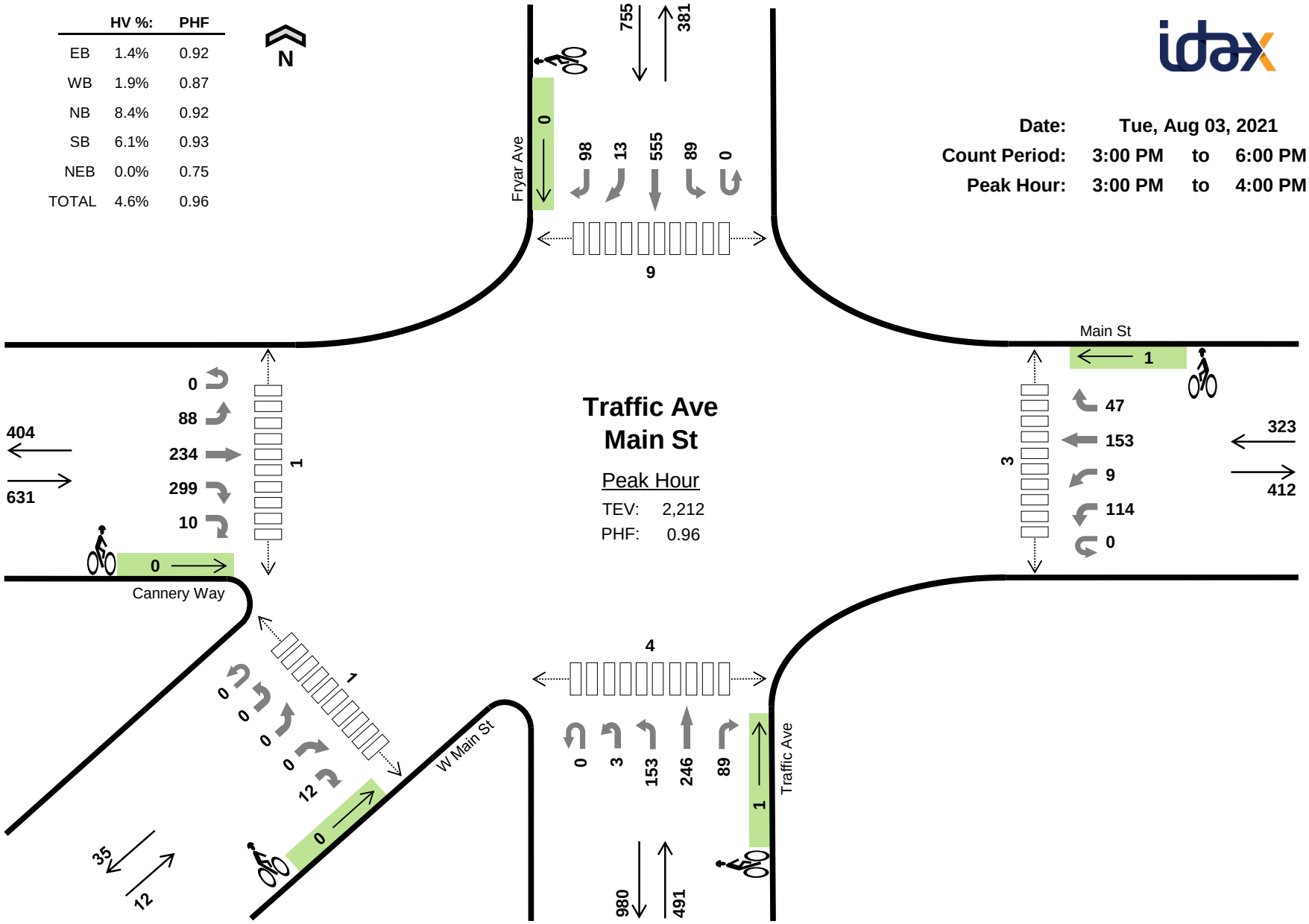
Three-Hour Count Summaries - Bikes

Interval Start	39th Ave SE			39th Ave SE			Shaw Rd			Shaw Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	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
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

	HV %:	PHF
EB	1.4%	0.92
WB	1.9%	0.87
NB	8.4%	0.92
SB	6.1%	0.93
NEB	0.0%	0.75
TOTAL	4.6%	0.96

Date: Tue, Aug 03, 2021
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 3:00 PM to 4:00 PM



Three-Hour Count Summaries

Interval Start	Cannery Way Eastbound					Main St Westbound					Traffic Ave Northbound					Fryar Ave Southbound					W Main St Northeastbound					15-min Total	Rolling One Hour
	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	HL	BL	BR	HR		
3:00 PM	**0**	**20**	**61**	**73**	**0**	**0**	**36**	**1**	**38**	**18**	**0**	**0**	**31**	**71**	**21**	**0**	**20**	**156**	**4**	**23**	**0**	**0**	**0**	**0**	**3**	**576**	0
3:15 PM	**0**	**28**	**50**	**63**	**2**	**0**	**25**	**4**	**32**	**13**	**0**	**2**	**40**	**69**	**18**	**0**	**21**	**150**	**1**	**27**	**0**	**0**	**0**	**0**	**3**	**548**	0
3:30 PM	**0**	**21**	**61**	**77**	**4**	**0**	**28**	**3**	**47**	**10**	**0**	**1**	**37**	**36**	**31**	**0**	**24**	**133**	**6**	**23**	**0**	**0**	**0**	**0**	**4**	**546**	0
3:45 PM	**0**	**19**	**62**	**86**	**4**	**0**	**25**	**1**	**36**	**6**	**0**	**0**	**45**	**70**	**19**	**0**	**24**	**116**	**2**	**25**	**0**	**0**	**0**	**0**	**2**	**542**	**2,212**
4:00 PM	0	20	53	88	4	0	26	2	38	16	0	0	43	58	19	0	27	125	6	27	0	0	0	0	5	557	2,193
4:15 PM	0	27	66	71	6	0	20	4	39	7	0	0	45	54	23	0	17	114	1	22	0	0	0	0	3	519	2,164
4:30 PM	0	21	59	93	2	0	25	4	42	15	0	0	49	70	18	0	17	129	3	26	1	0	0	0	1	575	2,193
4:45 PM	0	28	52	96	1	0	23	6	36	9	0	0	35	64	26	0	14	106	3	19	0	0	0	0	2	520	2,171
5:00 PM	0	18	61	106	5	0	21	2	43	13	0	0	33	48	24	0	14	137	1	16	0	0	0	0	3	545	2,159
5:15 PM	0	21	67	101	3	0	23	3	31	7	0	1	33	51	22	0	18	106	6	15	0	0	0	0	3	511	2,151
5:30 PM	0	15	61	86	4	0	24	3	32	11	0	0	38	60	15	0	21	109	3	17	0	0	0	0	6	505	2,081
5:45 PM	0	18	46	85	0	0	16	2	23	5	0	0	30	44	40	0	10	101	3	13	0	0	0	0	2	438	1,999
Count Total	0	256	699	1,025	35	0	292	35	437	130	0	4	459	695	276	0	227	1,482	39	253	1	0	0	0	37	6,382	0
Peak Hour All	**0**	**88**	**234**	**299**	**10**	**0**	**114**	**9**	**153**	**47**	**0**	**3**	**153**	**246**	**89**	**0**	**89**	**555**	**13**	**98**	**0**	**0**	**0**	**0**	**12**	**2,212**	**0**
Peak Hour HV	**0**	**6**	**0**	**3**	**0**	**0**	**3**	**0**	**2**	**1**	**0**	**0**	**8**	**31**	**2**	**0**	**0**	**39**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**102**	**0**
Peak Hour HV%	**-**	**7%**	**0%**	**1%**	**0%**	**-**	**3%**	**0%**	**1%**	**2%**	**-**	**0%**	**5%**	**13%**	**2%**	**-**	**0%**	**7%**	**0%**	**7%**	**-**	**-**	**-**	**-**	**0%**	**5%**	**0**

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

Interval Start	Heavy Vehicle Totals						Bicycles						Pedestrians (Crossing Leg)					
	EB	WB	NB	SB	NEB	Total	EB	WB	NB	SB	NEB	Total	East	West	North	South	Southwest	Total
3:00 PM	**4**	**3**	**11**	**9**	**0**	***27***	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	**1**	***2***
3:15 PM	**1**	**2**	**10**	**17**	**0**	***30***	**0**	**1**	**1**	**0**	**0**	***2***	**1**	**0**	**5**	**2**	**0**	***8***
3:30 PM	**2**	**1**	**10**	**10**	**0**	***23***	**0**	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**4**	**1**	**0**	***6***
3:45 PM	**2**	**0**	**10**	**10**	**0**	***22***	**0**	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**1**	**0**	***2***
4:00 PM	5	0	10	9	0	*24*	0	0	0	0	0	*0*	2	0	0	0	0	*2*
4:15 PM	2	0	8	12	0	*22*	0	0	0	0	0	*0*	2	0	4	2	2	*10*
4:30 PM	0	3	7	9	0	*19*	0	0	0	0	0	*0*	5	0	2	1	0	*8*
4:45 PM	3	0	8	5	0	*16*	0	0	0	0	0	*0*	3	0	1	5	1	*10*
5:00 PM	2	3	8	7	0	*20*	0	1	0	0	0	*1*	3	5	4	2	0	*14*
5:15 PM	0	1	7	4	0	*12*	0	0	0	0	0	*0*	2	2	0	1	0	*5*
5:30 PM	4	1	9	11	0	*25*	0	0	0	0	0	*0*	0	0	0	2	2	*4*
5:45 PM	1	1	5	9	0	*16*	0	0	0	0	0	*0*	2	0	0	0	2	*4*
Count Total	26	15	103	112	0	*256*	0	2	1	0	0	*3*	22	8	20	17	8	*75*
Peak Hr	**9**	**6**	**41**	**46**	**0**	***102***	**0**	**1**	**1**	**0**	**0**	***2***	**3**	**1**	**9**	**4**	**1**	*18*

Three-Hour Count Summaries - Heavy Vehicles

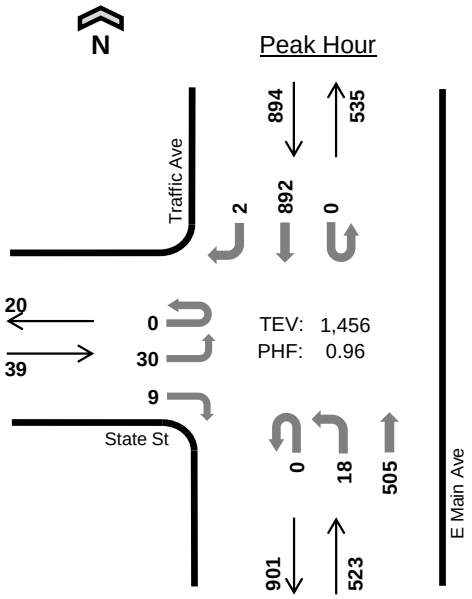
Interval Start	Cannery Way					Main St					Traffic Ave					Fryar Ave					W Main St					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Northeastbound						
	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	HL	BL	BR	HR		
3:00 PM	**0**	**4**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**1**	**10**	**0**	**0**	**0**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**27**	0
3:15 PM	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**2**	**8**	**0**	**0**	**0**	**16**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**30**	0
3:30 PM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**5**	**2**	**0**	**0**	**6**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**23**	0
3:45 PM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**8**	**0**	**0**	**0**	**9**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**22**	**102**
4:00 PM	0	1	1	3	0	0	0	0	0	0	0	0	1	9	0	0	0	6	0	3	0	0	0	0	0	24	99
4:15 PM	0	0	0	2	0	0	0	0	0	0	0	0	1	7	0	0	0	12	0	0	0	0	0	0	0	22	91
4:30 PM	0	0	0	0	0	0	1	0	1	1	0	0	0	7	0	0	1	8	0	0	0	0	0	0	0	19	87
4:45 PM	0	1	0	2	0	0	0	0	0	0	0	0	0	8	0	0	0	5	0	0	0	0	0	0	0	16	81
5:00 PM	0	1	0	1	0	0	1	0	2	0	0	0	3	4	1	0	0	7	0	0	0	0	0	0	0	20	77
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	6	0	0	0	4	0	0	0	0	0	0	0	12	67
5:30 PM	0	0	2	2	0	0	0	0	1	0	0	0	2	7	0	0	1	9	0	1	0	0	0	0	0	25	73
5:45 PM	0	0	1	0	0	0	0	0	1	0	0	0	1	3	1	0	0	9	0	0	0	0	0	0	0	16	73
Count Total	0	9	4	13	0	0	5	0	8	2	0	0	17	82	4	0	2	99	0	11	0	0	0	0	0	256	0
Peak Hour	**0**	**6**	**0**	**3**	**0**	**0**	**3**	**0**	**2**	**1**	**0**	**0**	**8**	**31**	**2**	**0**	**0**	**39**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	102	**0**

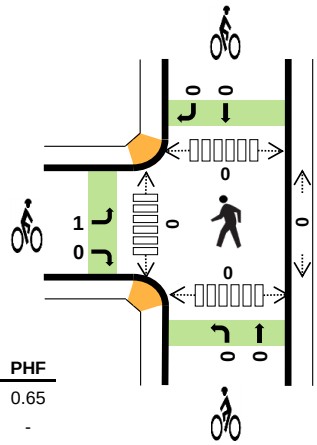
Three-Hour Count Summaries - Bikes

Interval Start	Cannery Way					Main St					Traffic Ave					Fryar Ave					W Main St					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Northeastbound						
	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	HL	BL	BR	HR		
3:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
3:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	0
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2	**0**

E Main Ave
State St

Date: Tue, Aug 03, 2021
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM





	HV %:	PHF
EB	2.6%	0.65
WB	-	-
NB	6.5%	0.95
SB	4.3%	0.96
TOTAL	5.0%	0.96

Three-Hour Count Summaries

Interval Start		State St Eastbound UT	LT	TH	RT	0 Westbound UT	LT	TH	RT	E Main Ave Northbound UT	LT	TH	RT	Traffic Ave Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
4:00 PM		0	7	0	2	0	0	0	0	0	4	122	0	0	0	219	1	355	0
4:15 PM		0	13	0	2	0	0	0	0	0	3	124	0	0	0	210	0	352	0
4:30 PM		0	3	0	2	0	0	0	0	0	3	129	0	0	0	231	0	368	0
4:45 PM		0	7	0	3	0	0	0	0	0	8	130	0	0	0	232	1	381	1,456
Peak Hour	All	0	30	0	9	0	0	0	0	0	18	505	0	0	0	892	2	1,456	0
	HV	0	1	0	0	0	0	0	0	0	1	33	0	0	0	38	0	73	0
	HV%	-	3%	-	0%	-	-	-	-	-	6%	7%	-	-	-	4%	0%	5%	0

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	0	0	10	6	*16*	1	0	0	0	*1*	0	0	0	0	*0*
4:15 PM	1	0	9	16	*26*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	0	6	9	*15*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	0	0	9	7	*16*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	1	0	34	38	*73*	1	0	0	0	*1*	0	0	0	0	*0*

Three-Hour Count Summaries

Interval Start	State St				0				E Main Ave				Traffic Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	7	0	2	0	0	0	0	0	0	113	0	0	0	236	1	359	0
3:15 PM	0	14	0	3	0	0	0	0	0	1	138	0	0	0	229	1	386	0
3:30 PM	0	8	0	3	0	0	0	0	0	7	104	0	0	0	224	1	347	0
3:45 PM	0	3	0	3	0	0	0	0	0	6	130	0	0	0	219	1	362	1,454
4:00 PM	**0**	**7**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	**122**	**0**	**0**	**0**	**219**	**1**	**355**	1,450
4:15 PM	**0**	**13**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**124**	**0**	**0**	**0**	**210**	**0**	**352**	1,416
4:30 PM	**0**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**129**	**0**	**0**	**0**	**231**	**0**	**368**	1,437
4:45 PM	**0**	**7**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**8**	**130**	**0**	**0**	**0**	**232**	**1**	**381**	**1,456**
5:00 PM	0	4	0	2	0	0	0	0	0	4	99	0	0	0	225	2	336	1,437
5:15 PM	0	12	0	2	0	0	0	0	0	3	115	0	0	0	214	1	347	1,432
5:30 PM	0	8	0	2	0	0	0	0	0	2	100	0	0	0	209	1	322	1,386
5:45 PM	0	1	0	1	0	0	0	0	0	6	111	0	0	0	217	1	337	1,342
Count Total	0	87	0	27	0	0	0	0	0	47	1,415	0	0	0	2,665	11	4,252	0
Peak Hour All	**0**	**30**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**18**	**505**	**0**	**0**	**0**	**892**	**2**	**1,456**	**0**
Peak Hour HV	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**33**	**0**	**0**	**0**	**38**	**0**	**73**	**0**
Peak Hour HV%	**-**	**3%**	**-**	**0%**	**-**	**-**	**-**	**-**	**-**	**6%**	**7%**	**-**	**-**	**-**	**4%**	**0%**	**5%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	0	0	7	9	*16*	0	0	1	0	*1*	0	0	1	0	*1*
3:15 PM	2	0	13	16	*31*	0	0	0	0	*0*	0	0	0	0	*0*
3:30 PM	0	0	11	10	*21*	0	0	0	0	*0*	0	0	0	0	*0*
3:45 PM	0	0	10	9	*19*	0	0	0	0	*0*	0	0	0	0	*0*
4:00 PM	**0**	**0**	**10**	**6**	***16***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
4:15 PM	**1**	**0**	**9**	**16**	***26***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:30 PM	**0**	**0**	**6**	**9**	***15***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**0**	**0**	**9**	**7**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	0	0	8	6	*14*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	0	9	7	*16*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	0	0	7	10	*17*	0	0	0	0	*0*	0	0	1	0	*1*
5:45 PM	0	0	5	9	*14*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	3	0	104	114	*221*	1	0	1	0	*2*	0	0	2	0	*2*
Peak Hr	**1**	**0**	**34**	**38**	***73***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	State St				0				E Main Ave				Traffic Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	9	0	16	0
3:15 PM	0	1	0	1	0	0	0	0	0	0	13	0	0	0	16	0	31	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	10	0	21	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	9	0	19	87
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**6**	**0**	**16**	87
4:15 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**16**	**0**	**26**	82
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**0**	**0**	**0**	**9**	**0**	**15**	76
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**7**	**0**	**16**	**73**
5:00 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	6	0	14	71
5:15 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	7	0	16	61
5:30 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	9	1	17	63
5:45 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	9	0	14	61
Count Total	0	2	0	1	0	0	0	0	0	1	103	0	0	0	113	1	221	0
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**33**	**0**	**0**	**0**	**38**	**0**	**73**	**0**

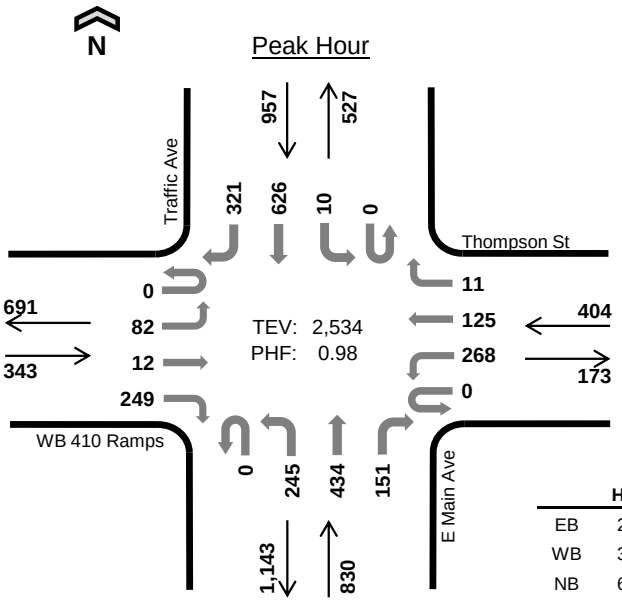
Three-Hour Count Summaries - Bikes

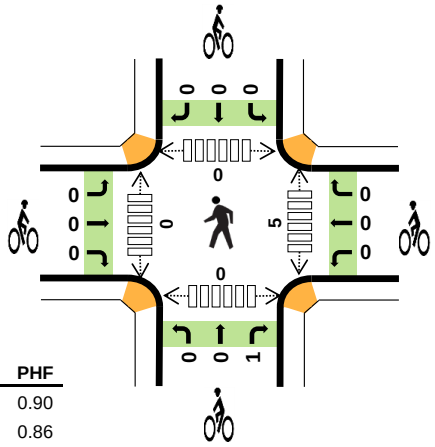
Interval Start	State St			0			E Main Ave			Traffic Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	1
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	1	0	0	0	0	0	0	1	0	0	0	0	2	0
Peak Hour	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

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

E Main Ave
WB 410 Ramps

Date: Tue, Aug 03, 2021
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM





	HV %:	PHF
EB	2.0%	0.90
WB	3.5%	0.86
NB	6.0%	0.94
SB	4.1%	0.95
TOTAL	4.3%	0.98

Three-Hour Count Summaries

Interval Start		WB 410 Ramps (Eastbound)				Thompson St (Westbound)				E Main Ave (Northbound)				Traffic Ave (Southbound)				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	23	6	66	0	58	33	3	0	62	100	31	0	4	153	73	612	0
4:15 PM		0	20	2	63	0	85	32	1	0	58	108	43	0	1	143	90	646	0
4:30 PM		0	21	2	56	0	70	34	2	0	72	109	39	0	3	165	73	646	0
4:45 PM		0	18	2	64	0	55	26	5	0	53	117	38	0	2	165	85	630	2,534
Peak Hour	All	0	82	12	249	0	268	125	11	0	245	434	151	0	10	626	321	2,534	0
	HV	0	3	1	3	0	10	4	0	0	11	31	8	0	0	14	25	110	0
	HV%	-	4%	8%	1%	-	4%	3%	0%	-	4%	7%	5%	-	0%	2%	8%	4%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	5	4	15	6	*30*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	4	15	19	*38*	0	0	0	0	*0*	2	0	0	0	*2*
4:30 PM	1	3	8	10	*22*	0	0	1	0	*1*	3	0	0	0	*3*
4:45 PM	1	3	12	4	*20*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	7	14	50	39	*110*	0	0	1	0	*1*	5	0	0	0	*5*

Three-Hour Count Summaries

Interval Start		WB 410 Ramps				Thompson St				E Main Ave				Traffic Ave				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM		0	27	5	48	0	59	23	1	0	56	88	25	0	1	155	97	585	0
3:15 PM		0	19	0	40	0	63	22	2	0	47	116	28	0	0	151	88	576	0
3:30 PM		0	27	1	61	0	61	27	3	0	55	82	32	0	2	155	86	592	0
3:45 PM		0	24	2	73	0	49	34	5	0	62	101	28	0	1	154	80	613	2,366
4:00 PM		**0**	**23**	**6**	**66**	**0**	**58**	**33**	**3**	**0**	**62**	**100**	**31**	**0**	**4**	**153**	**73**	**612**	2,393
4:15 PM		**0**	**20**	**2**	**63**	**0**	**85**	**32**	**1**	**0**	**58**	**108**	**43**	**0**	**1**	**143**	**90**	**646**	2,463
4:30 PM		**0**	**21**	**2**	**56**	**0**	**70**	**34**	**2**	**0**	**72**	**109**	**39**	**0**	**3**	**165**	**73**	**646**	2,517
4:45 PM		**0**	**18**	**2**	**64**	**0**	**55**	**26**	**5**	**0**	**53**	**117**	**38**	**0**	**2**	**165**	**85**	**630**	**2,534**
5:00 PM		0	14	5	54	0	55	24	2	0	55	88	33	0	1	168	77	576	2,498
5:15 PM		0	12	5	68	0	67	27	2	0	62	103	36	0	1	152	77	612	2,464
5:30 PM		0	11	5	64	0	78	20	1	0	68	91	41	0	2	154	71	606	2,424
5:45 PM		0	15	1	51	0	40	19	3	0	50	100	30	0	6	158	78	551	2,345
Count Total		0	231	36	708	0	740	321	30	0	700	1,203	404	0	24	1,873	975	7,245	0
Peak Hour	**All**	**0**	**82**	**12**	**249**	**0**	**268**	**125**	**11**	**0**	**245**	**434**	**151**	**0**	**10**	**626**	**321**	**2,534**	**0**
	HV	**0**	**3**	**1**	**3**	**0**	**10**	**4**	**0**	**0**	**11**	**31**	**8**	**0**	**0**	**14**	**25**	**110**	**0**
	HV%	**-**	**4%**	**8%**	**1%**	**-**	**4%**	**3%**	**0%**	**-**	**4%**	**7%**	**5%**	**-**	**0%**	**2%**	**8%**	**4%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	3	2	9	12	*26*	0	0	0	0	*0*	2	0	0	0	*2*
3:15 PM	3	3	15	14	*35*	0	0	0	0	*0*	0	0	0	0	*0*
3:30 PM	3	2	14	10	*29*	0	0	0	0	*0*	0	0	0	0	*0*
3:45 PM	3	3	13	10	*29*	0	0	0	0	*0*	1	0	0	0	*1*
4:00 PM	**5**	**4**	**15**	**6**	***30***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:15 PM	**0**	**4**	**15**	**19**	***38***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**0**	*2*
4:30 PM	**1**	**3**	**8**	**10**	***22***	**0**	**0**	**1**	**0**	***1***	**3**	**0**	**0**	**0**	*3*
4:45 PM	**1**	**3**	**12**	**4**	***20***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	2	0	11	9	*22*	0	0	0	0	*0*	2	0	0	0	*2*
5:15 PM	1	2	12	5	*20*	0	0	1	0	*1*	3	0	0	0	*3*
5:30 PM	3	4	9	12	*28*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	3	2	6	6	*17*	0	0	1	0	*1*	1	0	0	0	*1*
Count Total	28	32	139	117	*316*	0	0	3	0	*3*	14	0	0	0	*14*
Peak Hour	**7**	**14**	**50**	**39**	***110***	**0**	**0**	**1**	**0**	***1***	**5**	**0**	**0**	**0**	***5***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	WB 410 Ramps				Thompson St				E Main Ave				Traffic Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	2	0	1	0	1	1	0	0	4	4	1	0	0	5	7	26	0
3:15 PM	0	1	0	2	0	2	1	0	0	3	11	1	0	0	1	13	35	0
3:30 PM	0	2	0	1	0	1	0	1	0	3	10	1	0	0	2	8	29	0
3:45 PM	0	1	0	2	0	2	1	0	0	3	9	1	0	0	3	7	29	119
4:00 PM	**0**	**3**	**0**	**2**	**0**	**2**	**2**	**0**	**0**	**5**	**7**	**3**	**0**	**0**	**2**	**4**	**30**	123
4:15 PM	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**3**	**9**	**3**	**0**	**0**	**9**	**10**	**38**	126
4:30 PM	**0**	**0**	**0**	**1**	**0**	**2**	**1**	**0**	**0**	**0**	**7**	**1**	**0**	**0**	**1**	**9**	**22**	119
4:45 PM	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**8**	**1**	**0**	**0**	**2**	**2**	**20**	**110**
5:00 PM	0	1	1	0	0	0	0	0	0	1	9	1	0	0	1	8	22	102
5:15 PM	0	0	1	0	0	1	1	0	0	4	7	1	0	0	2	3	20	84
5:30 PM	0	1	1	1	0	3	1	0	0	2	6	1	0	0	3	9	28	90
5:45 PM	0	1	1	1	0	1	1	0	0	2	4	0	0	0	2	4	17	87
Count Total	0	12	5	11	0	21	10	1	0	33	91	15	0	0	33	84	316	0
Peak Hour	**0**	**3**	**1**	**3**	**0**	**10**	**4**	**0**	**0**	**11**	**31**	**8**	**0**	**0**	**14**	**25**	**110**	**0**

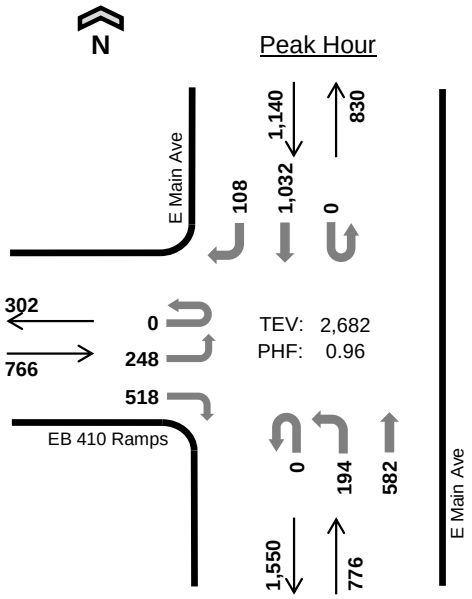
Three-Hour Count Summaries - Bikes

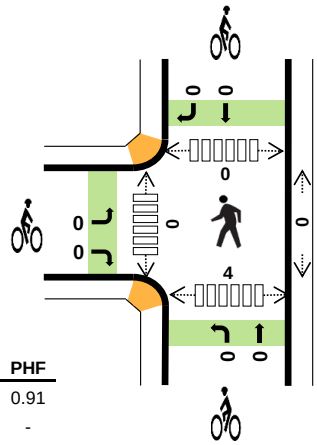
Interval Start	WB 410 Ramps			Thompson St			E Main Ave			Traffic Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	1
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Count Total	0	0	0	0	0	0	0	0	3	0	0	0	3	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**

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

E Main Ave
EB 410 Ramps

Date: Tue, Aug 03, 2021
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM





	HV %:	PHF
EB	5.7%	0.91
WB	-	-
NB	3.2%	0.91
SB	2.4%	0.93
TOTAL	3.6%	0.96

Three-Hour Count Summaries

Interval Start		EB 410 Ramps				0				E Main Ave				E Main Ave				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	62	0	134	0	0	0	0	0	57	134	0	0	0	238	24	649	0
4:15 PM		0	62	0	148	0	0	0	0	0	44	145	0	0	0	273	27	699	0
4:30 PM		0	57	0	121	0	0	0	0	0	48	166	0	0	0	246	26	664	0
4:45 PM		0	67	0	115	0	0	0	0	0	45	137	0	0	0	275	31	670	2,682
Peak Hour	All	0	248	0	518	0	0	0	0	0	194	582	0	0	0	1,032	108	2,682	0
	HV	0	29	0	15	0	0	0	0	0	4	21	0	0	0	23	4	96	0
	HV%	-	12%	-	3%	-	-	-	-	-	2%	4%	-	-	-	2%	4%	4%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	13	0	7	6	*26*	0	0	0	0	*0*	0	0	0	1	*1*
4:15 PM	15	0	5	11	*31*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	8	0	6	4	*18*	0	0	0	0	*0*	0	0	0	2	*2*
4:45 PM	8	0	7	6	*21*	0	0	0	0	*0*	0	0	0	1	*1*
Peak Hour	44	0	25	27	*96*	0	0	0	0	*0*	0	0	0	4	*4*

Three-Hour Count Summaries

Interval Start	EB 410 Ramps				0				E Main Ave				E Main Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	54	0	142	0	0	0	0	0	46	123	0	0	0	224	37	626	0
3:15 PM	0	41	0	131	0	0	0	0	0	37	140	0	0	0	233	19	601	0
3:30 PM	0	47	0	135	0	0	0	0	0	45	125	0	0	0	239	36	627	0
3:45 PM	0	60	0	142	0	0	0	0	0	41	132	0	0	0	261	23	659	2,513
4:00 PM	**0**	**62**	**0**	**134**	**0**	**0**	**0**	**0**	**0**	**57**	**134**	**0**	**0**	**0**	**238**	**24**	**649**	2,536
4:15 PM	**0**	**62**	**0**	**148**	**0**	**0**	**0**	**0**	**0**	**44**	**145**	**0**	**0**	**0**	**273**	**27**	**699**	2,634
4:30 PM	**0**	**57**	**0**	**121**	**0**	**0**	**0**	**0**	**0**	**48**	**166**	**0**	**0**	**0**	**246**	**26**	**664**	2,671
4:45 PM	**0**	**67**	**0**	**115**	**0**	**0**	**0**	**0**	**0**	**45**	**137**	**0**	**0**	**0**	**275**	**31**	**670**	**2,682**
5:00 PM	0	44	0	116	0	0	0	0	0	49	133	0	0	0	249	28	619	2,652
5:15 PM	0	49	0	125	0	0	0	0	0	38	148	0	0	0	263	23	646	2,599
5:30 PM	0	61	0	125	0	0	0	0	0	45	136	0	0	0	256	34	657	2,592
5:45 PM	0	55	0	138	0	0	0	0	0	27	132	0	0	0	243	13	608	2,530
Count Total	0	659	0	1,572	0	0	0	0	0	522	1,651	0	0	0	3,000	321	7,725	0
Peak Hour All	**0**	**248**	**0**	**518**	**0**	**0**	**0**	**0**	**0**	**194**	**582**	**0**	**0**	**0**	**1,032**	**108**	**2,682**	**0**
Peak Hour HV	**0**	**29**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**4**	**21**	**0**	**0**	**0**	**23**	**4**	**96**	**0**
Peak Hour HV%	**-**	**12%**	**-**	**3%**	**-**	**-**	**-**	**-**	**-**	**2%**	**4%**	**-**	**-**	**-**	**2%**	**4%**	**4%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	18	0	10	7	*35*	0	0	0	0	*0*	0	0	0	2	*2*
3:15 PM	11	0	9	4	*24*	0	0	0	0	*0*	0	0	0	0	*0*
3:30 PM	14	0	7	5	*26*	0	0	0	0	*0*	0	0	0	1	*1*
3:45 PM	16	0	8	7	*31*	0	0	0	0	*0*	0	0	0	2	*2*
4:00 PM	**13**	**0**	**7**	**6**	***26***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	*1*
4:15 PM	**15**	**0**	**5**	**11**	***31***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:30 PM	**8**	**0**	**6**	**4**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**2**	*2*
4:45 PM	**8**	**0**	**7**	**6**	***21***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	***1***
5:00 PM	9	0	4	1	*14*	0	0	0	0	*0*	0	0	0	1	*1*
5:15 PM	13	0	7	4	*24*	0	0	0	0	*0*	0	0	0	3	*3*
5:30 PM	8	0	5	7	*20*	0	0	0	0	*0*	0	0	0	1	*1*
5:45 PM	6	0	3	3	*12*	0	0	0	0	*0*	0	0	0	1	*1*
Count Total	139	0	78	65	*282*	0	0	0	0	*0*	0	0	0	15	*15*
Peak Hr	**44**	**0**	**25**	**27**	***96***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**4**	***4***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	EB 410 Ramps				0				E Main Ave				E Main Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	6	0	12	0	0	0	0	0	4	6	0	0	0	6	1	35	0
3:15 PM	0	5	0	6	0	0	0	0	0	1	8	0	0	0	4	0	24	0
3:30 PM	0	5	0	9	0	0	0	0	0	1	6	0	0	0	4	1	26	0
3:45 PM	0	8	0	8	0	0	0	0	0	1	7	0	0	0	7	0	31	116
4:00 PM	**0**	**8**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**0**	**0**	**0**	**6**	**0**	**26**	107
4:15 PM	**0**	**10**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**0**	**0**	**0**	**10**	**1**	**31**	114
4:30 PM	**0**	**6**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**0**	**0**	**0**	**3**	**1**	**18**	106
4:45 PM	**0**	**5**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**0**	**0**	**0**	**4**	**2**	**21**	**96**
5:00 PM	0	7	0	2	0	0	0	0	0	2	2	0	0	0	1	0	14	84
5:15 PM	0	9	0	4	0	0	0	0	0	2	5	0	0	0	3	1	24	77
5:30 PM	0	5	0	3	0	0	0	0	0	2	3	0	0	0	5	2	20	79
5:45 PM	0	4	0	2	0	0	0	0	0	0	3	0	0	0	3	0	12	70
Count Total	0	78	0	61	0	0	0	0	0	17	61	0	0	0	56	9	282	0
Peak Hour	**0**	**29**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**4**	**21**	**0**	**0**	**0**	**23**	**4**	**96**	**0**

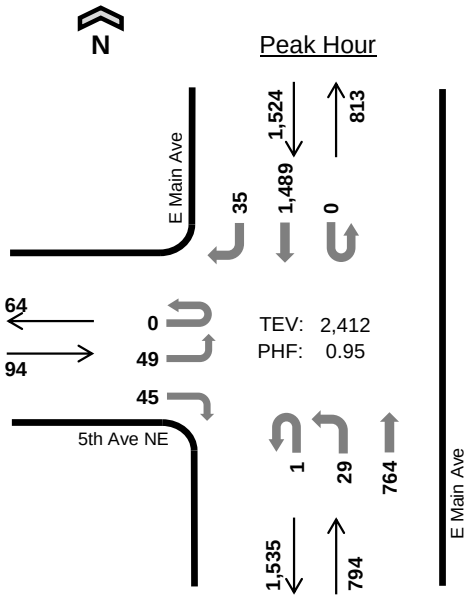
Three-Hour Count Summaries - Bikes

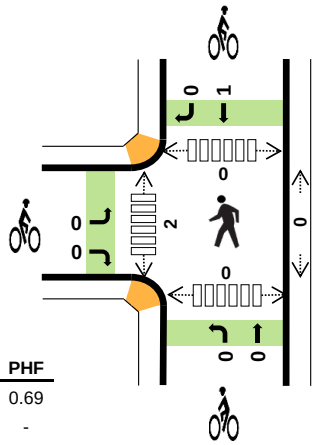
Interval Start	EB 410 Ramps			0			E Main Ave			E Main Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

E Main Ave
5th Ave NE

Date: Tue, Aug 03, 2021
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM





	HV %:	PHF
EB	2.1%	0.69
WB	-	-
NB	3.4%	0.94
SB	2.4%	0.92
TOTAL	2.7%	0.95

Three-Hour Count Summaries

Interval Start		5th Ave NE Eastbound UT	LT	TH	RT	0 Westbound UT	LT	TH	RT	E Main Ave Northbound UT	LT	TH	RT	E Main Ave Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
4:00 PM		0	19	0	15	0	0	0	0	0	7	183	0	0	0	358	10	592	0
4:15 PM		0	11	0	6	0	0	0	0	1	8	196	0	0	0	410	6	638	0
4:30 PM		0	10	0	12	0	0	0	0	0	7	205	0	0	0	352	9	595	0
4:45 PM		0	9	0	12	0	0	0	0	0	7	180	0	0	0	369	10	587	2,412
Peak Hour	All	0	49	0	45	0	0	0	0	1	29	764	0	0	0	1,489	35	2,412	0
	HV	0	0	0	2	0	0	0	0	0	1	26	0	0	0	37	0	66	0
	HV%	-	0%	-	4%	-	-	-	-	0%	3%	3%	-	-	-	2%	0%	3%	0

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	1	0	7	10	*18*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	0	11	14	*25*	0	0	0	1	*1*	0	1	0	0	*1*
4:30 PM	1	0	4	7	*12*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	0	0	5	6	*11*	0	0	0	0	*0*	0	1	0	0	*1*
Peak Hour	2	0	27	37	*66*	0	0	0	1	*1*	0	2	0	0	*2*

Three-Hour Count Summaries

Interval Start	5th Ave NE				0				E Main Ave				E Main Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	4	0	9	0	0	0	0	0	3	166	0	0	0	350	6	538	0
3:15 PM	0	10	0	4	0	0	0	0	0	3	163	0	0	0	381	8	569	0
3:30 PM	0	6	0	11	0	0	0	0	0	9	172	0	0	0	348	14	560	0
3:45 PM	0	11	0	13	0	0	0	0	0	9	160	0	0	0	375	16	584	2,251
4:00 PM	**0**	**19**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**7**	**183**	**0**	**0**	**0**	**358**	**10**	**592**	2,305
4:15 PM	**0**	**11**	**0**	**6**	**0**	**0**	**0**	**0**	**1**	**8**	**196**	**0**	**0**	**0**	**410**	**6**	**638**	2,374
4:30 PM	**0**	**10**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**7**	**205**	**0**	**0**	**0**	**352**	**9**	**595**	2,409
4:45 PM	**0**	**9**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**7**	**180**	**0**	**0**	**0**	**369**	**10**	**587**	**2,412**
5:00 PM	0	18	0	24	0	0	0	0	0	7	186	0	0	0	342	10	587	2,407
5:15 PM	0	4	0	13	0	0	0	0	0	4	173	0	0	0	369	9	572	2,341
5:30 PM	0	9	0	8	0	0	0	0	0	2	180	0	0	0	379	11	589	2,335
5:45 PM	0	4	0	10	0	0	0	0	0	9	158	0	0	0	392	15	588	2,336
Count Total	0	115	0	137	0	0	0	0	1	75	2,122	0	0	0	4,425	124	6,999	0
Peak Hour All	**0**	**49**	**0**	**45**	**0**	**0**	**0**	**0**	**1**	**29**	**764**	**0**	**0**	**0**	**1,489**	**35**	**2,412**	**0**
Peak Hour HV	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**26**	**0**	**0**	**0**	**37**	**0**	**66**	**0**
Peak Hour HV%	**-**	**0%**	**-**	**4%**	**-**	**-**	**-**	**-**	**0%**	**3%**	**3%**	**-**	**-**	**-**	**2%**	**0%**	**3%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	0	0	11	12	*23*	0	0	0	0	*0*	0	2	0	0	*2*
3:15 PM	1	0	8	13	*22*	2	0	0	0	*2*	0	0	0	0	*0*
3:30 PM	0	0	8	16	*24*	0	0	0	0	*0*	0	2	0	0	*2*
3:45 PM	1	0	6	15	*22*	0	0	0	0	*0*	0	0	0	0	*0*
4:00 PM	**1**	**0**	**7**	**10**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:15 PM	**0**	**0**	**11**	**14**	***25***	**0**	**0**	**0**	**1**	***1***	**0**	**1**	**0**	**0**	*1*
4:30 PM	**1**	**0**	**4**	**7**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**0**	**0**	**5**	**6**	***11***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***
5:00 PM	1	0	3	4	*8*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	0	5	5	*10*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	0	0	5	6	*11*	0	0	0	0	*0*	0	3	0	0	*3*
5:45 PM	0	0	6	8	*14*	0	0	2	0	*2*	0	2	0	0	*2*
Count Total	5	0	79	116	*200*	2	0	2	1	*5*	0	11	0	0	*11*
Peak Hr	**2**	**0**	**27**	**37**	***66***	**0**	**0**	**0**	**1**	***1***	**0**	**2**	**0**	**0**	***2***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	5th Ave NE				0				E Main Ave				E Main Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	12	0	23	0
3:15 PM	0	0	0	1	0	0	0	0	0	0	8	0	0	0	13	0	22	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	15	1	24	0
3:45 PM	0	1	0	0	0	0	0	0	0	0	6	0	0	0	15	0	22	91
4:00 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**10**	**0**	**18**	86
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**10**	**0**	**0**	**0**	**14**	**0**	**25**	89
4:30 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**7**	**0**	**12**	77
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**6**	**0**	**11**	**66**
5:00 PM	0	0	0	1	0	0	0	0	0	0	3	0	0	0	4	0	8	56
5:15 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	10	41
5:30 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	6	0	11	40
5:45 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	8	0	14	43
Count Total	0	1	0	4	0	0	0	0	0	1	78	0	0	0	115	1	200	0
Peak Hour	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**26**	**0**	**0**	**0**	**37**	**0**	**66**	**0**

Three-Hour Count Summaries - Bikes

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

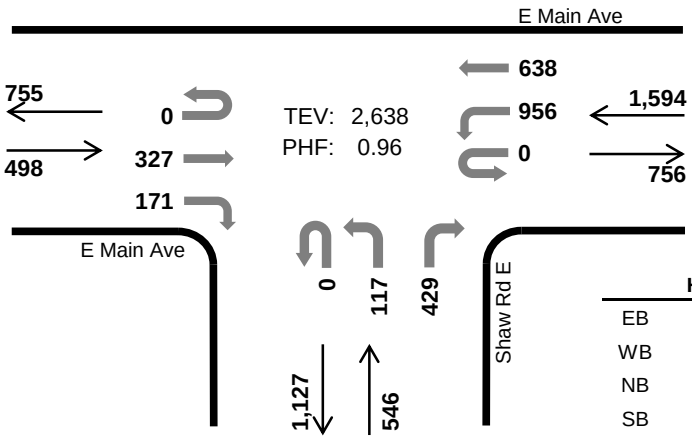
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Shaw Rd E
E Main Ave

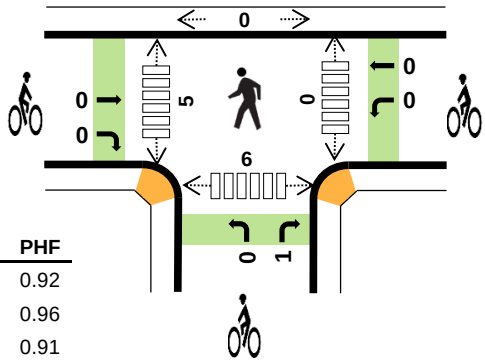
N

Peak Hour

Date: Tue, Aug 03, 2021
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 3:45 PM to 4:45 PM



	HV %:	PHF
EB	3.0%	0.92
WB	3.2%	0.96
NB	4.4%	0.91
SB	-	-
TOTAL	3.4%	0.96



Three-Hour Count Summaries

Interval Start		E Main Ave Eastbound UT	LT	TH	RT	E Main Ave Westbound UT	LT	TH	RT	Shaw Rd E Northbound UT	LT	TH	RT	0 Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
3:45 PM		0	0	77	26	0	249	141	0	0	33	0	105	0	0	0	0	631	0
4:00 PM		0	0	87	46	0	225	174	0	0	29	0	85	0	0	0	0	646	0
4:15 PM		0	0	82	45	0	255	162	0	0	21	0	123	0	0	0	0	688	0
4:30 PM		0	0	81	54	0	227	161	0	0	34	0	116	0	0	0	0	673	2,638
Peak Hour	All	0	0	327	171	0	956	638	0	0	117	0	429	0	0	0	0	2,638	0
	HV	0	0	13	2	0	33	18	0	0	6	0	18	0	0	0	0	90	0
	HV%	-	-	4%	1%	-	3%	3%	-	-	5%	-	4%	-	-	-	-	3%	0

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
3:45 PM	6	17	7	0	*30*	0	0	0	0	*0*	0	2	0	2	*4*
4:00 PM	1	14	5	0	*20*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	5	14	8	0	*27*	0	0	0	0	*0*	0	1	0	4	*5*
4:30 PM	3	6	4	0	*13*	0	0	1	0	*1*	0	2	0	0	*2*
Peak Hour	15	51	24	0	*90*	0	0	1	0	*1*	0	5	0	6	*11*

Three-Hour Count Summaries

Interval Start	E Main Ave Eastbound UT	LT	TH	RT	E Main Ave Westbound UT	LT	TH	RT	Shaw Rd E Northbound UT	LT	TH	RT	0 Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
3:00 PM	0	0	70	40	0	251	129	0	0	36	0	93	0	0	0	0	619	0
3:15 PM	0	0	63	30	0	238	134	0	0	27	0	109	0	0	0	0	601	0
3:30 PM	0	0	71	45	0	225	137	0	0	31	0	102	0	0	0	0	611	0
3:45 PM	**0**	**0**	**77**	**26**	**0**	**249**	**141**	**0**	**0**	**33**	**0**	**105**	**0**	**0**	**0**	**0**	**631**	2,462
4:00 PM	**0**	**0**	**87**	**46**	**0**	**225**	**174**	**0**	**0**	**29**	**0**	**85**	**0**	**0**	**0**	**0**	**646**	2,489
4:15 PM	**0**	**0**	**82**	**45**	**0**	**255**	**162**	**0**	**0**	**21**	**0**	**123**	**0**	**0**	**0**	**0**	**688**	2,576
4:30 PM	**0**	**0**	**81**	**54**	**0**	**227**	**161**	**0**	**0**	**34**	**0**	**116**	**0**	**0**	**0**	**0**	**673**	**2,638**
4:45 PM	0	0	66	39	0	229	133	0	0	27	0	122	0	0	0	0	616	2,623
5:00 PM	0	0	92	43	0	232	155	0	0	24	0	87	0	0	0	0	633	2,610
5:15 PM	0	0	91	46	0	240	151	0	0	44	0	85	0	0	0	0	657	2,579
5:30 PM	0	0	73	44	0	228	175	0	0	39	0	98	0	0	0	0	657	2,563
5:45 PM	0	0	68	39	0	241	121	0	0	34	0	95	0	0	0	0	598	2,545
Count Total	0	0	921	497	0	2,840	1,773	0	0	379	0	1,220	0	0	0	0	7,630	0
Peak Hour All	**0**	**0**	**327**	**171**	**0**	**956**	**638**	**0**	**0**	**117**	**0**	**429**	**0**	**0**	**0**	**0**	**2,638**	**0**
Peak Hour HV	**0**	**0**	**13**	**2**	**0**	**33**	**18**	**0**	**0**	**6**	**0**	**18**	**0**	**0**	**0**	**0**	**90**	**0**
Peak Hour HV%	**-**	**-**	**4%**	**1%**	**-**	**3%**	**3%**	**-**	**-**	**5%**	**-**	**4%**	**-**	**-**	**-**	**-**	**3%**	**0**

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
3:00 PM	4	14	12	0	*30*	1	0	0	0	*1*	0	0	0	0	*0*
3:15 PM	4	12	8	0	*24*	0	0	0	0	*0*	0	0	0	1	*1*
3:30 PM	3	13	8	0	*24*	0	0	0	0	*0*	0	0	0	0	*0*
3:45 PM	**6**	**17**	**7**	**0**	***30***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**0**	**2**	*4*
4:00 PM	**1**	**14**	**5**	**0**	***20***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:15 PM	**5**	**14**	**8**	**0**	***27***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**4**	*5*
4:30 PM	**3**	**6**	**4**	**0**	***13***	**0**	**0**	**1**	**0**	***1***	**0**	**2**	**0**	**0**	***2***
4:45 PM	1	6	5	0	*12*	0	0	0	0	*0*	0	0	0	2	*2*
5:00 PM	4	4	5	0	*13*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	3	4	2	0	*9*	0	1	0	0	*1*	0	0	0	0	*0*
5:30 PM	2	5	7	0	*14*	0	0	1	0	*1*	0	0	0	0	*0*
5:45 PM	0	11	2	0	*13*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	36	120	73	0	*229*	1	1	2	0	*4*	0	5	0	9	*14*
Peak Hr	**15**	**51**	**24**	**0**	***90***	**0**	**0**	**1**	**0**	***1***	**0**	**5**	**0**	**6**	***11***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E Main Ave				E Main Ave				Shaw Rd E				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	2	2	0	10	4	0	0	5	0	7	0	0	0	0	30	0
3:15 PM	0	0	2	2	0	8	4	0	0	2	0	6	0	0	0	0	24	0
3:30 PM	0	0	2	1	0	9	4	0	0	4	0	4	0	0	0	0	24	0
3:45 PM	**0**	**0**	**6**	**0**	**0**	**11**	**6**	**0**	**0**	**3**	**0**	**4**	**0**	**0**	**0**	**0**	**30**	108
4:00 PM	**0**	**0**	**1**	**0**	**0**	**10**	**4**	**0**	**0**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**20**	98
4:15 PM	**0**	**0**	**5**	**0**	**0**	**9**	**5**	**0**	**0**	**1**	**0**	**7**	**0**	**0**	**0**	**0**	**27**	101
4:30 PM	**0**	**0**	**1**	**2**	**0**	**3**	**3**	**0**	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**13**	**90**
4:45 PM	0	0	1	0	0	3	3	0	0	1	0	4	0	0	0	0	12	72
5:00 PM	0	0	3	1	0	2	2	0	0	1	0	4	0	0	0	0	13	65
5:15 PM	0	0	0	3	0	4	0	0	0	0	0	2	0	0	0	0	9	47
5:30 PM	0	0	1	1	0	2	3	0	0	1	0	6	0	0	0	0	14	48
5:45 PM	0	0	0	0	0	5	6	0	0	0	0	2	0	0	0	0	13	49
Count Total	0	0	24	12	0	76	44	0	0	20	0	53	0	0	0	0	229	0
Peak Hour	**0**	**0**	**13**	**2**	**0**	**33**	**18**	**0**	**0**	**6**	**0**	**18**	**0**	**0**	**0**	**0**	**90**	**0**

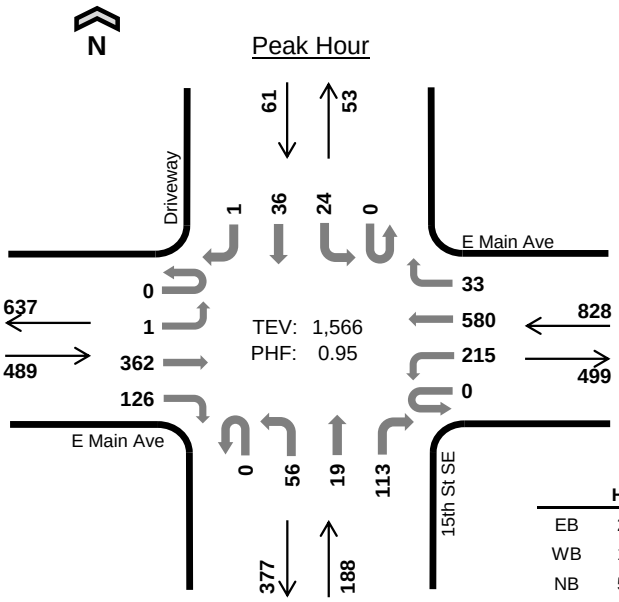
Three-Hour Count Summaries - Bikes

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

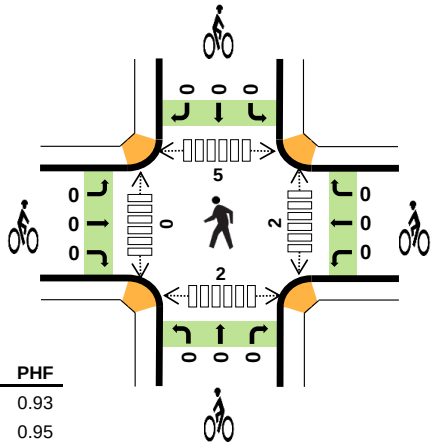
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

15th St SE
E Main Ave

Date: Tue, Aug 03, 2021
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	2.2%	0.93
WB	1.7%	0.95
NB	5.3%	0.81
SB	0.0%	0.69
TOTAL	2.2%	0.95



Three-Hour Count Summaries

Interval Start		E Main Ave Eastbound UT	LT	TH	RT	E Main Ave Westbound UT	LT	TH	RT	15th St SE Northbound UT	LT	TH	RT	Driveway Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
4:45 PM		0	0	75	28	0	38	132	13	0	9	3	31	0	3	6	0	338	0
5:00 PM		0	1	95	36	0	68	142	8	0	10	6	28	0	10	9	0	413	0
5:15 PM		0	0	95	33	0	53	150	5	0	16	5	22	0	6	15	1	401	0
5:30 PM		0	0	97	29	0	56	156	7	0	21	5	32	0	5	6	0	414	1,566
Peak Hour	All	0	1	362	126	0	215	580	33	0	56	19	113	0	24	36	1	1,566	0
	HV	0	0	8	3	0	1	13	0	0	4	0	6	0	0	0	0	35	0
	HV%	-	0%	2%	2%	-	0%	2%	0%	-	7%	0%	5%	-	0%	0%	0%	2%	0

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:45 PM	2	3	5	0	*10*	0	0	0	0	*0*	1	0	2	1	*4*
5:00 PM	4	3	1	0	*8*	0	0	0	0	*0*	1	0	0	1	*2*
5:15 PM	2	4	2	0	*8*	0	0	0	0	*0*	0	0	1	0	*1*
5:30 PM	3	4	2	0	*9*	0	0	0	0	*0*	0	0	2	0	*2*
Peak Hour	11	14	10	0	*35*	0	0	0	0	*0*	2	0	5	2	*9*

Three-Hour Count Summaries

Interval Start	E Main Ave Eastbound UT	LT	TH	RT	E Main Ave Westbound UT	LT	TH	RT	15th St SE Northbound UT	LT	TH	RT	Driveway Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
3:00 PM	0	0	91	31	0	46	119	15	0	14	7	22	0	14	10	3	372	0
3:15 PM	0	3	78	30	0	38	111	11	0	18	11	31	0	9	7	1	348	0
3:30 PM	0	3	57	32	0	52	141	14	0	15	2	22	0	10	7	3	358	0
3:45 PM	0	0	79	31	0	38	103	20	0	15	6	26	0	3	10	4	335	1,413
4:00 PM	0	3	95	23	0	72	161	13	0	23	4	31	0	15	9	0	449	1,490
4:15 PM	0	2	83	19	0	62	115	14	0	14	7	26	0	12	8	1	363	1,505
4:30 PM	0	0	82	27	0	71	131	14	0	20	6	26	0	16	10	1	404	1,551
4:45 PM	**0**	**0**	**75**	**28**	**0**	**38**	**132**	**13**	**0**	**9**	**3**	**31**	**0**	**3**	**6**	**0**	**338**	1,554
5:00 PM	**0**	**1**	**95**	**36**	**0**	**68**	**142**	**8**	**0**	**10**	**6**	**28**	**0**	**10**	**9**	**0**	**413**	1,518
5:15 PM	**0**	**0**	**95**	**33**	**0**	**53**	**150**	**5**	**0**	**16**	**5**	**22**	**0**	**6**	**15**	**1**	**401**	1,556
5:30 PM	**0**	**0**	**97**	**29**	**0**	**56**	**156**	**7**	**0**	**21**	**5**	**32**	**0**	**5**	**6**	**0**	**414**	**1,566**
5:45 PM	0	1	80	28	0	51	103	8	0	12	3	20	0	5	3	1	315	1,543
Count Total	0	13	1,007	347	0	645	1,564	142	0	187	65	317	0	108	100	15	4,510	0
Peak Hour All	**0**	**1**	**362**	**126**	**0**	**215**	**580**	**33**	**0**	**56**	**19**	**113**	**0**	**24**	**36**	**1**	**1,566**	**0**
Peak Hour HV	**0**	**0**	**8**	**3**	**0**	**1**	**13**	**0**	**0**	**4**	**0**	**6**	**0**	**0**	**0**	**0**	**35**	**0**
Peak Hour HV%	**-**	**0%**	**2%**	**2%**	**-**	**0%**	**2%**	**0%**	**-**	**7%**	**0%**	**5%**	**-**	**0%**	**0%**	**0%**	**2%**	**0**

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
3:00 PM	7	9	1	0	*17*	1	0	0	0	*1*	1	1	1	2	*5*
3:15 PM	6	8	2	0	*16*	0	0	1	0	*1*	5	0	0	1	*6*
3:30 PM	4	10	1	0	*15*	0	0	0	0	*0*	1	0	0	2	*3*
3:45 PM	5	6	2	0	*13*	0	0	0	0	*0*	0	2	2	0	*4*
4:00 PM	1	8	1	0	*10*	0	0	0	0	*0*	0	2	3	0	*5*
4:15 PM	2	5	2	0	*9*	0	0	0	0	*0*	0	0	1	0	*1*
4:30 PM	1	5	2	1	*9*	0	0	0	0	*0*	2	0	1	0	*3*
4:45 PM	**2**	**3**	**5**	**0**	***10***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**2**	**1**	*4*
5:00 PM	**4**	**3**	**1**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**1**	*2*
5:15 PM	**2**	**4**	**2**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	*1*
5:30 PM	**3**	**4**	**2**	**0**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2**	**0**	***2***
5:45 PM	0	3	0	0	*3*	0	0	0	0	*0*	5	0	0	0	*5*
Count Total	37	68	21	1	*127*	1	0	1	0	*2*	16	5	13	7	*41*
Peak Hour	**11**	**14**	**10**	**0**	***35***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**5**	**2**	***9***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E Main Ave				E Main Ave				15th St SE				Driveway				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	5	2	0	1	8	0	0	1	0	0	0	0	0	0	17	0
3:15 PM	0	0	5	1	0	1	7	0	0	2	0	0	0	0	0	0	16	0
3:30 PM	0	0	2	2	0	1	9	0	0	1	0	0	0	0	0	0	15	0
3:45 PM	0	0	4	1	0	0	6	0	0	1	0	1	0	0	0	0	13	61
4:00 PM	0	0	1	0	0	1	7	0	0	1	0	0	0	0	0	0	10	54
4:15 PM	0	0	1	1	0	1	4	0	0	0	0	2	0	0	0	0	9	47
4:30 PM	0	0	1	0	0	1	4	0	0	2	0	0	0	0	1	0	9	41
4:45 PM	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**0**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**10**	38
5:00 PM	**0**	**0**	**3**	**1**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**8**	36
5:15 PM	**0**	**0**	**1**	**1**	**0**	**0**	**4**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**8**	35
5:30 PM	**0**	**0**	**2**	**1**	**0**	**0**	**4**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**9**	**35**
5:45 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	28
Count Total	0	0	27	10	0	7	61	0	0	12	0	9	0	0	1	0	127	0
Peak Hour	**0**	**0**	**8**	**3**	**0**	**1**	**13**	**0**	**0**	**4**	**0**	**6**	**0**	**0**	**0**	**0**	**35**	**0**

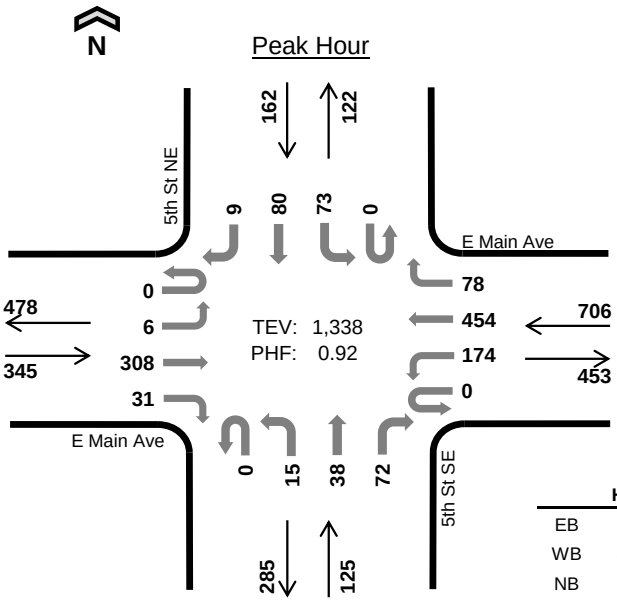
Three-Hour Count Summaries - Bikes

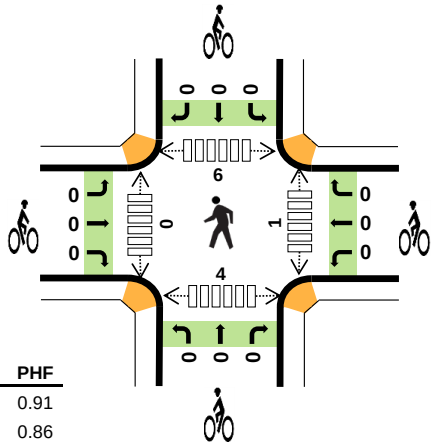
Interval Start	E Main Ave			E Main Ave			15th St SE			Driveway			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
3:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM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

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

5th St SE
E Main Ave

Date: Tue, Aug 03, 2021
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 3:45 PM to 4:45 PM





	HV %:	PHF
EB	2.9%	0.91
WB	4.0%	0.86
NB	0.8%	0.78
SB	0.0%	0.86
TOTAL	2.9%	0.92

Three-Hour Count Summaries

Interval Start		E Main Ave Eastbound UT	LT	TH	RT	E Main Ave Westbound UT	LT	TH	RT	5th St SE Northbound UT	LT	TH	RT	5th St NE Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
3:45 PM		0	4	78	4	0	40	90	21	0	3	5	19	0	18	20	1	303	0
4:00 PM		0	1	89	5	0	40	143	23	0	4	9	19	0	14	15	2	364	0
4:15 PM		0	1	66	11	0	48	109	14	0	6	10	24	0	22	19	4	334	0
4:30 PM		0	0	75	11	0	46	112	20	0	2	14	10	0	19	26	2	337	1,338
Peak Hour	All	0	6	308	31	0	174	454	78	0	15	38	72	0	73	80	9	1,338	0
	HV	0	0	10	0	0	0	25	3	0	0	1	0	0	0	0	0	39	0
	HV%	-	0%	3%	0%	-	0%	6%	4%	-	0%	3%	0%	-	0%	0%	0%	3%	0

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
3:45 PM	6	8	0	0	*14*	0	0	0	0	*0*	0	0	1	1	*2*
4:00 PM	2	9	0	0	*11*	0	0	0	0	*0*	0	0	2	1	*3*
4:15 PM	1	5	0	0	*6*	0	0	0	0	*0*	0	0	1	1	*2*
4:30 PM	1	6	1	0	*8*	0	0	0	0	*0*	1	0	2	1	*4*
Peak Hour	10	28	1	0	*39*	0	0	0	0	*0*	1	0	6	4	*11*

Three-Hour Count Summaries

Interval Start		E Main Ave Eastbound				E Main Ave Westbound				5th St SE Northbound				5th St NE Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM		0	1	63	4	0	55	96	23	0	5	7	22	0	19	14	1	310	0
3:15 PM		0	1	83	8	0	31	106	21	0	8	6	20	0	17	16	1	318	0
3:30 PM		0	2	59	5	0	38	123	18	0	6	4	20	0	7	9	2	293	0
3:45 PM		**0**	**4**	**78**	**4**	**0**	**40**	**90**	**21**	**0**	**3**	**5**	**19**	**0**	**18**	**20**	**1**	**303**	1,224
4:00 PM		**0**	**1**	**89**	**5**	**0**	**40**	**143**	**23**	**0**	**4**	**9**	**19**	**0**	**14**	**15**	**2**	**364**	1,278
4:15 PM		**0**	**1**	**66**	**11**	**0**	**48**	**109**	**14**	**0**	**6**	**10**	**24**	**0**	**22**	**19**	**4**	**334**	1,294
4:30 PM		**0**	**0**	**75**	**11**	**0**	**46**	**112**	**20**	**0**	**2**	**14**	**10**	**0**	**19**	**26**	**2**	**337**	**1,338**
4:45 PM		1	0	68	9	0	50	97	12	0	2	7	14	0	18	8	0	286	1,321
5:00 PM		0	1	84	11	0	58	116	23	0	7	6	19	0	13	10	1	349	1,306
5:15 PM		0	3	71	10	0	44	109	28	0	2	6	9	0	32	8	1	323	1,295
5:30 PM		0	0	70	8	0	35	129	21	0	5	7	22	0	25	9	0	331	1,289
5:45 PM		0	0	61	7	0	39	99	16	0	0	7	21	0	25	15	2	292	1,295
Count Total		1	14	867	93	0	524	1,329	240	0	50	88	219	0	229	169	17	3,840	0
Peak Hour	**All**	**0**	**6**	**308**	**31**	**0**	**174**	**454**	**78**	**0**	**15**	**38**	**72**	**0**	**73**	**80**	**9**	**1,338**	**0**
	HV	**0**	**0**	**10**	**0**	**0**	**0**	**25**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**39**	**0**
	HV%	**-**	**0%**	**3%**	**0%**	**-**	**0%**	**6%**	**4%**	**-**	**0%**	**3%**	**0%**	**-**	**0%**	**0%**	**0%**	**3%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	4	12	1	0	*17*	0	0	0	0	*0*	0	1	2	1	*4*
3:15 PM	6	8	1	0	*15*	0	0	0	0	*0*	0	0	0	1	*1*
3:30 PM	1	9	2	1	*13*	0	0	0	0	*0*	0	0	0	1	*1*
3:45 PM	**6**	**8**	**0**	**0**	***14***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**1**	*2*
4:00 PM	**2**	**9**	**0**	**0**	***11***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2**	**1**	*3*
4:15 PM	**1**	**5**	**0**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**1**	*2*
4:30 PM	**1**	**6**	**1**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**2**	**1**	***4***
4:45 PM	2	5	0	0	*7*	0	0	0	0	*0*	0	1	1	1	*3*
5:00 PM	4	5	0	0	*9*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	2	3	0	0	*5*	0	0	0	0	*0*	0	0	1	0	*1*
5:30 PM	2	5	0	1	*8*	0	1	0	0	*1*	1	0	0	1	*2*
5:45 PM	0	4	0	0	*4*	0	0	0	0	*0*	1	0	1	1	*3*
Count Total	31	79	5	2	*117*	0	1	0	0	*1*	3	2	11	10	*26*
Peak Hour	**10**	**28**	**1**	**0**	***39***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**6**	**4**	***11***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E Main Ave				E Main Ave				5th St SE				5th St NE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	4	0	0	1	10	1	0	0	0	1	0	0	0	0	17	0
3:15 PM	0	0	6	0	0	0	8	0	0	0	0	1	0	0	0	0	15	0
3:30 PM	0	0	1	0	0	0	7	2	0	0	0	2	0	1	0	0	13	0
3:45 PM	**0**	**0**	**6**	**0**	**0**	**0**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	59
4:00 PM	**0**	**0**	**2**	**0**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	53
4:15 PM	**0**	**0**	**1**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	44
4:30 PM	**0**	**0**	**1**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**8**	**39**
4:45 PM	0	0	2	0	0	0	4	1	0	0	0	0	0	0	0	0	7	32
5:00 PM	0	0	4	0	0	0	4	1	0	0	0	0	0	0	0	0	9	30
5:15 PM	0	0	1	1	0	0	3	0	0	0	0	0	0	0	0	0	5	29
5:30 PM	0	0	2	0	0	0	4	1	0	0	0	0	0	1	0	0	8	29
5:45 PM	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	4	26
Count Total	0	0	30	1	0	2	68	9	0	0	1	4	0	2	0	0	117	0
Peak Hour	**0**	**0**	**10**	**0**	**0**	**0**	**25**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**39**	**0**

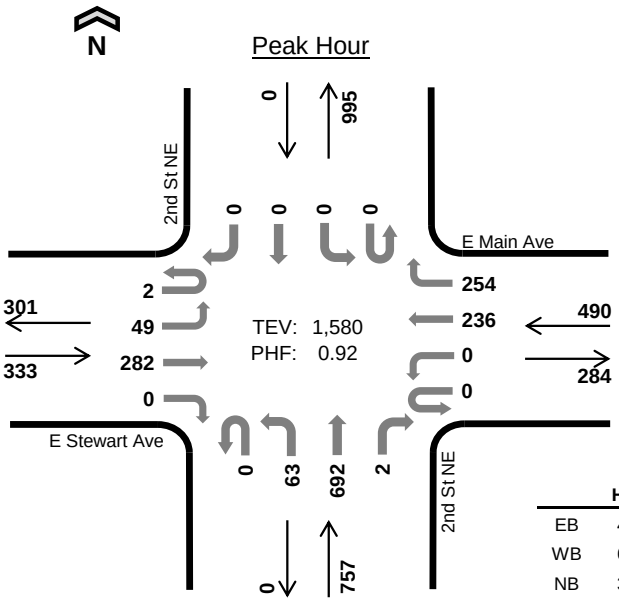
Three-Hour Count Summaries - Bikes

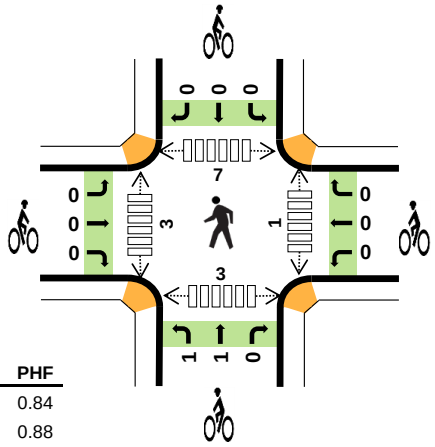
Interval Start	E Main Ave			E Main Ave			5th St SE			5th St NE			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	1	0	0	0	0	0	0	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

2nd St NE
E Stewart Ave

Date: Tue, Aug 03, 2021
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 3:15 PM to 4:15 PM





	HV %:	PHF
EB	4.5%	0.84
WB	6.1%	0.88
NB	3.7%	0.86
SB	-	-
TOTAL	4.6%	0.92

Three-Hour Count Summaries

Interval Start		E Stewart Ave Eastbound UT	LT	TH	RT	E Main Ave Westbound UT	LT	TH	RT	2nd St NE Northbound UT	LT	TH	RT	2nd St NE Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
3:15 PM		0	16	74	0	0	0	55	68	0	14	156	0	0	0	0	0	383	0
3:30 PM		1	6	48	0	0	0	51	71	0	18	199	2	0	0	0	0	396	0
3:45 PM		0	14	75	0	0	0	60	46	0	19	158	0	0	0	0	0	372	0
4:00 PM		1	13	85	0	0	0	70	69	0	12	179	0	0	0	0	0	429	1,580
Peak Hour	All	2	49	282	0	0	0	236	254	0	63	692	2	0	0	0	0	1,580	0
	HV	0	4	11	0	0	0	9	21	0	6	22	0	0	0	0	0	73	0
	HV%	0%	8%	4%	-	-	-	4%	8%	-	10%	3%	0%	-	-	-	-	5%	0

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
3:15 PM	4	9	5	0	*18*	0	0	1	0	*1*	0	0	2	1	*3*
3:30 PM	2	7	12	0	*21*	0	0	0	0	*0*	0	0	1	2	*3*
3:45 PM	6	7	5	0	*18*	0	0	0	0	*0*	0	1	1	0	*2*
4:00 PM	3	7	6	0	*16*	0	0	1	0	*1*	1	2	3	0	*6*
Peak Hour	15	30	28	0	*73*	0	0	2	0	*2*	1	3	7	3	*14*

Three-Hour Count Summaries

Interval Start	E Stewart Ave				E Main Ave				2nd St NE				2nd St NE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	16	58	0	0	0	52	50	0	18	151	0	0	0	0	0	345	0
3:15 PM	**0**	**16**	**74**	**0**	**0**	**0**	**55**	**68**	**0**	**14**	**156**	**0**	**0**	**0**	**0**	**0**	**383**	0
3:30 PM	**1**	**6**	**48**	**0**	**0**	**0**	**51**	**71**	**0**	**18**	**199**	**2**	**0**	**0**	**0**	**0**	**396**	0
3:45 PM	**0**	**14**	**75**	**0**	**0**	**0**	**60**	**46**	**0**	**19**	**158**	**0**	**0**	**0**	**0**	**0**	**372**	1,496
4:00 PM	**1**	**13**	**85**	**0**	**0**	**0**	**70**	**69**	**0**	**12**	**179**	**0**	**0**	**0**	**0**	**0**	**429**	**1,580**
4:15 PM	0	12	68	0	0	0	68	57	0	22	145	1	0	0	0	0	373	1,570
4:30 PM	0	9	74	0	0	0	63	59	0	15	182	0	0	0	0	0	402	1,576
4:45 PM	0	11	74	0	0	0	63	48	0	22	139	1	0	0	0	0	358	1,562
5:00 PM	0	6	89	0	0	0	76	55	0	12	166	0	0	0	0	0	404	1,537
5:15 PM	0	7	57	0	0	0	57	56	0	19	162	0	0	0	0	0	358	1,522
5:30 PM	0	9	68	0	0	0	66	66	0	28	132	0	0	0	0	0	369	1,489
5:45 PM	0	6	63	0	0	0	52	54	0	26	115	1	0	0	0	0	317	1,448
Count Total	2	125	833	0	0	0	733	699	0	225	1,884	5	0	0	0	0	4,506	0
Peak Hour All	**2**	**49**	**282**	**0**	**0**	**0**	**236**	**254**	**0**	**63**	**692**	**2**	**0**	**0**	**0**	**0**	**1,580**	**0**
Peak Hour HV	**0**	**4**	**11**	**0**	**0**	**0**	**9**	**21**	**0**	**6**	**22**	**0**	**0**	**0**	**0**	**0**	**73**	**0**
Peak Hour HV%	**0%**	**8%**	**4%**	**-**	**-**	**-**	**4%**	**8%**	**-**	**10%**	**3%**	**0%**	**-**	**-**	**-**	**-**	**5%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	7	8	1	0	*16*	0	0	0	0	*0*	0	1	1	0	*2*
3:15 PM	**4**	**9**	**5**	**0**	***18***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**2**	**1**	*3*
3:30 PM	**2**	**7**	**12**	**0**	***21***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**2**	*3*
3:45 PM	**6**	**7**	**5**	**0**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**1**	**0**	*2*
4:00 PM	**3**	**7**	**6**	**0**	***16***	**0**	**0**	**1**	**0**	***1***	**1**	**2**	**3**	**0**	***6***
4:15 PM	1	5	4	0	*10*	0	0	0	0	*0*	2	2	9	2	*15*
4:30 PM	1	6	7	0	*14*	0	0	0	0	*0*	1	0	2	0	*3*
4:45 PM	3	5	6	0	*14*	0	0	0	0	*0*	0	2	1	0	*3*
5:00 PM	3	6	4	0	*13*	0	0	0	0	*0*	0	1	0	0	*1*
5:15 PM	1	1	1	0	*3*	0	0	0	0	*0*	0	0	1	0	*1*
5:30 PM	3	5	3	0	*11*	0	0	1	0	*1*	0	0	3	1	*4*
5:45 PM	1	2	2	0	*5*	0	0	0	0	*0*	0	0	0	1	*1*
Count Total	35	68	56	0	*159*	0	0	3	0	*3*	4	9	24	7	*44*
Peak Hour	**15**	**30**	**28**	**0**	***73***	**0**	**0**	**2**	**0**	***2***	**1**	**3**	**7**	**3**	***14***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E Stewart Ave				E Main Ave				2nd St NE				2nd St NE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	1	6	0	0	0	4	4	0	0	1	0	0	0	0	0	16	0
3:15 PM	**0**	**0**	**4**	**0**	**0**	**0**	**4**	**5**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**18**	0
3:30 PM	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**6**	**0**	**3**	**9**	**0**	**0**	**0**	**0**	**0**	**21**	0
3:45 PM	**0**	**1**	**5**	**0**	**0**	**0**	**2**	**5**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**18**	73
4:00 PM	**0**	**2**	**1**	**0**	**0**	**0**	**2**	**5**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**16**	**73**
4:15 PM	0	0	1	0	0	0	1	4	0	0	4	0	0	0	0	0	10	65
4:30 PM	0	0	1	0	0	0	1	5	0	0	7	0	0	0	0	0	14	58
4:45 PM	0	1	2	0	0	0	1	4	0	2	4	0	0	0	0	0	14	54
5:00 PM	0	0	3	0	0	0	5	1	0	1	3	0	0	0	0	0	13	51
5:15 PM	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	3	44
5:30 PM	0	1	2	0	0	0	3	2	0	1	2	0	0	0	0	0	11	41
5:45 PM	0	0	1	0	0	0	1	1	0	2	0	0	0	0	0	0	5	32
Count Total	0	7	28	0	0	0	25	43	0	12	44	0	0	0	0	0	159	0
Peak Hour	**0**	**4**	**11**	**0**	**0**	**0**	**9**	**21**	**0**	**6**	**22**	**0**	**0**	**0**	**0**	**0**	**73**	**0**

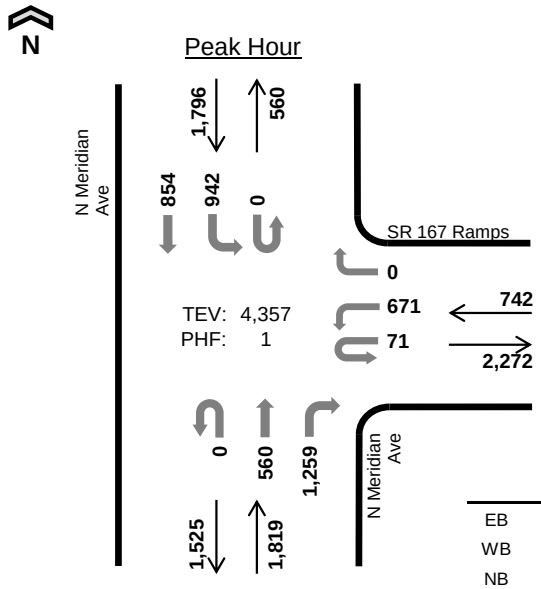
Three-Hour Count Summaries - Bikes

Interval Start	E Stewart Ave			E Main Ave			2nd St NE			2nd St NE			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	0
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	1	2	0	0	0	0	3	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**2**	**0**

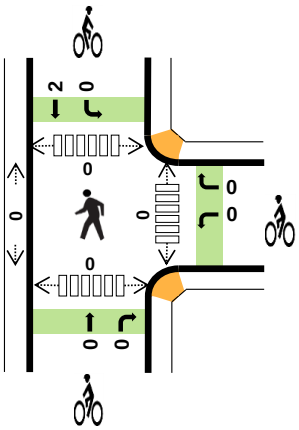
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Meridian Ave
SR 167 Ramps

Date: Tue, Aug 03, 2021
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	-	-
WB	5.9%	0.98
NB	4.5%	0.94
SB	4.0%	0.97
TOTAL	4.5%	1.00



Three-Hour Count Summaries

Interval Start		0				SR 167 Ramps				N Meridian Ave				N Meridian Ave				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:15 PM		0	0	0	0	15	170	0	0	0	0	155	329	0	220	203	0	1,092	0
4:30 PM		0	0	0	0	11	179	0	0	0	0	132	307	0	237	220	0	1,086	0
4:45 PM		0	0	0	0	16	165	0	0	0	0	140	313	0	238	213	0	1,085	0
5:00 PM		0	0	0	0	29	157	0	0	0	0	133	310	0	247	218	0	1,094	4,357
Peak Hour	All	0	0	0	0	71	671	0	0	0	0	560	1,259	0	942	854	0	4,357	0
	HV	0	0	0	0	4	40	0	0	0	0	16	65	0	54	17	0	196	0
	HV%	-	-	-	-	6%	6%	-	-	-	-	3%	5%	-	6%	2%	-	4%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:15 PM	0	13	20	24	*57*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	7	24	20	*51*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	0	14	19	14	*47*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	0	10	18	13	*41*	0	0	0	2	*2*	0	0	0	0	*0*
Peak Hour	0	44	81	71	*196*	0	0	0	2	*2*	0	0	0	0	*0*

Three-Hour Count Summaries

Interval Start	0				SR 167 Ramps				N Meridian Ave				N Meridian Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	2	156	0	0	0	0	149	263	0	224	245	0	1,039	0
3:15 PM	0	0	0	0	7	172	0	0	1	0	154	289	0	178	202	0	1,003	0
3:30 PM	0	0	0	0	8	203	0	0	0	0	139	302	0	179	216	0	1,047	0
3:45 PM	0	0	0	0	4	166	0	0	0	0	119	302	0	228	246	0	1,065	4,154
4:00 PM	0	0	0	0	11	165	0	0	0	0	128	263	0	229	185	0	981	4,096
4:15 PM	**0**	**0**	**0**	**0**	**15**	**170**	**0**	**0**	**0**	**0**	**155**	**329**	**0**	**220**	**203**	**0**	**1,092**	4,185
4:30 PM	**0**	**0**	**0**	**0**	**11**	**179**	**0**	**0**	**0**	**0**	**132**	**307**	**0**	**237**	**220**	**0**	**1,086**	4,224
4:45 PM	**0**	**0**	**0**	**0**	**16**	**165**	**0**	**0**	**0**	**0**	**140**	**313**	**0**	**238**	**213**	**0**	**1,085**	4,244
5:00 PM	**0**	**0**	**0**	**0**	**29**	**157**	**0**	**0**	**0**	**0**	**133**	**310**	**0**	**247**	**218**	**0**	**1,094**	**4,357**
5:15 PM	0	0	0	0	9	171	0	0	0	0	135	303	0	236	216	0	1,070	4,335
5:30 PM	0	0	0	0	16	157	0	0	0	0	132	306	0	231	227	0	1,069	4,318
5:45 PM	0	0	0	0	10	188	0	0	0	0	118	318	0	214	222	0	1,070	4,303
Count Total	0	0	0	0	138	2,049	0	0	1	0	1,634	3,605	0	2,661	2,613	0	12,701	0
Peak Hour All	**0**	**0**	**0**	**0**	**71**	**671**	**0**	**0**	**0**	**0**	**560**	**1,259**	**0**	**942**	**854**	**0**	**4,357**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**4**	**40**	**0**	**0**	**0**	**0**	**16**	**65**	**0**	**54**	**17**	**0**	**196**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**6%**	**6%**	**-**	**-**	**-**	**-**	**3%**	**5%**	**-**	**6%**	**2%**	**-**	**4%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	0	14	27	30	*71*	0	0	0	0	*0*	0	0	0	0	*0*
3:15 PM	0	16	20	27	*63*	0	0	0	0	*0*	0	0	0	0	*0*
3:30 PM	0	9	14	33	*56*	0	0	0	2	*2*	0	0	0	0	*0*
3:45 PM	0	13	26	22	*61*	0	0	0	1	*1*	0	0	0	0	*0*
4:00 PM	0	14	17	18	*49*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	**0**	**13**	**20**	**24**	***57***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:30 PM	**0**	**7**	**24**	**20**	***51***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**0**	**14**	**19**	**14**	***47***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**0**	**10**	**18**	**13**	***41***	**0**	**0**	**0**	**2**	***2***	**0**	**0**	**0**	**0**	***0***
5:15 PM	0	8	16	15	*39*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	0	8	17	16	*41*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	9	9	14	*32*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	135	227	246	*608*	0	0	0	5	*5*	0	0	0	0	*0*
Peak Hr	**0**	**44**	**81**	**71**	***196***	**0**	**0**	**0**	**2**	***2***	**0**	**0**	**0**	**0**	***0***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	0				SR 167 Ramps				N Meridian Ave				N Meridian Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	14	0	0	0	0	7	20	0	17	13	0	71	0
3:15 PM	0	0	0	0	1	15	0	0	0	0	3	17	0	22	5	0	63	0
3:30 PM	0	0	0	0	0	9	0	0	0	0	2	12	0	18	15	0	56	0
3:45 PM	0	0	0	0	0	13	0	0	0	0	8	18	0	18	4	0	61	251
4:00 PM	0	0	0	0	0	14	0	0	0	0	5	12	0	15	3	0	49	229
4:15 PM	**0**	**0**	**0**	**0**	**1**	**12**	**0**	**0**	**0**	**0**	**4**	**16**	**0**	**18**	**6**	**0**	**57**	223
4:30 PM	**0**	**0**	**0**	**0**	**1**	**6**	**0**	**0**	**0**	**0**	**6**	**18**	**0**	**13**	**7**	**0**	**51**	218
4:45 PM	**0**	**0**	**0**	**0**	**1**	**13**	**0**	**0**	**0**	**0**	**5**	**14**	**0**	**11**	**3**	**0**	**47**	204
5:00 PM	**0**	**0**	**0**	**0**	**1**	**9**	**0**	**0**	**0**	**0**	**1**	**17**	**0**	**12**	**1**	**0**	**41**	**196**
5:15 PM	0	0	0	0	0	8	0	0	0	0	1	15	0	12	3	0	39	178
5:30 PM	0	0	0	0	0	8	0	0	0	0	5	12	0	13	3	0	41	168
5:45 PM	0	0	0	0	0	9	0	0	0	0	0	9	0	10	4	0	32	153
Count Total	0	0	0	0	5	130	0	0	0	0	47	180	0	179	67	0	608	0
Peak Hour	**0**	**0**	**0**	**0**	**4**	**40**	**0**	**0**	**0**	**0**	**16**	**65**	**0**	**54**	**17**	**0**	**196**	**0**

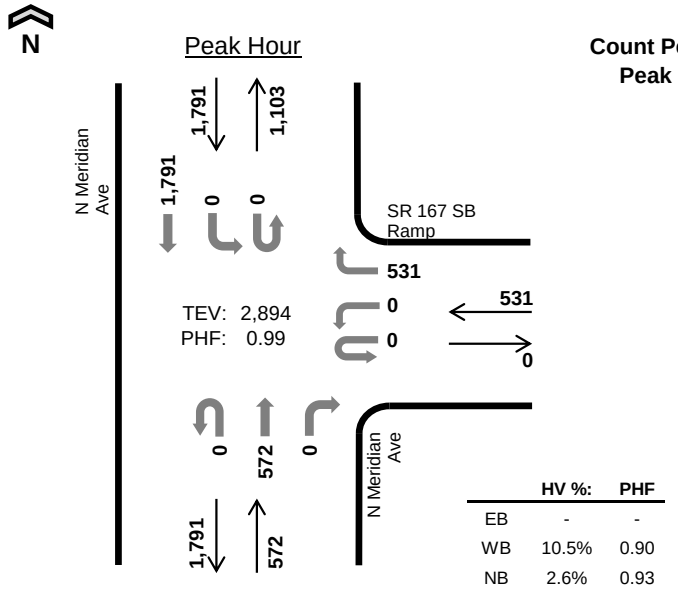
Three-Hour Count Summaries - Bikes

Interval Start	0			SR 167 Ramps			N Meridian Ave			N Meridian Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	3
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**2**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	0	0	0	0	0	0	0	0	5	0	5	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**

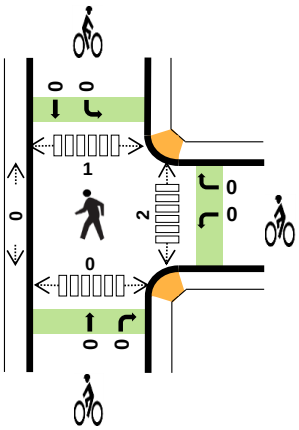
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

N Meridian Ave
SR 167 SB Ramp

Date: Tue, Aug 03, 2021
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	-	-
WB	10.5%	0.90
NB	2.6%	0.93
SB	3.7%	0.97
TOTAL	4.8%	0.99



Three-Hour Count Summaries

Interval Start		0				SR 167 SB Ramp				N Meridian Ave				N Meridian Ave				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:15 PM		0	0	0	0	0	0	0	148	0	0	151	0	0	0	423	0	722	0
4:30 PM		0	0	0	0	0	0	0	132	0	0	134	0	0	0	455	0	721	0
4:45 PM		0	0	0	0	0	0	0	117	0	0	154	0	0	0	451	0	722	0
5:00 PM		0	0	0	0	0	0	0	134	0	0	133	0	0	0	462	0	729	2,894
Peak Hour	All	0	0	0	0	0	0	0	531	0	0	572	0	0	0	1,791	0	2,894	0
	HV	0	0	0	0	0	0	0	56	0	0	15	0	0	0	67	0	138	0
	HV%	-	-	-	-	-	-	-	11%	-	-	3%	-	-	-	4%	-	5%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:15 PM	0	18	5	19	*42*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	16	5	19	*40*	0	0	0	0	*0*	1	0	1	0	*2*
4:45 PM	0	8	4	17	*29*	0	0	0	0	*0*	1	0	0	0	*1*
5:00 PM	0	14	1	12	*27*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	0	56	15	67	*138*	0	0	0	0	*0*	2	0	1	0	*3*

Three-Hour Count Summaries

Interval Start	0				SR 167 SB Ramp				N Meridian Ave				N Meridian Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	133	0	0	136	0	0	0	465	0	734	0
3:15 PM	0	0	0	0	0	0	0	125	0	0	154	0	0	0	382	0	661	0
3:30 PM	0	0	0	0	0	0	0	146	0	0	137	0	0	0	396	0	679	0
3:45 PM	0	0	0	0	0	0	0	144	0	0	123	0	0	0	475	0	742	2,816
4:00 PM	0	0	0	0	0	0	0	136	0	0	123	0	0	0	418	0	677	2,759
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**148**	**0**	**0**	**151**	**0**	**0**	**0**	**423**	**0**	**722**	2,820
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**132**	**0**	**0**	**134**	**0**	**0**	**0**	**455**	**0**	**721**	2,862
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**117**	**0**	**0**	**154**	**0**	**0**	**0**	**451**	**0**	**722**	2,842
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**134**	**0**	**0**	**133**	**0**	**0**	**0**	**462**	**0**	**729**	**2,894**
5:15 PM	0	0	0	0	0	0	0	116	0	0	137	0	0	0	449	0	702	2,874
5:30 PM	0	0	0	0	0	0	0	116	0	0	132	0	0	0	460	0	708	2,861
5:45 PM	0	0	0	0	0	0	0	126	0	0	120	0	0	0	443	0	689	2,828
Count Total	0	0	0	0	0	0	0	1,573	0	0	1,634	0	0	0	5,279	0	8,486	0
Peak Hour All	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**531**	**0**	**0**	**572**	**0**	**0**	**0**	**1,791**	**0**	**2,894**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**56**	**0**	**0**	**15**	**0**	**0**	**0**	**67**	**0**	**138**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**11%**	**-**	**-**	**3%**	**-**	**-**	**-**	**4%**	**-**	**5%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	0	16	6	30	*52*	0	0	0	0	*0*	1	0	0	0	*1*
3:15 PM	0	17	6	25	*48*	0	0	0	0	*0*	0	0	0	0	*0*
3:30 PM	0	22	5	34	*61*	0	0	0	0	*0*	0	0	0	0	*0*
3:45 PM	0	22	3	23	*48*	0	0	0	0	*0*	0	0	0	0	*0*
4:00 PM	0	16	6	21	*43*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	**0**	**18**	**5**	**19**	***42***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:30 PM	**0**	**16**	**5**	**19**	***40***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**1**	**0**	*2*
4:45 PM	**0**	**8**	**4**	**17**	***29***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	*1*
5:00 PM	**0**	**14**	**1**	**12**	***27***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:15 PM	0	10	0	14	*24*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	0	23	4	17	*44*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	18	2	15	*35*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	200	47	246	*493*	0	0	0	0	*0*	3	0	1	0	*4*
Peak Hr	**0**	**56**	**15**	**67**	***138***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**1**	**0**	***3***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	0				SR 167 SB Ramp				N Meridian Ave				N Meridian Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	16	0	0	6	0	0	0	30	0	52	0
3:15 PM	0	0	0	0	0	0	0	17	0	0	6	0	0	0	25	0	48	0
3:30 PM	0	0	0	0	0	0	0	22	0	0	5	0	0	0	34	0	61	0
3:45 PM	0	0	0	0	0	0	0	22	0	0	3	0	0	0	23	0	48	209
4:00 PM	0	0	0	0	0	0	0	16	0	0	6	0	0	0	21	0	43	200
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**0**	**0**	**5**	**0**	**0**	**0**	**19**	**0**	**42**	194
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**5**	**0**	**0**	**0**	**19**	**0**	**40**	173
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**4**	**0**	**0**	**0**	**17**	**0**	**29**	154
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**0**	**1**	**0**	**0**	**0**	**12**	**0**	**27**	**138**
5:15 PM	0	0	0	0	0	0	0	10	0	0	0	0	0	0	14	0	24	120
5:30 PM	0	0	0	0	0	0	0	23	0	0	4	0	0	0	17	0	44	124
5:45 PM	0	0	0	0	0	0	0	18	0	0	2	0	0	0	15	0	35	130
Count Total	0	0	0	0	0	0	0	200	0	0	47	0	0	0	246	0	493	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**56**	**0**	**0**	**15**	**0**	**0**	**0**	**67**	**0**	**138**	**0**

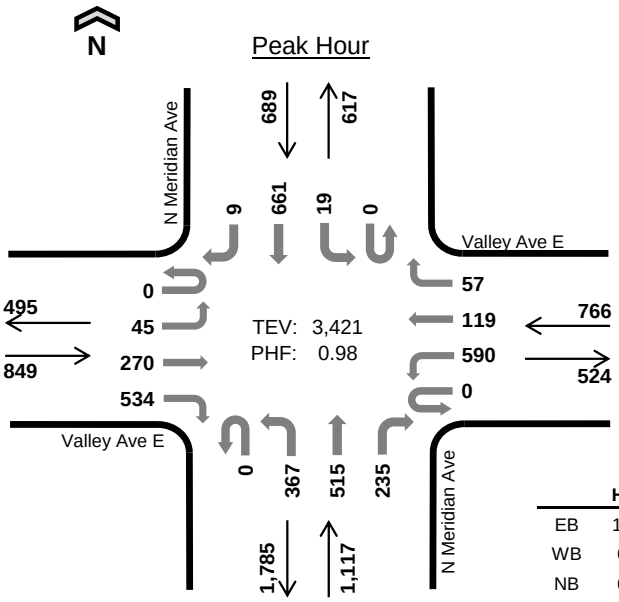
Three-Hour Count Summaries - Bikes

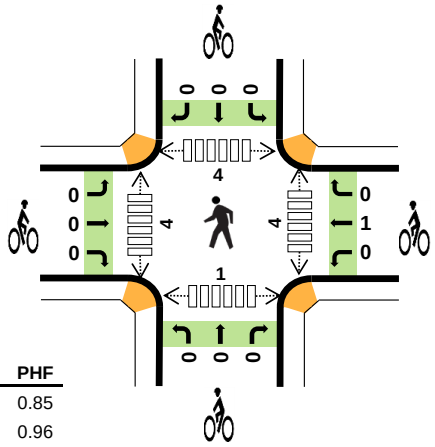
Interval Start	0			SR 167 SB Ramp			N Meridian Ave			N Meridian Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

N Meridian Ave
Valley Ave E

Date: Tue, Aug 03, 2021
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM





	HV %:	PHF
EB	10.6%	0.85
WB	6.0%	0.96
NB	6.5%	0.89
SB	3.6%	0.91
TOTAL	6.8%	0.98

Three-Hour Count Summaries

Interval Start		Valley Ave E Eastbound UT	LT	TH	RT	Valley Ave E Westbound UT	LT	TH	RT	N Meridian Ave Northbound UT	LT	TH	RT	N Meridian Ave Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
4:15 PM		0	9	63	118	0	158	27	14	0	99	137	78	0	5	146	1	855	0
4:30 PM		0	17	84	149	0	149	35	9	0	82	125	53	0	5	162	3	873	0
4:45 PM		0	9	50	126	0	148	27	22	0	103	121	45	0	6	172	0	829	0
5:00 PM		0	10	73	141	0	135	30	12	0	83	132	59	0	3	181	5	864	3,421
Peak Hour	All	0	45	270	534	0	590	119	57	0	367	515	235	0	19	661	9	3,421	0
	HV	0	4	59	27	0	17	27	2	0	59	7	7	0	0	23	2	234	0
	HV%	-	9%	22%	5%	-	3%	23%	4%	-	16%	1%	3%	-	0%	3%	22%	7%	0

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:15 PM	22	8	24	9	*63*	0	0	0	0	*0*	2	1	1	1	*5*
4:30 PM	28	12	23	7	*70*	0	1	0	0	*1*	0	2	1	0	*3*
4:45 PM	18	15	11	5	*49*	0	0	0	0	*0*	2	1	2	0	*5*
5:00 PM	22	11	15	4	*52*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	90	46	73	25	*234*	0	1	0	0	*1*	4	4	4	1	*13*

Three-Hour Count Summaries

Interval Start	Valley Ave E Eastbound UT	LT	TH	RT	Valley Ave E Westbound UT	LT	TH	RT	N Meridian Ave Northbound UT	LT	TH	RT	N Meridian Ave Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
3:00 PM	0	5	73	140	0	112	41	17	0	99	120	66	0	2	210	3	888	0
3:15 PM	0	18	66	88	0	115	37	16	0	76	126	63	0	9	180	2	796	0
3:30 PM	0	11	78	105	0	139	37	17	0	86	114	72	0	3	156	3	821	0
3:45 PM	0	8	53	142	0	138	36	25	0	88	109	67	0	2	197	3	868	3,373
4:00 PM	0	12	70	103	0	150	23	12	0	92	107	65	0	2	164	4	804	3,289
4:15 PM	**0**	**9**	**63**	**118**	**0**	**158**	**27**	**14**	**0**	**99**	**137**	**78**	**0**	**5**	**146**	**1**	**855**	3,348
4:30 PM	**0**	**17**	**84**	**149**	**0**	**149**	**35**	**9**	**0**	**82**	**125**	**53**	**0**	**5**	**162**	**3**	**873**	3,400
4:45 PM	**0**	**9**	**50**	**126**	**0**	**148**	**27**	**22**	**0**	**103**	**121**	**45**	**0**	**6**	**172**	**0**	**829**	3,361
5:00 PM	**0**	**10**	**73**	**141**	**0**	**135**	**30**	**12**	**0**	**83**	**132**	**59**	**0**	**3**	**181**	**5**	**864**	**3,421**
5:15 PM	0	7	73	100	0	152	31	18	1	78	124	62	0	4	195	1	846	3,412
5:30 PM	0	4	58	122	0	151	34	15	0	82	111	51	0	7	189	1	825	3,364
5:45 PM	0	7	46	97	0	153	32	14	0	63	107	61	0	8	195	2	785	3,320
Count Total	0	117	787	1,431	0	1,700	390	191	1	1,031	1,433	742	0	56	2,147	28	10,054	0
Peak Hour All	**0**	**45**	**270**	**534**	**0**	**590**	**119**	**57**	**0**	**367**	**515**	**235**	**0**	**19**	**661**	**9**	**3,421**	**0**
Peak Hour HV	**0**	**4**	**59**	**27**	**0**	**17**	**27**	**2**	**0**	**59**	**7**	**7**	**0**	**0**	**23**	**2**	**234**	**0**
Peak Hour HV%	**-**	**9%**	**22%**	**5%**	**-**	**3%**	**23%**	**4%**	**-**	**16%**	**1%**	**3%**	**-**	**0%**	**3%**	**22%**	**7%**	**0**

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
3:00 PM	41	13	26	7	*87*	0	0	0	0	*0*	2	1	0	1	*4*
3:15 PM	38	21	20	12	*91*	0	0	0	0	*0*	0	0	0	2	*2*
3:30 PM	24	18	23	11	*76*	0	0	0	0	*0*	2	0	0	1	*3*
3:45 PM	21	17	28	2	*68*	0	0	0	0	*0*	1	0	1	1	*3*
4:00 PM	23	12	20	9	*64*	0	0	0	0	*0*	1	1	0	1	*3*
4:15 PM	**22**	**8**	**24**	**9**	***63***	**0**	**0**	**0**	**0**	***0***	**2**	**1**	**1**	**1**	*5*
4:30 PM	**28**	**12**	**23**	**7**	***70***	**0**	**1**	**0**	**0**	***1***	**0**	**2**	**1**	**0**	*3*
4:45 PM	**18**	**15**	**11**	**5**	***49***	**0**	**0**	**0**	**0**	***0***	**2**	**1**	**2**	**0**	*5*
5:00 PM	**22**	**11**	**15**	**4**	***52***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:15 PM	17	12	16	2	*47*	0	0	0	0	*0*	2	0	0	0	*2*
5:30 PM	22	16	26	0	*64*	0	0	0	0	*0*	2	0	1	1	*4*
5:45 PM	20	18	15	3	*56*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	296	173	247	71	*787*	0	1	0	0	*1*	14	6	6	8	*34*
Peak Hour	**90**	**46**	**73**	**25**	***234***	**0**	**1**	**0**	**0**	***1***	**4**	**4**	**4**	**1**	***13***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	Valley Ave E				Valley Ave E				N Meridian Ave				N Meridian Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	1	20	20	0	3	8	2	0	16	3	7	0	0	7	0	87	0
3:15 PM	0	5	14	19	0	5	15	1	0	14	4	2	0	4	7	1	91	0
3:30 PM	0	1	8	15	0	4	14	0	0	15	5	3	0	1	9	1	76	0
3:45 PM	0	0	9	12	0	9	8	0	0	19	5	4	0	0	2	0	68	322
4:00 PM	0	0	13	10	0	4	8	0	0	17	1	2	0	1	7	1	64	299
4:15 PM	**0**	**2**	**12**	**8**	**0**	**2**	**5**	**1**	**0**	**17**	**4**	**3**	**0**	**0**	**9**	**0**	**63**	271
4:30 PM	**0**	**1**	**21**	**6**	**0**	**6**	**6**	**0**	**0**	**21**	**0**	**2**	**0**	**0**	**7**	**0**	**70**	265
4:45 PM	**0**	**0**	**13**	**5**	**0**	**7**	**8**	**0**	**0**	**8**	**2**	**1**	**0**	**0**	**5**	**0**	**49**	246
5:00 PM	**0**	**1**	**13**	**8**	**0**	**2**	**8**	**1**	**0**	**13**	**1**	**1**	**0**	**0**	**2**	**2**	**52**	**234**
5:15 PM	0	1	8	8	0	4	8	0	0	10	3	3	0	0	2	0	47	218
5:30 PM	0	0	10	12	0	5	11	0	0	18	6	2	0	0	0	0	64	212
5:45 PM	0	1	9	10	0	3	15	0	0	12	3	0	0	0	2	1	56	219
Count Total	0	13	150	133	0	54	114	5	0	180	37	30	0	6	59	6	787	0
Peak Hour	**0**	**4**	**59**	**27**	**0**	**17**	**27**	**2**	**0**	**59**	**7**	**7**	**0**	**0**	**23**	**2**	**234**	**0**

Three-Hour Count Summaries - Bikes

Interval Start	Valley Ave E			Valley Ave E			N Meridian Ave			N Meridian Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	1
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	1	0	0	0	0	0	0	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

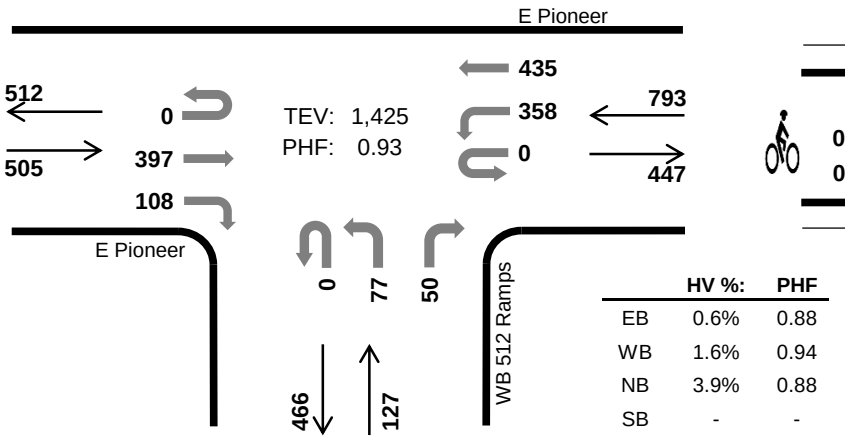
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

WB 512 Ramps
E Pioneer

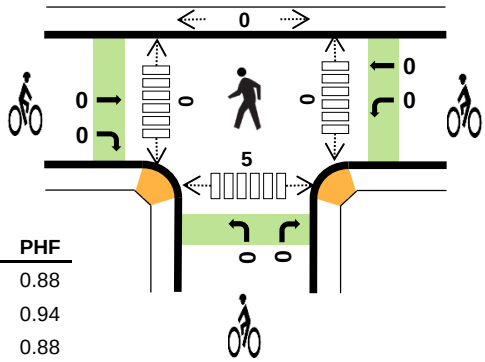
N

Peak Hour

Date: Tue, Aug 03, 2021
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	0.6%	0.88
WB	1.6%	0.94
NB	3.9%	0.88
SB	-	-
TOTAL	1.5%	0.93



Three-Hour Count Summaries

Interval Start		E Pioneer Eastbound UT	LT	TH	RT	E Pioneer Westbound UT	LT	TH	RT	WB 512 Ramps Northbound UT	LT	TH	RT	0 Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
4:15 PM		0	0	89	19	0	96	104	0	0	24	0	7	0	0	0	0	339	0
4:30 PM		0	0	110	34	0	91	121	0	0	15	0	14	0	0	0	0	385	0
4:45 PM		0	0	81	36	0	89	106	0	0	21	0	10	0	0	0	0	343	0
5:00 PM		0	0	117	19	0	82	104	0	0	17	0	19	0	0	0	0	358	1,425
Peak Hour	All	0	0	397	108	0	358	435	0	0	77	0	50	0	0	0	0	1,425	0
	HV	0	0	3	0	0	7	6	0	0	1	0	4	0	0	0	0	21	0
	HV%	-	-	1%	0%	-	2%	1%	-	-	1%	-	8%	-	-	-	-	1%	0

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:15 PM	1	3	0	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	6	1	0	*7*	0	0	0	0	*0*	0	0	0	5	*5*
4:45 PM	1	3	1	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	1	1	3	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	3	13	5	0	*21*	0	0	0	0	*0*	0	0	0	5	*5*

Three-Hour Count Summaries

Interval Start	E Pioneer Eastbound UT	LT	TH	RT	E Pioneer Westbound UT	LT	TH	RT	WB 512 Ramps Northbound UT	LT	TH	RT	0 Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
3:00 PM	0	0	84	25	0	66	97	0	0	22	0	13	0	0	0	0	307	0
3:15 PM	0	0	84	17	0	74	98	0	0	27	0	11	0	0	0	0	311	0
3:30 PM	0	0	71	23	0	71	105	0	0	35	0	16	0	0	0	0	321	0
3:45 PM	0	0	79	18	0	67	104	0	1	22	0	7	0	0	0	0	298	1,237
4:00 PM	0	0	78	16	0	111	108	0	0	22	0	20	0	0	0	0	355	1,285
4:15 PM	**0**	**0**	**89**	**19**	**0**	**96**	**104**	**0**	**0**	**24**	**0**	**7**	**0**	**0**	**0**	**0**	**339**	1,313
4:30 PM	**0**	**0**	**110**	**34**	**0**	**91**	**121**	**0**	**0**	**15**	**0**	**14**	**0**	**0**	**0**	**0**	**385**	1,377
4:45 PM	**0**	**0**	**81**	**36**	**0**	**89**	**106**	**0**	**0**	**21**	**0**	**10**	**0**	**0**	**0**	**0**	**343**	1,422
5:00 PM	**0**	**0**	**117**	**19**	**0**	**82**	**104**	**0**	**0**	**17**	**0**	**19**	**0**	**0**	**0**	**0**	**358**	**1,425**
5:15 PM	0	0	79	11	0	89	113	0	0	21	0	12	0	0	0	0	325	1,411
5:30 PM	1	0	89	15	0	68	99	0	0	16	0	16	0	0	0	0	304	1,330
5:45 PM	0	0	65	14	0	74	100	0	0	16	0	14	0	0	0	0	283	1,270
Count Total	1	0	1,026	247	0	978	1,259	0	1	258	0	159	0	0	0	0	3,929	0
Peak Hour All	**0**	**0**	**397**	**108**	**0**	**358**	**435**	**0**	**0**	**77**	**0**	**50**	**0**	**0**	**0**	**0**	**1,425**	**0**
Peak Hour HV	**0**	**0**	**3**	**0**	**0**	**7**	**6**	**0**	**0**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**21**	**0**
Peak Hour HV%	**-**	**-**	**1%**	**0%**	**-**	**2%**	**1%**	**-**	**-**	**1%**	**-**	**8%**	**-**	**-**	**-**	**-**	**1%**	**0**

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
3:00 PM	2	5	0	0	*7*	0	0	0	0	*0*	0	0	0	0	*0*
3:15 PM	2	6	3	0	*11*	0	0	0	0	*0*	0	0	0	0	*0*
3:30 PM	1	9	2	0	*12*	0	0	0	0	*0*	0	0	0	0	*0*
3:45 PM	3	5	0	0	*8*	0	0	0	0	*0*	0	0	0	0	*0*
4:00 PM	2	7	2	0	*11*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	**1**	**3**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:30 PM	**0**	**6**	**1**	**0**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**5**	*5*
4:45 PM	**1**	**3**	**1**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**1**	**1**	**3**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:15 PM	2	2	0	0	*4*	0	0	0	0	*0*	0	0	0	1	*1*
5:30 PM	5	3	2	0	*10*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	1	0	3	0	*4*	0	0	0	0	*0*	0	0	0	2	*2*
Count Total	21	50	17	0	*88*	0	0	0	0	*0*	0	0	0	8	*8*
Peak Hr	**3**	**13**	**5**	**0**	***21***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**5**	***5***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E Pioneer				E Pioneer				WB 512 Ramps				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	2	0	2	3	0	0	0	0	0	0	0	0	0	7	0
3:15 PM	0	0	2	0	0	2	4	0	0	1	0	2	0	0	0	0	11	0
3:30 PM	0	0	1	0	0	4	5	0	0	1	0	1	0	0	0	0	12	0
3:45 PM	0	0	2	1	0	4	1	0	0	0	0	0	0	0	0	0	8	38
4:00 PM	0	0	2	0	0	1	6	0	0	1	0	1	0	0	0	0	11	42
4:15 PM	**0**	**0**	**1**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	35
4:30 PM	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**7**	30
4:45 PM	**0**	**0**	**1**	**0**	**0**	**1**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	27
5:00 PM	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**5**	**21**
5:15 PM	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	4	21
5:30 PM	0	0	4	1	0	0	3	0	0	2	0	0	0	0	0	0	10	24
5:45 PM	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	4	23
Count Total	0	0	16	5	0	21	29	0	0	7	0	10	0	0	0	0	88	0
Peak Hour	**0**	**0**	**3**	**0**	**0**	**7**	**6**	**0**	**0**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**21**	**0**

Three-Hour Count Summaries - Bikes

Interval Start	E Pioneer			E Pioneer			WB 512 Ramps			0			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

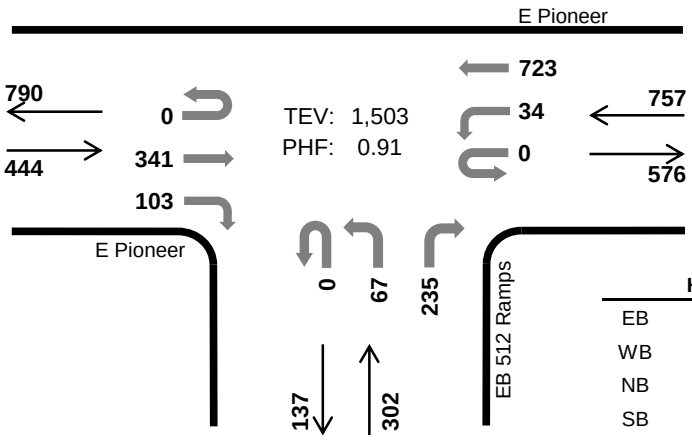
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

EB 512 Ramps
E Pioneer

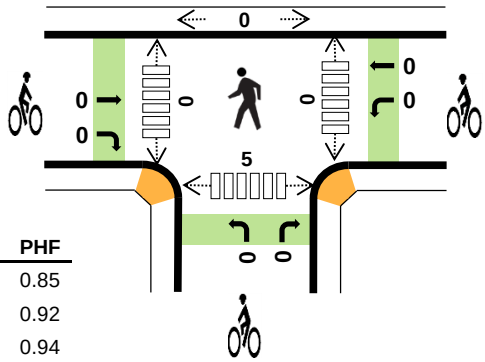
N

Peak Hour

Date: Tue, Aug 03, 2021
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	1.1%	0.85
WB	1.3%	0.92
NB	4.0%	0.94
SB	-	-
TOTAL	1.8%	0.91



Three-Hour Count Summaries

Interval Start		E Pioneer Eastbound UT	LT	TH	RT	E Pioneer Westbound UT	LT	TH	RT	EB 512 Ramps Northbound UT	LT	TH	RT	0 Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
4:15 PM		0	0	73	20	0	12	189	0	0	13	0	56	0	0	0	0	363	0
4:30 PM		0	0	106	22	0	9	197	0	0	21	0	57	0	0	0	0	412	0
4:45 PM		0	0	60	32	0	6	165	0	0	17	0	63	0	0	0	0	343	0
5:00 PM		0	0	102	29	0	7	172	0	0	16	0	59	0	0	0	0	385	1,503
Peak Hour	All	0	0	341	103	0	34	723	0	0	67	0	235	0	0	0	0	1,503	0
	HV	0	0	4	1	0	0	10	0	0	1	0	11	0	0	0	0	27	0
	HV%	-	-	1%	1%	-	0%	1%	-	-	1%	-	5%	-	-	-	-	2%	0

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

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

Three-Hour Count Summaries

Interval Start	E Pioneer				E Pioneer				EB 512 Ramps				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	75	18	0	15	150	0	0	15	0	37	0	0	0	0	310	0
3:15 PM	0	0	80	14	0	9	164	0	0	9	0	43	0	0	0	0	319	0
3:30 PM	0	0	75	19	0	15	153	0	0	21	0	41	0	0	0	0	324	0
3:45 PM	0	0	70	15	0	7	160	0	0	18	0	70	0	0	0	0	340	1,293
4:00 PM	0	0	73	27	0	6	192	0	0	16	0	59	0	0	0	0	373	1,356
4:15 PM	**0**	**0**	**73**	**20**	**0**	**12**	**189**	**0**	**0**	**13**	**0**	**56**	**0**	**0**	**0**	**0**	**363**	1,400
4:30 PM	**0**	**0**	**106**	**22**	**0**	**9**	**197**	**0**	**0**	**21**	**0**	**57**	**0**	**0**	**0**	**0**	**412**	1,488
4:45 PM	**0**	**0**	**60**	**32**	**0**	**6**	**165**	**0**	**0**	**17**	**0**	**63**	**0**	**0**	**0**	**0**	**343**	1,491
5:00 PM	**0**	**0**	**102**	**29**	**0**	**7**	**172**	**0**	**0**	**16**	**0**	**59**	**0**	**0**	**0**	**0**	**385**	**1,503**
5:15 PM	0	0	67	26	0	5	187	0	0	15	0	57	0	0	0	0	357	1,497
5:30 PM	0	0	76	27	0	10	142	0	0	22	0	53	0	0	0	0	330	1,415
5:45 PM	0	0	59	20	0	15	165	0	1	18	0	61	0	0	0	0	339	1,411
Count Total	0	0	916	269	0	116	2,036	0	1	201	0	656	0	0	0	0	4,195	0
Peak Hour All	**0**	**0**	**341**	**103**	**0**	**34**	**723**	**0**	**0**	**67**	**0**	**235**	**0**	**0**	**0**	**0**	**1,503**	**0**
Peak Hour HV	**0**	**0**	**4**	**1**	**0**	**0**	**10**	**0**	**0**	**1**	**0**	**11**	**0**	**0**	**0**	**0**	**27**	**0**
Peak Hour HV%	**-**	**-**	**1%**	**1%**	**-**	**0%**	**1%**	**-**	**-**	**1%**	**-**	**5%**	**-**	**-**	**-**	**-**	**2%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	1	5	2	0	*8*	0	0	0	0	*0*	0	0	0	0	*0*
3:15 PM	3	5	2	0	*10*	0	0	0	0	*0*	0	0	0	0	*0*
3:30 PM	2	9	3	0	*14*	0	0	0	0	*0*	0	0	0	0	*0*
3:45 PM	2	6	3	0	*11*	0	0	0	0	*0*	0	0	0	0	*0*
4:00 PM	3	9	4	0	*16*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	**1**	**3**	**3**	**0**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:30 PM	**1**	**4**	**1**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**5**	*5*
4:45 PM	**1**	**2**	**5**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**2**	**1**	**3**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:15 PM	2	2	0	0	*4*	0	0	0	0	*0*	0	0	0	1	*1*
5:30 PM	4	3	1	0	*8*	0	0	0	0	*0*	0	0	0	1	*1*
5:45 PM	4	1	2	0	*7*	0	0	0	0	*0*	0	0	0	2	*2*
Count Total	26	50	29	0	*105*	0	0	0	0	*0*	0	0	0	9	*9*
Peak Hr	**5**	**10**	**12**	**0**	***27***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**5**	***5***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E Pioneer				E Pioneer				EB 512 Ramps				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	1	0	0	0	5	0	0	0	0	2	0	0	0	0	8	0
3:15 PM	0	0	2	1	0	0	5	0	0	0	0	2	0	0	0	0	10	0
3:30 PM	0	0	2	0	0	0	9	0	0	0	0	3	0	0	0	0	14	0
3:45 PM	0	0	2	0	0	0	6	0	0	0	0	3	0	0	0	0	11	43
4:00 PM	0	0	2	1	0	0	9	0	0	0	0	4	0	0	0	0	16	51
4:15 PM	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**7**	48
4:30 PM	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	40
4:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**8**	37
5:00 PM	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**6**	**27**
5:15 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	24
5:30 PM	0	0	2	2	0	1	2	0	0	0	0	1	0	0	0	0	8	26
5:45 PM	0	0	2	2	0	0	1	0	0	0	0	2	0	0	0	0	7	25
Count Total	0	0	19	7	0	1	49	0	0	1	0	28	0	0	0	0	105	0
Peak Hour	**0**	**0**	**4**	**1**	**0**	**0**	**10**	**0**	**0**	**1**	**0**	**11**	**0**	**0**	**0**	**0**	**27**	**0**

Three-Hour Count Summaries - Bikes

Interval Start	E Pioneer			E Pioneer			EB 512 Ramps			0			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

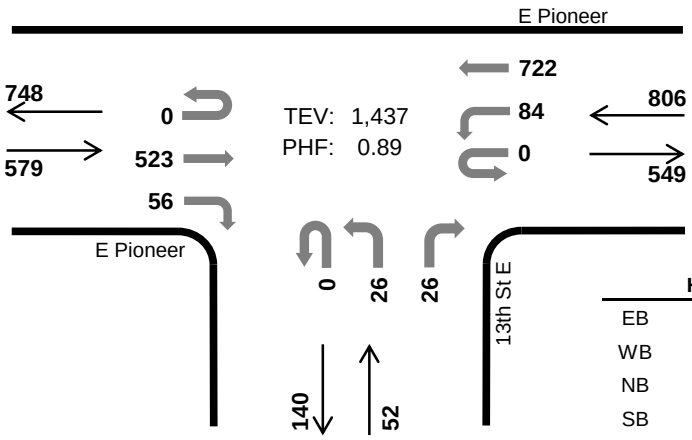
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

13th St E
E Pioneer

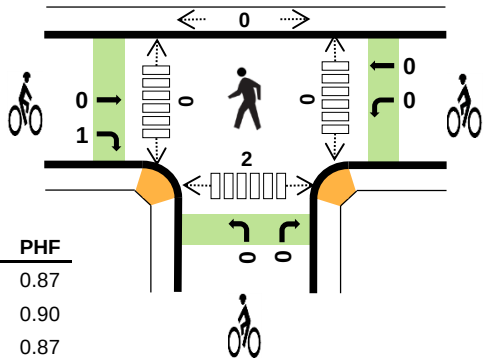
N

Peak Hour

Date: Tue, Aug 03, 2021
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	2.9%	0.87
WB	1.7%	0.90
NB	1.9%	0.87
SB	-	-
TOTAL	2.2%	0.89



Three-Hour Count Summaries

Interval Start		E Pioneer Eastbound UT	LT	TH	RT	E Pioneer Westbound UT	LT	TH	RT	13th St E Northbound UT	LT	TH	RT	0 Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
4:15 PM		0	0	119	10	0	16	187	0	0	8	0	7	0	0	0	0	347	0
4:30 PM		0	0	150	16	0	21	203	0	0	6	0	6	0	0	0	0	402	0
4:45 PM		0	0	109	14	0	12	161	0	0	8	0	6	0	0	0	0	310	0
5:00 PM		0	0	145	16	0	35	171	0	0	4	0	7	0	0	0	0	378	1,437
Peak Hour	All	0	0	523	56	0	84	722	0	0	26	0	26	0	0	0	0	1,437	0
	HV	0	0	16	1	0	1	13	0	0	1	0	0	0	0	0	0	32	0
	HV%	-	-	3%	2%	-	1%	2%	-	-	4%	-	0%	-	-	-	-	2%	0

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:15 PM	3	5	0	0	*8*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	1	6	1	0	*8*	1	0	0	0	*1*	0	0	0	2	*2*
4:45 PM	7	2	0	0	*9*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	6	1	0	0	*7*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	17	14	1	0	*32*	1	0	0	0	*1*	0	0	0	2	*2*

Three-Hour Count Summaries

Interval Start	E Pioneer Eastbound UT	E Pioneer Eastbound LT	E Pioneer Eastbound TH	E Pioneer Eastbound RT	E Pioneer Westbound UT	E Pioneer Westbound LT	E Pioneer Westbound TH	E Pioneer Westbound RT	13th St E Northbound UT	13th St E Northbound LT	13th St E Northbound TH	13th St E Northbound RT	0 Southbound UT	0 Southbound LT	0 Southbound TH	0 Southbound RT	15-min Total	Rolling One Hour
3:00 PM	0	0	105	7	0	7	165	0	0	6	0	6	0	0	0	0	296	0
3:15 PM	0	0	119	5	0	7	173	0	0	2	0	14	0	0	0	0	320	0
3:30 PM	0	0	102	12	0	9	153	0	0	6	0	8	0	0	0	0	290	0
3:45 PM	0	0	132	8	0	7	167	0	0	3	0	13	0	0	0	0	330	1,236
4:00 PM	0	0	118	14	0	15	198	0	0	3	0	9	0	0	0	0	357	1,297
4:15 PM	**0**	**0**	**119**	**10**	**0**	**16**	**187**	**0**	**0**	**8**	**0**	**7**	**0**	**0**	**0**	**0**	**347**	1,324
4:30 PM	**0**	**0**	**150**	**16**	**0**	**21**	**203**	**0**	**0**	**6**	**0**	**6**	**0**	**0**	**0**	**0**	**402**	1,436
4:45 PM	**0**	**0**	**109**	**14**	**0**	**12**	**161**	**0**	**0**	**8**	**0**	**6**	**0**	**0**	**0**	**0**	**310**	1,416
5:00 PM	**0**	**0**	**145**	**16**	**0**	**35**	**171**	**0**	**0**	**4**	**0**	**7**	**0**	**0**	**0**	**0**	**378**	**1,437**
5:15 PM	0	0	105	19	0	16	188	0	0	3	0	12	0	0	0	0	343	1,433
5:30 PM	0	0	116	14	0	18	156	0	0	8	0	8	0	0	0	0	320	1,351
5:45 PM	0	0	110	10	0	17	162	0	0	10	0	7	0	0	0	0	316	1,357
Count Total	0	0	1,430	145	0	180	2,084	0	0	67	0	103	0	0	0	0	4,009	0
Peak Hour All	**0**	**0**	**523**	**56**	**0**	**84**	**722**	**0**	**0**	**26**	**0**	**26**	**0**	**0**	**0**	**0**	**1,437**	**0**
Peak Hour HV	**0**	**0**	**16**	**1**	**0**	**1**	**13**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**0**
Peak Hour HV%	**-**	**-**	**3%**	**2%**	**-**	**1%**	**2%**	**-**	**-**	**4%**	**-**	**0%**	**-**	**-**	**-**	**-**	**2%**	**0**

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

Interval Start	Heavy Vehicle Totals EB	Heavy Vehicle Totals WB	Heavy Vehicle Totals NB	Heavy Vehicle Totals SB	Heavy Vehicle Totals Total	Bicycles EB	Bicycles WB	Bicycles NB	Bicycles SB	Bicycles Total	Pedestrians (Crossing Leg) East	Pedestrians (Crossing Leg) West	Pedestrians (Crossing Leg) North	Pedestrians (Crossing Leg) South	Pedestrians (Crossing Leg) Total
3:00 PM	4	5	1	0	*10*	0	0	0	0	*0*	0	0	0	1	*1*
3:15 PM	4	6	0	0	*10*	0	0	0	0	*0*	0	0	0	0	*0*
3:30 PM	4	8	0	0	*12*	0	0	0	0	*0*	0	0	0	0	*0*
3:45 PM	5	6	0	0	*11*	0	0	0	0	*0*	0	0	0	1	*1*
4:00 PM	6	5	0	0	*11*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	**3**	**5**	**0**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:30 PM	**1**	**6**	**1**	**0**	***8***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**2**	*2*
4:45 PM	**7**	**2**	**0**	**0**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**6**	**1**	**0**	**0**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:15 PM	2	4	0	0	*6*	0	0	0	0	*0*	0	0	0	1	*1*
5:30 PM	3	2	1	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	2	1	0	0	*3*	0	0	0	0	*0*	0	0	0	3	*3*
Count Total	47	51	3	0	*101*	1	0	0	0	*1*	0	0	0	8	*8*
Peak Hr	**17**	**14**	**1**	**0**	***32***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**2**	***2***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E Pioneer				E Pioneer				13th St E				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	4	0	0	0	5	0	0	0	0	1	0	0	0	0	10	0
3:15 PM	0	0	4	0	0	0	6	0	0	0	0	0	0	0	0	0	10	0
3:30 PM	0	0	4	0	0	0	8	0	0	0	0	0	0	0	0	0	12	0
3:45 PM	0	0	5	0	0	0	6	0	0	0	0	0	0	0	0	0	11	43
4:00 PM	0	0	6	0	0	0	5	0	0	0	0	0	0	0	0	0	11	44
4:15 PM	**0**	**0**	**2**	**1**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	42
4:30 PM	**0**	**0**	**1**	**0**	**0**	**1**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	38
4:45 PM	**0**	**0**	**7**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	36
5:00 PM	**0**	**0**	**6**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**32**
5:15 PM	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0	0	6	30
5:30 PM	0	0	3	0	0	0	2	0	0	1	0	0	0	0	0	0	6	28
5:45 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	22
Count Total	0	0	46	1	0	3	48	0	0	2	0	1	0	0	0	0	101	0
Peak Hour	**0**	**0**	**16**	**1**	**0**	**1**	**13**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**0**

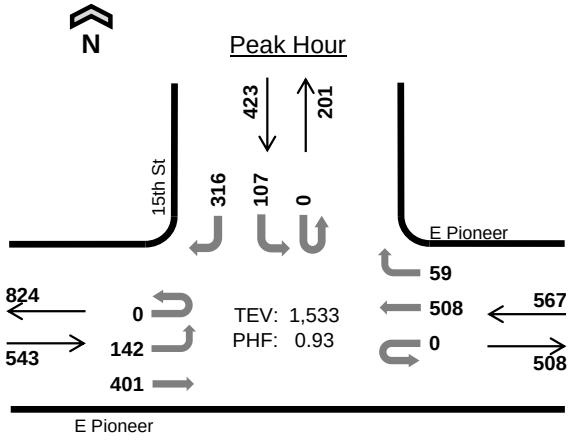
Three-Hour Count Summaries - Bikes

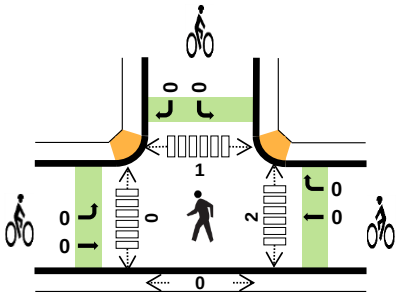
Interval Start	E Pioneer			E Pioneer			13th St E			0			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	1
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	1	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

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

15th St
E Pioneer

Date: Tue, Aug 03, 2021
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 3:45 PM to 4:45 PM





	HV %:	PHF
EB	2.8%	0.93
WB	3.0%	0.93
NB	-	-
SB	1.7%	0.85
TOTAL	2.5%	0.93

Three-Hour Count Summaries

Interval Start		E Pioneer Eastbound UT	LT	TH	RT	E Pioneer Westbound UT	LT	TH	RT	0 Northbound UT	LT	TH	RT	15th St Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
3:45 PM		0	40	97	0	0	0	119	15	0	0	0	0	0	32	0	62	365	0
4:00 PM		0	31	102	0	0	0	128	12	0	0	0	0	0	34	0	85	392	0
4:15 PM		0	30	97	0	0	0	133	19	0	0	0	0	0	12	0	73	364	0
4:30 PM		0	41	105	0	0	0	128	13	0	0	0	0	0	29	0	96	412	1,533
Peak Hour	All	0	142	401	0	0	0	508	59	0	0	0	0	0	107	0	316	1,533	0
	HV	0	7	8	0	0	0	17	0	0	0	0	0	0	3	0	4	39	0
	HV%	-	5%	2%	-	-	-	3%	0%	-	-	-	-	-	3%	-	1%	3%	0

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

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

Three-Hour Count Summaries

Interval Start	E Pioneer				E Pioneer				0				15th St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	27	85	0	0	0	120	20	0	0	0	0	0	28	0	57	337	0
3:15 PM	0	45	79	0	0	0	118	17	0	0	0	0	0	26	0	64	349	0
3:30 PM	0	31	85	0	0	0	93	12	0	0	0	0	0	34	0	61	316	0
3:45 PM	**0**	**40**	**97**	**0**	**0**	**0**	**119**	**15**	**0**	**0**	**0**	**0**	**0**	**32**	**0**	**62**	**365**	1,367
4:00 PM	**0**	**31**	**102**	**0**	**0**	**0**	**128**	**12**	**0**	**0**	**0**	**0**	**0**	**34**	**0**	**85**	**392**	1,422
4:15 PM	**0**	**30**	**97**	**0**	**0**	**0**	**133**	**19**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**73**	**364**	1,437
4:30 PM	**0**	**41**	**105**	**0**	**0**	**0**	**128**	**13**	**0**	**0**	**0**	**0**	**0**	**29**	**0**	**96**	**412**	**1,533**
4:45 PM	0	36	82	0	0	0	125	12	0	0	0	0	0	32	0	49	336	1,504
5:00 PM	0	37	116	0	0	0	112	14	0	0	0	0	0	34	0	89	402	1,514
5:15 PM	0	28	77	0	0	0	127	14	0	0	0	0	0	37	0	74	357	1,507
5:30 PM	0	37	98	0	0	0	116	19	0	0	0	0	0	32	0	55	357	1,452
5:45 PM	0	25	90	0	0	0	108	20	0	0	0	0	0	30	0	66	339	1,455
Count Total	0	408	1,113	0	0	0	1,427	187	0	0	0	0	0	360	0	831	4,326	0
Peak Hour All	**0**	**142**	**401**	**0**	**0**	**0**	**508**	**59**	**0**	**0**	**0**	**0**	**0**	**107**	**0**	**316**	**1,533**	**0**
Peak Hour HV	**0**	**7**	**8**	**0**	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**4**	**39**	**0**
Peak Hour HV%	**-**	**5%**	**2%**	**-**	**-**	**-**	**3%**	**0%**	**-**	**-**	**-**	**-**	**-**	**3%**	**-**	**1%**	**3%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	4	4	0	4	*12*	0	0	0	0	*0*	1	0	1	0	*2*
3:15 PM	3	6	0	2	*11*	0	0	0	0	*0*	1	0	0	0	*1*
3:30 PM	6	4	0	3	*13*	0	0	0	0	*0*	1	0	0	0	*1*
3:45 PM	**5**	**5**	**0**	**1**	***11***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:00 PM	**4**	**6**	**0**	**2**	***12***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**1**	**0**	*2*
4:15 PM	**3**	**2**	**0**	**2**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:30 PM	**3**	**4**	**0**	**2**	***9***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
4:45 PM	6	2	0	0	*8*	0	0	0	0	*0*	1	0	2	0	*3*
5:00 PM	5	1	0	2	*8*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	2	5	0	2	*9*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	4	1	0	1	*6*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	2	0	0	0	*2*	1	1	0	0	*2*	0	0	0	0	*0*
Count Total	47	40	0	21	*108*	1	1	0	0	*2*	6	0	4	0	*10*
Peak Hr	**15**	**17**	**0**	**7**	***39***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**1**	**0**	***3***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E Pioneer				E Pioneer				0				15th St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	1	3	0	0	0	4	0	0	0	0	0	0	2	0	2	12	0
3:15 PM	0	1	2	0	0	0	6	0	0	0	0	0	0	1	0	1	11	0
3:30 PM	0	2	4	0	0	0	4	0	0	0	0	0	0	0	0	3	13	0
3:45 PM	**0**	**2**	**3**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**11**	47
4:00 PM	**0**	**2**	**2**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**12**	47
4:15 PM	**0**	**2**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**7**	43
4:30 PM	**0**	**1**	**2**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**9**	**39**
4:45 PM	0	5	1	0	0	0	2	0	0	0	0	0	0	0	0	0	8	36
5:00 PM	0	1	4	0	0	0	1	0	0	0	0	0	0	1	0	1	8	32
5:15 PM	0	1	1	0	0	0	4	1	0	0	0	0	0	2	0	0	9	34
5:30 PM	0	2	2	0	0	0	1	0	0	0	0	0	0	0	0	1	6	31
5:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	25
Count Total	0	20	27	0	0	0	39	1	0	0	0	0	0	9	0	12	108	0
Peak Hour	**0**	**7**	**8**	**0**	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**4**	**39**	**0**

Three-Hour Count Summaries - Bikes

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

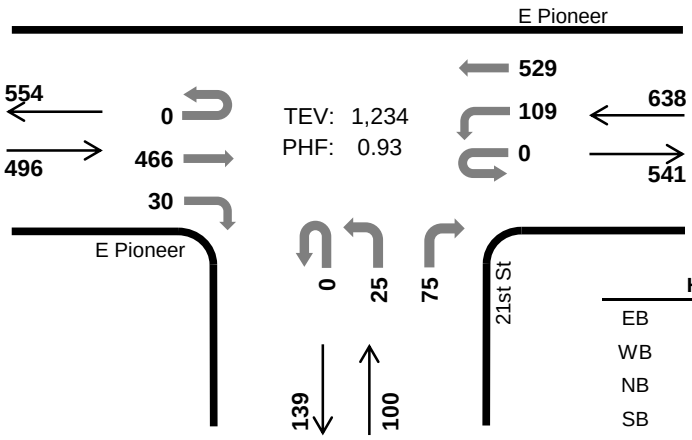
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

21st St
E Pioneer

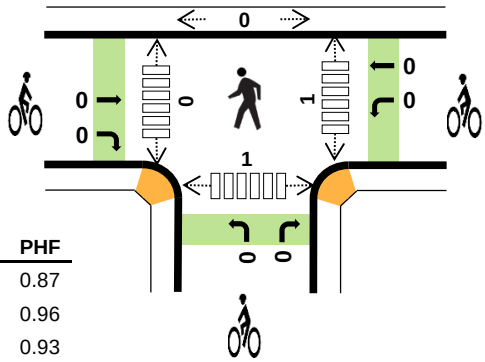
N

Peak Hour

Date: Tue, Aug 03, 2021
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	2.4%	0.87
WB	1.3%	0.96
NB	1.0%	0.93
SB	-	-
TOTAL	1.7%	0.93



Three-Hour Count Summaries

Interval Start		E Pioneer Eastbound UT	LT	TH	RT	E Pioneer Westbound UT	LT	TH	RT	21st St Northbound UT	LT	TH	RT	0 Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
5:00 PM		0	0	140	3	0	31	134	0	0	3	0	22	0	0	0	0	333	0
5:15 PM		0	0	107	3	0	24	143	0	0	4	0	23	0	0	0	0	304	0
5:30 PM		0	0	110	19	0	30	123	0	0	13	0	14	0	0	0	0	309	0
5:45 PM		0	0	109	5	0	24	129	0	0	5	0	16	0	0	0	0	288	1,234
Peak Hour	All	0	0	466	30	0	109	529	0	0	25	0	75	0	0	0	0	1,234	0
	HV	0	0	10	2	0	1	7	0	0	0	0	1	0	0	0	0	21	0
	HV%	-	-	2%	7%	-	1%	1%	-	-	0%	-	1%	-	-	-	-	2%	0

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
5:00 PM	6	1	0	0	*7*	0	0	0	0	*0*	0	0	0	1	*1*
5:15 PM	3	5	1	0	*9*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	1	1	0	0	*2*	0	0	0	0	*0*	1	0	0	0	*1*
5:45 PM	2	1	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	12	8	1	0	*21*	0	0	0	0	*0*	1	0	0	1	*2*

Three-Hour Count Summaries

Interval Start	E Pioneer				E Pioneer				21st St				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	114	5	0	20	125	0	0	5	0	20	0	0	0	0	289	0
3:15 PM	0	0	95	7	0	24	122	0	0	15	0	20	0	0	0	0	283	0
3:30 PM	0	0	110	5	0	22	108	0	0	6	0	20	0	0	0	0	271	0
3:45 PM	0	0	114	9	0	31	126	0	0	12	0	18	0	0	0	0	310	1,153
4:00 PM	0	0	119	7	0	18	139	0	0	5	0	15	0	0	0	0	303	1,167
4:15 PM	0	0	94	8	0	17	138	0	0	4	0	17	0	0	0	0	278	1,162
4:30 PM	0	0	116	6	0	16	145	0	0	5	0	10	0	0	0	0	298	1,189
4:45 PM	0	0	96	12	1	15	131	0	0	4	0	15	0	0	0	0	274	1,153
5:00 PM	**0**	**0**	**140**	**3**	**0**	**31**	**134**	**0**	**0**	**3**	**0**	**22**	**0**	**0**	**0**	**0**	**333**	1,183
5:15 PM	**0**	**0**	**107**	**3**	**0**	**24**	**143**	**0**	**0**	**4**	**0**	**23**	**0**	**0**	**0**	**0**	**304**	1,209
5:30 PM	**0**	**0**	**110**	**19**	**0**	**30**	**123**	**0**	**0**	**13**	**0**	**14**	**0**	**0**	**0**	**0**	**309**	1,220
5:45 PM	**0**	**0**	**109**	**5**	**0**	**24**	**129**	**0**	**0**	**5**	**0**	**16**	**0**	**0**	**0**	**0**	**288**	**1,234**
Count Total	0	0	1,324	89	1	272	1,563	0	0	81	0	210	0	0	0	0	3,540	0
Peak Hour All	**0**	**0**	**466**	**30**	**0**	**109**	**529**	**0**	**0**	**25**	**0**	**75**	**0**	**0**	**0**	**0**	**1,234**	**0**
Peak Hour HV	**0**	**0**	**10**	**2**	**0**	**1**	**7**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**21**	**0**
Peak Hour HV%	**-**	**-**	**2%**	**7%**	**-**	**1%**	**1%**	**-**	**-**	**0%**	**-**	**1%**	**-**	**-**	**-**	**-**	**2%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	6	5	1	0	*12*	0	0	0	0	*0*	1	0	0	2	*3*
3:15 PM	3	7	0	0	*10*	0	0	1	0	*1*	1	0	0	0	*1*
3:30 PM	4	5	0	0	*9*	0	0	0	0	*0*	0	0	0	1	*1*
3:45 PM	3	4	1	0	*8*	0	0	0	0	*0*	0	0	0	0	*0*
4:00 PM	4	5	0	0	*9*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	2	3	0	0	*5*	0	0	0	0	*0*	2	0	0	1	*3*
4:30 PM	1	3	0	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	0	3	0	0	*3*	0	1	0	0	*1*	0	0	0	0	*0*
5:00 PM	**6**	**1**	**0**	**0**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	*1*
5:15 PM	**3**	**5**	**1**	**0**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:30 PM	**1**	**1**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	*1*
5:45 PM	**2**	**1**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Count Total	35	43	3	0	*81*	0	1	1	0	*2*	5	0	0	5	*10*
Peak Hr	**12**	**8**	**1**	**0**	***21***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**1**	***2***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E Pioneer				E Pioneer				21st St				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	6	0	0	0	5	0	0	0	0	1	0	0	0	0	12	0
3:15 PM	0	0	3	0	0	1	6	0	0	0	0	0	0	0	0	0	10	0
3:30 PM	0	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0	9	0
3:45 PM	0	0	3	0	0	1	3	0	0	0	0	1	0	0	0	0	8	39
4:00 PM	0	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0	9	36
4:15 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5	31
4:30 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	26
4:45 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	21
5:00 PM	**0**	**0**	**6**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	19
5:15 PM	**0**	**0**	**2**	**1**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**9**	23
5:30 PM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	21
5:45 PM	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**21**
Count Total	0	0	33	2	0	3	40	0	0	0	0	3	0	0	0	0	81	0
Peak Hour	**0**	**0**	**10**	**2**	**0**	**1**	**7**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**21**	**0**

Three-Hour Count Summaries - Bikes

Interval Start	E Pioneer			E Pioneer			21st St			0			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	1
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	1	0	0	0	0	1	0	0	0	2	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

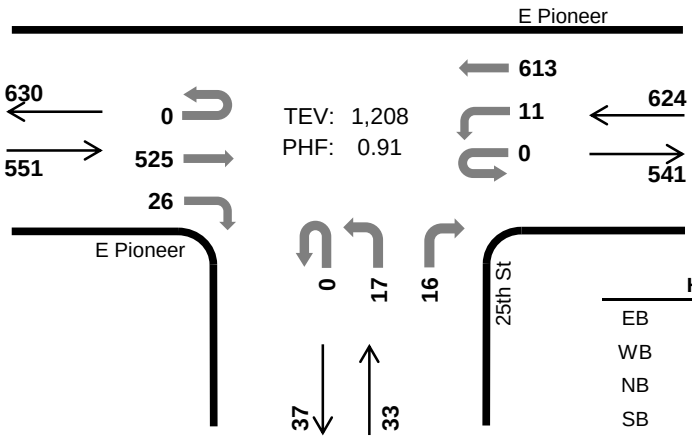
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

25th St
E Pioneer

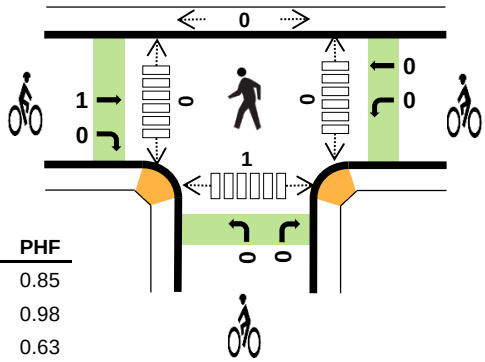
N

Peak Hour

Date: Tue, Aug 03, 2021
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	2.0%	0.85
WB	1.3%	0.98
NB	0.0%	0.63
SB	-	-
TOTAL	1.6%	0.91



Three-Hour Count Summaries

Interval Start		E Pioneer Eastbound UT	LT	TH	RT	E Pioneer Westbound UT	LT	TH	RT	25th St Northbound UT	LT	TH	RT	0 Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
5:00 PM		0	0	159	4	0	1	159	0	0	6	0	4	0	0	0	0	333	0
5:15 PM		0	0	123	8	0	3	148	0	0	3	0	3	0	0	0	0	288	0
5:30 PM		0	0	120	10	0	2	158	0	0	5	0	8	0	0	0	0	303	0
5:45 PM		0	0	123	4	0	5	148	0	0	3	0	1	0	0	0	0	284	1,208
Peak Hour	All	0	0	525	26	0	11	613	0	0	17	0	16	0	0	0	0	1,208	0
	HV	0	0	11	0	0	0	8	0	0	0	0	0	0	0	0	0	19	0
	HV%	-	-	2%	0%	-	0%	1%	-	-	0%	-	0%	-	-	-	-	2%	0

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
5:00 PM	4	0	0	0	*4*	1	0	0	0	*1*	0	0	0	0	*0*
5:15 PM	4	6	0	0	*10*	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	1	*1*
5:45 PM	1	1	0	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	11	8	0	0	*19*	1	0	0	0	*1*	0	0	0	1	*1*

Three-Hour Count Summaries

Interval Start	E Pioneer Eastbound UT	LT	TH	RT	E Pioneer Westbound UT	LT	TH	RT	25th St Northbound UT	LT	TH	RT	0 Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
3:00 PM	0	0	131	3	0	0	134	0	0	5	0	5	0	0	0	0	278	0
3:15 PM	0	0	115	0	0	0	137	0	0	3	0	0	0	0	0	0	255	0
3:30 PM	0	0	130	2	0	2	126	0	0	3	0	1	0	0	0	0	264	0
3:45 PM	0	0	133	1	0	0	158	0	0	1	0	1	0	0	0	0	294	1,091
4:00 PM	0	0	126	6	0	3	153	0	0	2	0	1	0	0	0	0	291	1,104
4:15 PM	0	0	112	4	0	0	150	0	0	1	0	5	0	0	0	0	272	1,121
4:30 PM	0	0	121	1	0	0	161	0	0	1	0	0	0	0	0	0	284	1,141
4:45 PM	0	0	109	2	0	2	144	0	0	2	0	1	0	0	0	0	260	1,107
5:00 PM	**0**	**0**	**159**	**4**	**0**	**1**	**159**	**0**	**0**	**6**	**0**	**4**	**0**	**0**	**0**	**0**	**333**	1,149
5:15 PM	**0**	**0**	**123**	**8**	**0**	**3**	**148**	**0**	**0**	**3**	**0**	**3**	**0**	**0**	**0**	**0**	**288**	1,165
5:30 PM	**0**	**0**	**120**	**10**	**0**	**2**	**158**	**0**	**0**	**5**	**0**	**8**	**0**	**0**	**0**	**0**	**303**	1,184
5:45 PM	**0**	**0**	**123**	**4**	**0**	**5**	**148**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**284**	**1,208**
Count Total	0	0	1,502	45	0	18	1,776	0	0	35	0	30	0	0	0	0	3,406	0
Peak Hour All	**0**	**0**	**525**	**26**	**0**	**11**	**613**	**0**	**0**	**17**	**0**	**16**	**0**	**0**	**0**	**0**	**1,208**	**0**
Peak Hour HV	**0**	**0**	**11**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**0**
Peak Hour HV%	**-**	**-**	**2%**	**0%**	**-**	**0%**	**1%**	**-**	**-**	**0%**	**-**	**0%**	**-**	**-**	**-**	**-**	**2%**	**0**

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
3:00 PM	4	4	0	0	*8*	0	0	0	0	*0*	0	0	0	5	*5*
3:15 PM	6	6	0	0	*12*	1	0	0	0	*1*	0	0	0	2	*2*
3:30 PM	3	5	0	0	*8*	0	0	0	0	*0*	0	0	0	1	*1*
3:45 PM	5	6	0	0	*11*	0	0	0	0	*0*	0	0	0	1	*1*
4:00 PM	2	5	0	0	*7*	0	0	0	0	*0*	0	0	0	2	*2*
4:15 PM	2	3	0	0	*5*	0	0	0	0	*0*	0	0	0	1	*1*
4:30 PM	1	3	0	0	*4*	0	0	0	0	*0*	0	0	0	2	*2*
4:45 PM	2	3	0	0	*5*	0	1	0	0	*1*	0	0	0	0	*0*
5:00 PM	**4**	**0**	**0**	**0**	***4***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**4**	**6**	**0**	**0**	***10***	**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**	**1**	*1*
5:45 PM	**1**	**1**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Count Total	36	43	0	0	*79*	2	1	0	0	*3*	0	0	0	15	*15*
Peak Hr	**11**	**8**	**0**	**0**	***19***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**1**	***1***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E Pioneer				E Pioneer				25th St				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	3	1	0	0	4	0	0	0	0	0	0	0	0	0	8	0
3:15 PM	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	12	0
3:30 PM	0	0	3	0	0	0	5	0	0	0	0	0	0	0	0	0	8	0
3:45 PM	0	0	5	0	0	0	6	0	0	0	0	0	0	0	0	0	11	39
4:00 PM	0	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0	7	38
4:15 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5	31
4:30 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	27
4:45 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5	21
5:00 PM	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	18
5:15 PM	**0**	**0**	**4**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	23
5:30 PM	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	22
5:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**19**
Count Total	0	0	35	1	0	0	43	0	0	0	0	0	0	0	0	0	79	0
Peak Hour	**0**	**0**	**11**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**0**

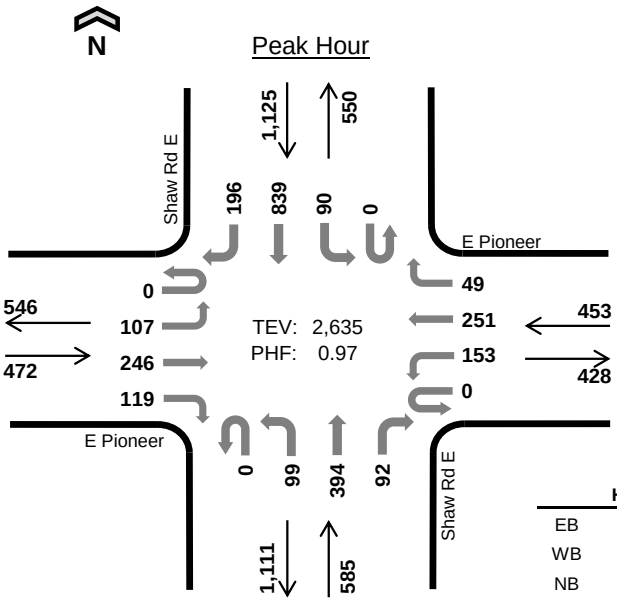
Three-Hour Count Summaries - Bikes

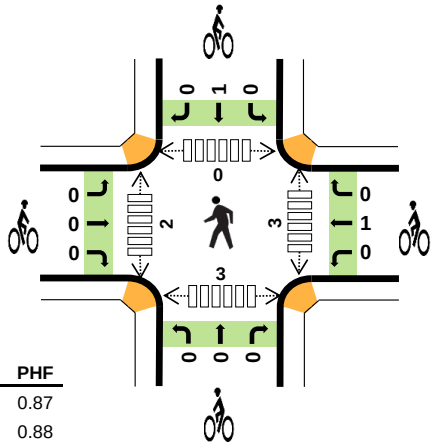
Interval Start	E Pioneer			E Pioneer			25th St			0			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	1
5:00 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	2
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Count Total	0	2	0	0	1	0	0	0	0	0	0	0	3	0
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

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

Shaw Rd E
E Pioneer

Date: Tue, Aug 03, 2021
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM





	HV %:	PHF
EB	1.5%	0.87
WB	1.8%	0.88
NB	4.4%	0.94
SB	2.4%	0.91
TOTAL	2.6%	0.97

Three-Hour Count Summaries

Interval Start		E Pioneer Eastbound UT	LT	TH	RT	E Pioneer Westbound UT	LT	TH	RT	Shaw Rd E Northbound UT	LT	TH	RT	Shaw Rd E Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
4:00 PM		0	23	75	34	0	42	72	8	0	26	91	24	0	18	199	42	654	0
4:15 PM		0	25	59	27	0	32	55	14	0	27	101	27	0	25	239	46	677	0
4:30 PM		0	37	65	33	0	46	70	12	0	25	95	17	0	28	177	58	663	0
4:45 PM		0	22	47	25	0	33	54	15	0	21	107	24	0	19	224	50	641	2,635
Peak Hour	All	0	107	246	119	0	153	251	49	0	99	394	92	0	90	839	196	2,635	0
	HV	0	1	6	0	0	2	5	1	0	5	20	1	0	3	21	3	68	0
	HV%	-	1%	2%	0%	-	1%	2%	2%	-	5%	5%	1%	-	3%	3%	2%	3%	0

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	3	1	8	7	*19*	0	0	0	0	*0*	2	0	0	2	*4*
4:15 PM	3	1	6	11	*21*	0	0	0	1	*1*	1	0	0	1	*2*
4:30 PM	1	3	7	6	*17*	0	0	0	0	*0*	0	2	0	0	*2*
4:45 PM	0	3	5	3	*11*	0	1	0	0	*1*	0	0	0	0	*0*
Peak Hour	7	8	26	27	*68*	0	1	0	1	*2*	3	2	0	3	*8*

Three-Hour Count Summaries

Interval Start	E Pioneer Eastbound UT	LT	TH	RT	E Pioneer Westbound UT	LT	TH	RT	Shaw Rd E Northbound UT	LT	TH	RT	Shaw Rd E Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
3:00 PM	0	27	57	28	0	28	52	12	0	24	85	17	0	18	226	42	616	0
3:15 PM	0	31	63	25	0	37	49	11	0	30	79	19	0	15	208	41	608	0
3:30 PM	0	25	59	30	0	39	53	13	0	23	94	23	0	17	231	42	649	0
3:45 PM	0	32	59	28	0	31	51	16	0	39	84	21	0	17	212	47	637	2,510
4:00 PM	**0**	**23**	**75**	**34**	**0**	**42**	**72**	**8**	**0**	**26**	**91**	**24**	**0**	**18**	**199**	**42**	**654**	2,548
4:15 PM	**0**	**25**	**59**	**27**	**0**	**32**	**55**	**14**	**0**	**27**	**101**	**27**	**0**	**25**	**239**	**46**	**677**	2,617
4:30 PM	**0**	**37**	**65**	**33**	**0**	**46**	**70**	**12**	**0**	**25**	**95**	**17**	**0**	**28**	**177**	**58**	**663**	2,631
4:45 PM	**0**	**22**	**47**	**25**	**0**	**33**	**54**	**15**	**0**	**21**	**107**	**24**	**0**	**19**	**224**	**50**	**641**	**2,635**
5:00 PM	0	34	79	47	0	36	61	14	0	22	66	17	0	19	174	60	629	2,610
5:15 PM	0	27	52	28	0	36	56	11	0	29	97	22	0	27	226	51	662	2,595
5:30 PM	0	22	65	31	0	43	49	11	0	33	93	17	0	20	190	47	621	2,553
5:45 PM	0	24	69	29	0	27	54	13	0	28	93	15	0	27	223	48	650	2,562
Count Total	0	329	749	365	0	430	676	150	0	327	1,085	243	0	250	2,529	574	7,707	0
Peak Hour All	**0**	**107**	**246**	**119**	**0**	**153**	**251**	**49**	**0**	**99**	**394**	**92**	**0**	**90**	**839**	**196**	**2,635**	**0**
Peak Hour HV	**0**	**1**	**6**	**0**	**0**	**2**	**5**	**1**	**0**	**5**	**20**	**1**	**0**	**3**	**21**	**3**	**68**	**0**
Peak Hour HV%	**-**	**1%**	**2%**	**0%**	**-**	**1%**	**2%**	**2%**	**-**	**5%**	**5%**	**1%**	**-**	**3%**	**3%**	**2%**	**3%**	**0**

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
3:00 PM	3	3	9	13	*28*	0	0	0	0	*0*	1	1	0	1	*3*
3:15 PM	5	2	9	11	*27*	0	0	0	0	*0*	1	0	0	1	*2*
3:30 PM	4	6	8	9	*27*	0	0	0	0	*0*	1	0	0	1	*2*
3:45 PM	4	8	7	10	*29*	0	0	0	0	*0*	4	0	0	2	*6*
4:00 PM	**3**	**1**	**8**	**7**	***19***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**2**	*4*
4:15 PM	**3**	**1**	**6**	**11**	***21***	**0**	**0**	**0**	**1**	***1***	**1**	**0**	**0**	**1**	*2*
4:30 PM	**1**	**3**	**7**	**6**	***17***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**0**	**0**	*2*
4:45 PM	**0**	**3**	**5**	**3**	***11***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
5:00 PM	3	0	2	2	*7*	0	0	0	0	*0*	1	2	0	1	*4*
5:15 PM	3	3	4	7	*17*	0	0	0	0	*0*	1	0	0	1	*2*
5:30 PM	3	2	4	4	*13*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	1	2	2	5	*10*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	33	34	71	88	*226*	0	1	0	1	*2*	12	5	0	10	*27*
Peak Hour	**7**	**8**	**26**	**27**	***68***	**0**	**1**	**0**	**1**	***2***	**3**	**2**	**0**	**3**	***8***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E Pioneer				E Pioneer				Shaw Rd E				Shaw Rd E				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	1	1	1	0	0	3	0	0	0	8	1	0	4	8	1	28	0
3:15 PM	0	2	3	0	0	1	1	0	0	0	8	1	0	0	10	1	27	0
3:30 PM	0	1	3	0	0	1	4	1	0	1	6	1	0	0	8	1	27	0
3:45 PM	0	2	2	0	0	3	5	0	0	2	5	0	0	1	8	1	29	111
4:00 PM	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**5**	**0**	**0**	**0**	**5**	**2**	**19**	102
4:15 PM	**0**	**1**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**5**	**1**	**0**	**0**	**10**	**1**	**21**	96
4:30 PM	**0**	**0**	**1**	**0**	**0**	**2**	**1**	**0**	**0**	**1**	**6**	**0**	**0**	**3**	**3**	**0**	**17**	86
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**1**	**4**	**0**	**0**	**0**	**3**	**0**	**11**	**68**
5:00 PM	0	1	2	0	0	0	0	0	0	0	2	0	0	0	2	0	7	56
5:15 PM	0	1	2	0	0	1	2	0	0	0	4	0	0	2	3	2	17	52
5:30 PM	0	1	2	0	0	1	1	0	0	0	4	0	0	1	3	0	13	48
5:45 PM	0	1	0	0	0	1	1	0	0	0	2	0	0	1	4	0	10	47
Count Total	0	11	21	1	0	10	22	2	0	8	59	4	0	12	67	9	226	0
Peak Hour	**0**	**1**	**6**	**0**	**0**	**2**	**5**	**1**	**0**	**5**	**20**	**1**	**0**	**3**	**21**	**3**	**68**	**0**

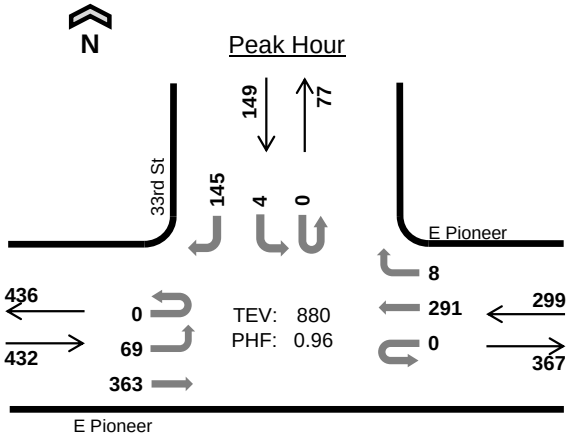
Three-Hour Count Summaries - Bikes

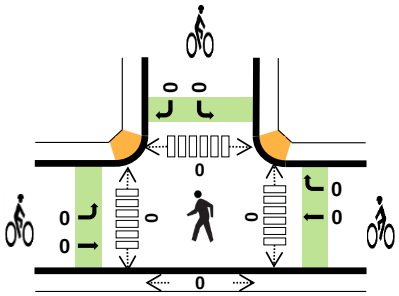
Interval Start	E Pioneer			E Pioneer			Shaw Rd E			Shaw Rd E			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM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

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

33rd St
E Pioneer

Date: Tue, Aug 03, 2021
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 3:45 PM to 4:45 PM





	HV %:	PHF
EB	3.2%	0.93
WB	3.7%	0.88
NB	-	-
SB	2.0%	0.85
TOTAL	3.2%	0.96

Three-Hour Count Summaries

Interval Start		E Pioneer Eastbound UT	LT	TH	RT	E Pioneer Westbound UT	LT	TH	RT	0 Northbound UT	LT	TH	RT	33rd St Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
3:45 PM		0	15	86	0	0	0	66	1	0	0	0	0	0	0	0	35	203	0
4:00 PM		0	16	100	0	0	0	64	0	0	0	0	0	0	1	0	43	224	0
4:15 PM		0	18	92	0	0	0	81	4	0	0	0	0	0	0	0	35	230	0
4:30 PM		0	20	85	0	0	0	80	3	0	0	0	0	0	3	0	32	223	880
Peak Hour	All	0	69	363	0	0	0	291	8	0	0	0	0	0	4	0	145	880	0
	HV	0	1	13	0	0	0	10	1	0	0	0	0	0	0	0	3	28	0
	HV%	-	1%	4%	-	-	-	3%	13%	-	-	-	-	-	0%	-	2%	3%	0

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
3:45 PM	4	6	0	2	*12*	0	0	0	0	*0*	0	0	0	0	*0*
4:00 PM	4	1	0	1	*6*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	3	3	0	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	3	1	0	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	14	11	0	3	*28*	0	0	0	0	*0*	0	0	0	0	*0*

Three-Hour Count Summaries

Interval Start	E Pioneer				E Pioneer				0				33rd St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	12	81	0	0	0	61	2	0	0	0	0	0	0	0	41	197	0
3:15 PM	0	17	72	0	0	0	65	2	0	0	0	0	0	0	0	32	188	0
3:30 PM	0	21	88	0	0	0	50	1	0	0	0	0	0	0	0	58	218	0
3:45 PM	**0**	**15**	**86**	**0**	**0**	**0**	**66**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**203**	806
4:00 PM	**0**	**16**	**100**	**0**	**0**	**0**	**64**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**43**	**224**	833
4:15 PM	**0**	**18**	**92**	**0**	**0**	**0**	**81**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**230**	875
4:30 PM	**0**	**20**	**85**	**0**	**0**	**0**	**80**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**32**	**223**	**880**
4:45 PM	0	11	83	0	0	0	75	1	0	0	0	0	0	2	0	30	202	879
5:00 PM	0	25	82	0	0	0	62	1	0	0	0	0	0	2	0	43	215	870
5:15 PM	0	20	87	0	0	0	65	2	0	0	0	0	0	1	0	47	222	862
5:30 PM	0	16	85	0	0	0	53	5	0	0	0	0	0	2	0	54	215	854
5:45 PM	0	29	84	0	0	0	61	4	0	0	0	0	0	2	0	27	207	859
Count Total	0	220	1,025	0	0	0	783	26	0	0	0	0	0	13	0	477	2,544	0
Peak Hour All	**0**	**69**	**363**	**0**	**0**	**0**	**291**	**8**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**145**	**880**	**0**
Peak Hour HV	**0**	**1**	**13**	**0**	**0**	**0**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**28**	**0**
Peak Hour HV%	**-**	**1%**	**4%**	**-**	**-**	**-**	**3%**	**13%**	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**2%**	**3%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	5	3	0	1	*9*	0	0	0	0	*0*	0	0	0	0	*0*
3:15 PM	4	5	0	1	*10*	0	0	0	0	*0*	0	0	0	0	*0*
3:30 PM	4	1	0	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
3:45 PM	**4**	**6**	**0**	**2**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:00 PM	**4**	**1**	**0**	**1**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:15 PM	**3**	**3**	**0**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:30 PM	**3**	**1**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:45 PM	0	2	0	1	*3*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	3	1	0	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	2	1	0	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	4	1	0	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	1	3	0	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	37	28	0	7	*72*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hr	**14**	**11**	**0**	**3**	***28***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E Pioneer				E Pioneer				0				33rd St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	5	0	0	0	3	0	0	0	0	0	0	0	0	1	9	0
3:15 PM	0	0	4	0	0	0	5	0	0	0	0	0	0	0	0	1	10	0
3:30 PM	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5	0
3:45 PM	**0**	**0**	**4**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**12**	36
4:00 PM	**0**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	33
4:15 PM	**0**	**1**	**2**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	29
4:30 PM	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**28**
4:45 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	3	19
5:00 PM	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	4	17
5:15 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	1	4	15
5:30 PM	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5	16
5:45 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	17
Count Total	0	3	34	0	0	0	27	1	0	0	0	0	0	0	0	7	72	0
Peak Hour	**0**	**1**	**13**	**0**	**0**	**0**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**28**	**0**

Three-Hour Count Summaries - Bikes

Interval Start	E Pioneer			E Pioneer			0			33rd St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

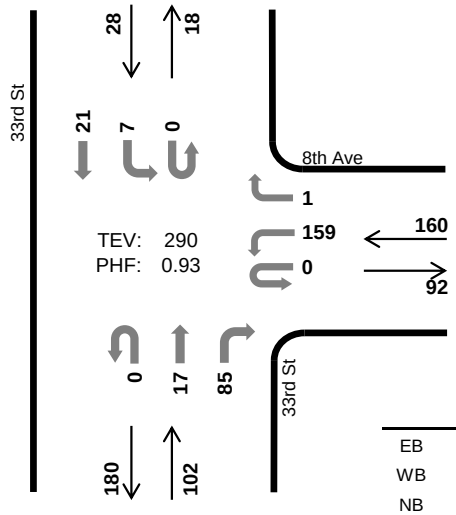
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

33rd St
8th Ave

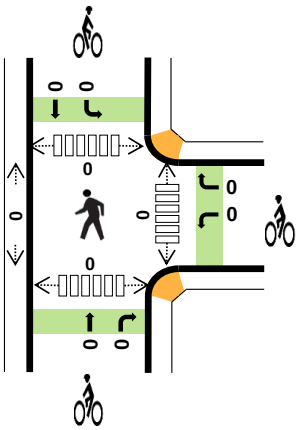
Date: Tue, Aug 03, 2021
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM

N

Peak Hour



	HV %:	PHF
EB	-	-
WB	0.6%	0.82
NB	2.0%	0.82
SB	0.0%	0.70
TOTAL	1.0%	0.93



Three-Hour Count Summaries

Interval Start		0 Eastbound UT	LT	TH	RT	8th Ave Westbound UT	LT	TH	RT	33rd St Northbound UT	LT	TH	RT	33rd St Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
5:00 PM		0	0	0	0	0	42	0	1	0	0	4	21	0	3	7	0	78	0
5:15 PM		0	0	0	0	0	42	0	0	0	0	3	19	0	1	3	0	68	0
5:30 PM		0	0	0	0	0	49	0	0	0	0	4	20	0	0	4	0	77	0
5:45 PM		0	0	0	0	0	26	0	0	0	0	6	25	0	3	7	0	67	290
Peak Hour	All	0	0	0	0	0	159	0	1	0	0	17	85	0	7	21	0	290	0
	HV	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	3	0
	HV%	-	-	-	-	-	1%	-	0%	-	-	0%	2%	-	0%	0%	-	1%	0

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

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

Three-Hour Count Summaries

Interval Start	0				8th Ave				33rd St				33rd St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	39	0	0	0	0	2	12	0	0	1	0	54	0
3:15 PM	0	0	0	0	0	29	0	0	0	0	3	17	0	0	4	0	53	0
3:30 PM	0	0	0	0	0	57	0	0	0	0	2	19	0	0	1	0	79	0
3:45 PM	0	0	0	0	0	36	0	0	0	0	1	15	0	2	1	0	55	241
4:00 PM	0	0	0	0	0	38	0	0	0	0	2	14	0	1	4	0	59	246
4:15 PM	0	0	0	0	0	32	0	1	0	0	2	20	0	1	1	0	57	250
4:30 PM	0	0	0	0	0	29	0	0	0	0	1	21	0	0	6	0	57	228
4:45 PM	0	0	0	0	0	31	0	1	0	0	2	11	0	0	1	0	46	219
5:00 PM	**0**	**0**	**0**	**0**	**0**	**42**	**0**	**1**	**0**	**0**	**4**	**21**	**0**	**3**	**7**	**0**	**78**	238
5:15 PM	**0**	**0**	**0**	**0**	**0**	**42**	**0**	**0**	**0**	**0**	**3**	**19**	**0**	**1**	**3**	**0**	**68**	249
5:30 PM	**0**	**0**	**0**	**0**	**0**	**49**	**0**	**0**	**0**	**0**	**4**	**20**	**0**	**0**	**4**	**0**	**77**	269
5:45 PM	**0**	**0**	**0**	**0**	**0**	**26**	**0**	**0**	**0**	**0**	**6**	**25**	**0**	**3**	**7**	**0**	**67**	**290**
Count Total	0	0	0	0	0	450	0	3	0	0	32	214	0	11	40	0	750	0
Peak Hour All	**0**	**0**	**0**	**0**	**0**	**159**	**0**	**1**	**0**	**0**	**17**	**85**	**0**	**7**	**21**	**0**	**290**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**3**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**-**	**1%**	**-**	**0%**	**-**	**-**	**0%**	**2%**	**-**	**0%**	**0%**	**-**	**1%**	**0**

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

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

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	0				8th Ave				33rd St				33rd St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
3:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
3:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	4
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	6
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
5:00 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	5
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**3**
Count Total	0	0	0	0	0	7	0	0	0	0	1	3	0	0	0	0	11	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**3**	**0**

Three-Hour Count Summaries - Bikes

Interval Start	0			8th Ave			33rd St			33rd St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	2
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	0	0	0	0	2	1	0	1	0	4	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

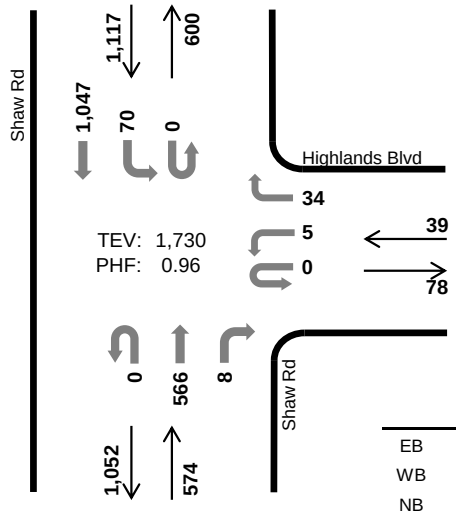
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Shaw Rd
Highlands Blvd

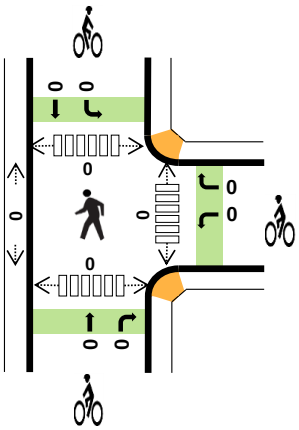
Date: Tue, Aug 03, 2021
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 3:30 PM to 4:30 PM

N

Peak Hour



	HV %:	PHF
EB	-	-
WB	2.6%	0.81
NB	5.4%	0.94
SB	2.9%	0.96
TOTAL	3.7%	0.96



Three-Hour Count Summaries

Interval Start		0				Highlands Blvd				Shaw Rd				Shaw Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:30 PM		0	0	0	0	0	3	0	9	0	0	146	2	0	16	259	0	435	0
3:45 PM		0	0	0	0	0	0	0	10	0	0	119	4	0	20	258	0	411	0
4:00 PM		0	0	0	0	0	0	0	8	0	0	152	1	0	18	255	0	434	0
4:15 PM		0	0	0	0	0	2	0	7	0	0	149	1	0	16	275	0	450	1,730
Peak Hour	All	0	0	0	0	0	5	0	34	0	0	566	8	0	70	1,047	0	1,730	0
	HV	0	0	0	0	0	0	0	1	0	0	31	0	0	0	32	0	64	0
	HV%	-	-	-	-	-	0%	-	3%	-	-	5%	0%	-	0%	3%	-	4%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:30 PM	0	1	10	8	*19*	0	0	0	0	*0*	0	0	0	0	*0*
3:45 PM	0	0	4	11	*15*	0	0	0	0	*0*	0	0	0	0	*0*
4:00 PM	0	0	10	7	*17*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	0	7	6	*13*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	0	1	31	32	*64*	0	0	0	0	*0*	0	0	0	0	*0*

Three-Hour Count Summaries

Interval Start	0				Highlands Blvd				Shaw Rd				Shaw Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	1	2	0	10	0	0	116	3	0	12	257	0	401	0
3:15 PM	0	0	0	0	0	1	0	11	0	0	130	0	0	18	268	0	428	0
3:30 PM	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**9**	**0**	**0**	**146**	**2**	**0**	**16**	**259**	**0**	**435**	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**119**	**4**	**0**	**20**	**258**	**0**	**411**	1,675
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**152**	**1**	**0**	**18**	**255**	**0**	**434**	1,708
4:15 PM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**7**	**0**	**0**	**149**	**1**	**0**	**16**	**275**	**0**	**450**	**1,730**
4:30 PM	0	0	0	0	0	0	0	14	0	0	129	3	1	23	235	0	405	1,700
4:45 PM	0	0	0	0	0	1	0	9	0	0	151	1	0	23	244	0	429	1,718
5:00 PM	0	0	0	0	0	1	0	13	0	0	114	3	0	23	255	0	409	1,693
5:15 PM	0	0	0	0	0	4	0	14	0	0	133	3	0	26	249	0	429	1,672
5:30 PM	0	0	0	0	0	0	0	8	0	0	146	2	0	32	228	0	416	1,683
5:45 PM	0	0	0	0	0	1	0	17	0	0	126	8	0	27	245	0	424	1,678
Count Total	0	0	0	0	1	15	0	130	0	0	1,611	31	1	254	3,028	0	5,071	0
Peak Hour All	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**34**	**0**	**0**	**566**	**8**	**0**	**70**	**1,047**	**0**	**1,730**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**31**	**0**	**0**	**0**	**32**	**0**	**64**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**3%**	**-**	**-**	**5%**	**0%**	**-**	**0%**	**3%**	**-**	**4%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	0	0	5	10	*15*	0	0	0	0	*0*	1	0	0	0	*1*
3:15 PM	0	3	10	11	*24*	0	0	0	0	*0*	0	0	0	0	*0*
3:30 PM	**0**	**1**	**10**	**8**	***19***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
3:45 PM	**0**	**0**	**4**	**11**	***15***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:00 PM	**0**	**0**	**10**	**7**	***17***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:15 PM	**0**	**0**	**7**	**6**	***13***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:30 PM	0	0	4	4	*8*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	0	1	5	6	*12*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	0	0	4	4	*8*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	0	2	3	*5*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	0	0	4	3	*7*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	0	3	5	*8*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	5	68	78	*151*	0	0	0	0	*0*	1	0	0	0	*1*
Peak Hr	**0**	**1**	**31**	**32**	***64***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	0				Highlands Blvd				Shaw Rd				Shaw Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	10	0	15	0
3:15 PM	0	0	0	0	0	0	0	3	0	0	10	0	0	0	11	0	24	0
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**10**	**0**	**0**	**0**	**8**	**0**	**19**	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**11**	**0**	**15**	73
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**7**	**0**	**17**	75
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**6**	**0**	**13**	**64**
4:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	8	53
4:45 PM	0	0	0	0	0	0	0	1	0	0	5	0	0	0	6	0	12	50
5:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	8	41
5:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5	33
5:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	7	32
5:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	1	4	0	8	28
Count Total	0	0	0	0	0	0	0	5	0	0	68	0	0	1	77	0	151	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**31**	**0**	**0**	**0**	**32**	**0**	**64**	**0**

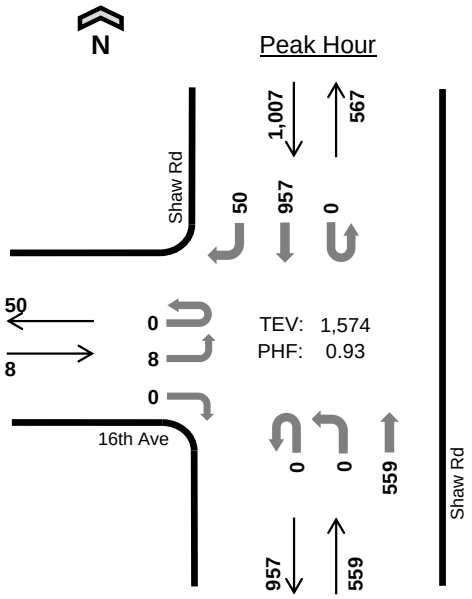
Three-Hour Count Summaries - Bikes

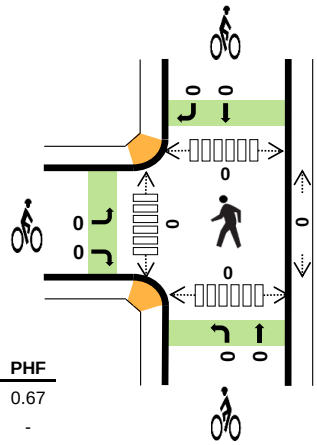
Interval Start	0			Highlands Blvd			Shaw Rd			Shaw Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

Shaw Rd
16th Ave

Date: Tue, Aug 03, 2021
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 3:30 PM to 4:30 PM





	HV %:	PHF
EB	0.0%	0.67
WB	-	-
NB	4.5%	0.88
SB	3.2%	0.95
TOTAL	3.6%	0.93

Three-Hour Count Summaries

Interval Start		16th Ave Eastbound UT	LT	TH	RT	0 Westbound UT	LT	TH	RT	Shaw Rd Northbound UT	LT	TH	RT	Shaw Rd Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
3:30 PM		0	1	0	0	0	0	0	0	0	0	149	0	0	0	243	16	409	0
3:45 PM		0	3	0	0	0	0	0	0	0	0	118	0	0	0	230	11	362	0
4:00 PM		0	3	0	0	0	0	0	0	0	0	134	0	0	0	233	9	379	0
4:15 PM		0	1	0	0	0	0	0	0	0	0	158	0	0	0	251	14	424	1,574
Peak Hour	All	0	8	0	0	0	0	0	0	0	0	559	0	0	0	957	50	1,574	0
	HV	0	0	0	0	0	0	0	0	0	0	25	0	0	0	32	0	57	0
	HV%	-	0%	-	-	-	-	-	-	-	-	4%	-	-	-	3%	0%	4%	0

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
3:30 PM	0	0	6	8	*14*	0	0	0	0	*0*	0	0	0	0	*0*
3:45 PM	0	0	4	11	*15*	0	0	0	0	*0*	0	0	0	0	*0*
4:00 PM	0	0	8	7	*15*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	0	7	6	*13*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	0	0	25	32	*57*	0	0	0	0	*0*	0	0	0	0	*0*

Three-Hour Count Summaries

Interval Start	16th Ave				0				Shaw Rd				Shaw Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	3	0	0	0	0	0	0	0	0	109	0	0	0	240	13	365	0
3:15 PM	0	6	0	0	0	0	0	0	0	2	119	0	0	0	238	15	380	0
3:30 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**149**	**0**	**0**	**0**	**243**	**16**	**409**	0
3:45 PM	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**118**	**0**	**0**	**0**	**230**	**11**	**362**	1,516
4:00 PM	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**134**	**0**	**0**	**0**	**233**	**9**	**379**	1,530
4:15 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**158**	**0**	**0**	**0**	**251**	**14**	**424**	**1,574**
4:30 PM	0	1	0	0	0	0	0	0	0	0	136	0	0	0	198	22	357	1,522
4:45 PM	0	3	0	0	0	0	0	0	0	0	135	0	0	0	212	21	371	1,531
5:00 PM	0	2	0	0	0	0	0	0	0	1	112	0	0	0	222	26	363	1,515
5:15 PM	0	2	0	0	0	0	0	0	0	2	135	0	0	0	213	21	373	1,464
5:30 PM	0	5	0	0	0	0	0	0	0	1	139	0	0	0	200	17	362	1,469
5:45 PM	0	1	0	0	0	0	0	0	0	0	131	0	0	0	229	14	375	1,473
Count Total	0	31	0	0	0	0	0	0	0	6	1,575	0	0	0	2,709	199	4,520	0
Peak Hour All	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**559**	**0**	**0**	**0**	**957**	**50**	**1,574**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**0**	**0**	**0**	**32**	**0**	**57**	**0**
Peak Hour HV%	**-**	**0%**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**4%**	**-**	**-**	**-**	**3%**	**0%**	**4%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	0	0	10	11	*21*	0	0	0	0	*0*	0	0	0	0	*0*
3:15 PM	0	0	10	9	*19*	0	0	0	0	*0*	0	0	0	0	*0*
3:30 PM	**0**	**0**	**6**	**8**	***14***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
3:45 PM	**0**	**0**	**4**	**11**	***15***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:00 PM	**0**	**0**	**8**	**7**	***15***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:15 PM	**0**	**0**	**7**	**6**	***13***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:30 PM	0	0	7	4	*11*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	0	0	4	5	*9*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	0	0	2	2	*4*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	0	2	4	*6*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	1	0	3	5	*9*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	0	5	2	*7*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	1	0	68	74	*143*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hr	**0**	**0**	**25**	**32**	***57***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	16th Ave				0				Shaw Rd				Shaw Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	1	21	0
3:15 PM	0	0	0	0	0	0	0	0	0	1	9	0	0	0	9	0	19	0
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**8**	**0**	**14**	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**11**	**0**	**15**	69
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**7**	**0**	**15**	63
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**6**	**0**	**13**	**57**
4:30 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	4	0	11	54
4:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	5	0	9	48
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	37
5:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	6	30
5:30 PM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	5	0	9	28
5:45 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	7	26
Count Total	0	1	0	0	0	0	0	0	0	1	67	0	0	0	73	1	143	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**0**	**0**	**0**	**32**	**0**	**57**	**0**

Three-Hour Count Summaries - Bikes

Interval Start	16th Ave			0			Shaw Rd			Shaw Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

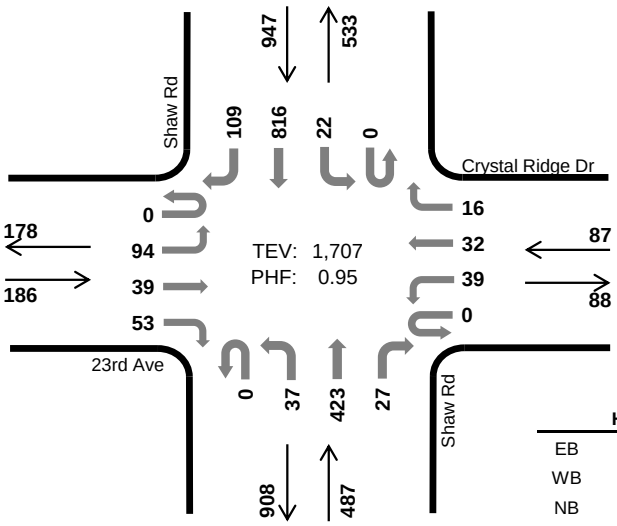
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Shaw Rd
23rd Ave

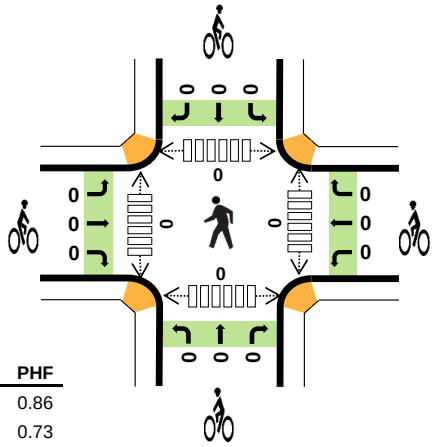
Date: Tue, Aug 03, 2021
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 3:15 PM to 4:15 PM

N

Peak Hour



	HV %:	PHF
EB	2.7%	0.86
WB	3.4%	0.73
NB	6.4%	0.88
SB	3.6%	0.96
TOTAL	4.3%	0.95



Three-Hour Count Summaries

Interval Start		23rd Ave				Crystal Ridge Dr				Shaw Rd				Shaw Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:15 PM		0	23	10	15	0	7	7	2	0	11	98	4	0	5	204	27	413	0
3:30 PM		0	32	8	14	0	12	12	6	0	9	117	9	0	3	195	30	447	0
3:45 PM		0	14	13	13	0	12	8	4	0	7	87	7	0	8	204	24	401	0
4:00 PM		0	25	8	11	0	8	5	4	0	10	121	7	0	6	213	28	446	1,707
Peak Hour	All	0	94	39	53	0	39	32	16	0	37	423	27	0	22	816	109	1,707	0
	HV	0	4	0	1	0	1	1	1	0	1	28	2	0	0	31	3	73	0
	HV%	-	4%	0%	2%	-	3%	3%	6%	-	3%	7%	7%	-	0%	4%	3%	4%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:15 PM	2	2	9	7	*20*	0	0	0	0	*0*	0	0	0	0	*0*
3:30 PM	3	0	7	12	*22*	0	0	0	0	*0*	0	0	0	0	*0*
3:45 PM	0	0	5	8	*13*	0	0	0	0	*0*	0	0	0	0	*0*
4:00 PM	0	1	10	7	*18*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	5	3	31	34	*73*	0	0	0	0	*0*	0	0	0	0	*0*

Three-Hour Count Summaries

Interval Start		23rd Ave				Crystal Ridge Dr				Shaw Rd				Shaw Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM		0	25	12	12	0	9	5	5	0	7	74	4	0	8	217	29	407	0
3:15 PM		**0**	**23**	**10**	**15**	**0**	**7**	**7**	**2**	**0**	**11**	**98**	**4**	**0**	**5**	**204**	**27**	**413**	0
3:30 PM		**0**	**32**	**8**	**14**	**0**	**12**	**12**	**6**	**0**	**9**	**117**	**9**	**0**	**3**	**195**	**30**	**447**	0
3:45 PM		**0**	**14**	**13**	**13**	**0**	**12**	**8**	**4**	**0**	**7**	**87**	**7**	**0**	**8**	**204**	**24**	**401**	1,668
4:00 PM		**0**	**25**	**8**	**11**	**0**	**8**	**5**	**4**	**0**	**10**	**121**	**7**	**0**	**6**	**213**	**28**	**446**	**1,707**
4:15 PM		0	20	15	18	0	6	3	6	0	16	111	3	0	6	167	39	410	1,704
4:30 PM		0	35	16	16	0	5	6	4	0	9	107	9	0	2	165	37	411	1,668
4:45 PM		0	19	12	9	0	6	9	5	0	17	122	9	0	3	167	54	432	1,699
5:00 PM		0	25	14	15	0	5	7	5	0	8	96	7	0	2	191	38	413	1,666
5:15 PM		0	23	10	10	0	8	7	4	0	13	101	7	0	4	169	27	383	1,639
5:30 PM		0	25	23	12	0	2	4	7	0	15	105	6	0	3	173	32	407	1,635
5:45 PM		0	26	15	10	0	4	5	3	0	9	90	10	0	3	206	39	420	1,623
Count Total		0	292	156	155	0	84	78	55	0	131	1,229	82	0	53	2,271	404	4,990	0
Peak Hour	**All**	**0**	**94**	**39**	**53**	**0**	**39**	**32**	**16**	**0**	**37**	**423**	**27**	**0**	**22**	**816**	**109**	**1,707**	**0**
	HV	**0**	**4**	**0**	**1**	**0**	**1**	**1**	**1**	**0**	**1**	**28**	**2**	**0**	**0**	**31**	**3**	**73**	**0**
	HV%	**-**	**4%**	**0%**	**2%**	**-**	**3%**	**3%**	**6%**	**-**	**3%**	**7%**	**7%**	**-**	**0%**	**4%**	**3%**	**4%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	2	1	6	11	*20*	0	0	0	0	*0*	0	0	0	0	*0*
3:15 PM	**2**	**2**	**9**	**7**	***20***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
3:30 PM	**3**	**0**	**7**	**12**	***22***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
3:45 PM	**0**	**0**	**5**	**8**	***13***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:00 PM	**0**	**1**	**10**	**7**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:15 PM	0	1	6	6	*13*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	1	5	5	*11*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	0	1	3	4	*8*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	1	0	4	2	*7*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	0	1	3	*4*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	0	0	4	4	*8*	0	0	0	0	*0*	0	0	1	0	*1*
5:45 PM	1	1	2	4	*8*	0	0	0	0	*0*	0	0	0	1	*1*
Count Total	9	8	62	73	*152*	0	0	0	0	*0*	0	0	1	1	*2*
Peak Hour	**5**	**3**	**31**	**34**	***73***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	23rd Ave				Crystal Ridge Dr				Shaw Rd				Shaw Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	1	1	0	0	1	0	0	0	6	0	0	1	10	0	20	0
3:15 PM	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**1**	**8**	**0**	**0**	**0**	**6**	**1**	**20**	0
3:30 PM	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**1**	**0**	**0**	**12**	**0**	**22**	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**7**	**1**	**13**	75
4:00 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**9**	**1**	**0**	**0**	**6**	**1**	**18**	**73**
4:15 PM	0	0	0	0	0	0	0	1	0	0	6	0	0	1	5	0	13	66
4:30 PM	0	0	0	0	0	0	0	1	0	0	5	0	0	0	3	2	11	55
4:45 PM	0	0	0	0	0	0	0	1	0	0	3	0	0	0	4	0	8	50
5:00 PM	0	1	0	0	0	0	0	0	0	0	4	0	0	0	2	0	7	39
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	30
5:30 PM	0	0	0	0	0	0	0	0	0	1	3	0	0	0	4	0	8	27
5:45 PM	0	1	0	0	0	0	0	1	0	1	1	0	0	0	4	0	8	27
Count Total	0	6	1	2	0	1	2	5	0	3	57	2	0	2	66	5	152	0
Peak Hour	**0**	**4**	**0**	**1**	**0**	**1**	**1**	**1**	**0**	**1**	**28**	**2**	**0**	**0**	**31**	**3**	**73**	**0**

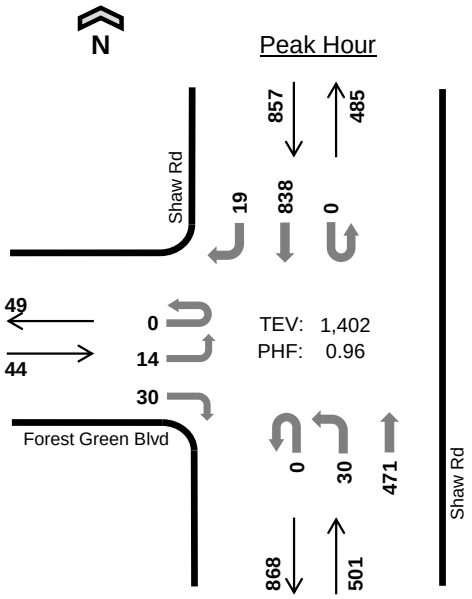
Three-Hour Count Summaries - Bikes

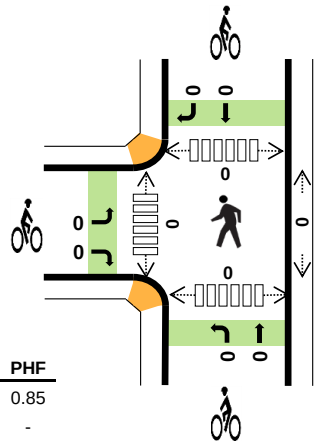
Interval Start	23rd Ave			Crystal Ridge Dr			Shaw Rd			Shaw Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

Shaw Rd
Forest Green Blvd

Date: Tue, Aug 03, 2021
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 3:15 PM to 4:15 PM





	HV %:	PHF
EB	4.5%	0.85
WB	-	-
NB	5.8%	0.85
SB	3.7%	0.96
TOTAL	4.5%	0.96

Three-Hour Count Summaries

Interval Start		Forest Green Blvd				0				Shaw Rd				Shaw Rd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:15 PM		0	2	0	7	0	0	0	0	0	4	112	0	0	0	222	2	349	0
3:30 PM		0	1	0	12	0	0	0	0	0	9	139	0	0	0	201	4	366	0
3:45 PM		0	4	0	5	0	0	0	0	0	10	98	0	0	0	213	7	337	0
4:00 PM		0	7	0	6	0	0	0	0	0	7	122	0	0	0	202	6	350	1,402
Peak Hour	All	0	14	0	30	0	0	0	0	0	30	471	0	0	0	838	19	1,402	0
	HV	0	0	0	2	0	0	0	0	0	0	29	0	0	0	32	0	63	0
	HV%	-	0%	-	7%	-	-	-	-	-	0%	6%	-	-	-	4%	0%	4%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:15 PM	2	0	5	12	*19*	0	0	0	0	*0*	0	0	0	0	*0*
3:30 PM	0	0	9	6	*15*	0	0	0	0	*0*	0	0	0	0	*0*
3:45 PM	0	0	5	8	*13*	0	0	0	0	*0*	0	0	0	0	*0*
4:00 PM	0	0	10	6	*16*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	2	0	29	32	*63*	0	0	0	0	*0*	0	0	0	0	*0*

Three-Hour Count Summaries

Interval Start	Forest Green Blvd				0				Shaw Rd				Shaw Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	1	0	8	0	0	0	0	0	6	88	0	0	0	234	3	340	0
3:15 PM	**0**	**2**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**4**	**112**	**0**	**0**	**0**	**222**	**2**	**349**	0
3:30 PM	**0**	**1**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**9**	**139**	**0**	**0**	**0**	**201**	**4**	**366**	0
3:45 PM	**0**	**4**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**10**	**98**	**0**	**0**	**0**	**213**	**7**	**337**	1,392
4:00 PM	**0**	**7**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**7**	**122**	**0**	**0**	**0**	**202**	**6**	**350**	**1,402**
4:15 PM	0	1	0	12	0	0	0	0	0	4	126	0	0	0	138	3	284	1,337
4:30 PM	0	1	0	5	0	0	0	0	0	6	129	0	0	0	197	10	348	1,319
4:45 PM	0	0	0	1	0	0	0	0	0	6	124	0	1	0	128	7	267	1,249
5:00 PM	0	1	0	4	0	0	0	0	0	8	101	0	0	0	196	1	311	1,210
5:15 PM	0	4	0	7	0	0	0	0	0	11	122	0	0	0	185	5	334	1,260
5:30 PM	0	1	0	6	0	0	0	0	0	7	115	0	0	0	150	7	286	1,198
5:45 PM	0	1	0	5	0	0	0	0	0	7	105	0	0	0	205	8	331	1,262
Count Total	0	24	0	78	0	0	0	0	0	85	1,381	0	1	0	2,271	63	3,903	0
Peak Hour All	**0**	**14**	**0**	**30**	**0**	**0**	**0**	**0**	**0**	**30**	**471**	**0**	**0**	**0**	**838**	**19**	**1,402**	**0**
Peak Hour HV	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**0**	**0**	**0**	**32**	**0**	**63**	**0**
Peak Hour HV%	**-**	**0%**	**-**	**7%**	**-**	**-**	**-**	**-**	**-**	**0%**	**6%**	**-**	**-**	**-**	**4%**	**0%**	**4%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	0	0	10	10	*20*	0	0	0	0	*0*	0	0	0	0	*0*
3:15 PM	**2**	**0**	**5**	**12**	***19***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
3:30 PM	**0**	**0**	**9**	**6**	***15***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
3:45 PM	**0**	**0**	**5**	**8**	***13***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:00 PM	**0**	**0**	**10**	**6**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:15 PM	0	0	6	2	*8*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	0	4	5	*9*	0	0	0	0	*0*	0	1	0	1	*2*
4:45 PM	0	0	4	4	*8*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	0	0	4	3	*7*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	0	1	3	*4*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	0	0	3	4	*7*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	0	3	2	*5*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	2	0	64	65	*131*	0	0	0	0	*0*	0	1	0	1	*2*
Peak Hr	**2**	**0**	**29**	**32**	***63***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	Forest Green Blvd				0				Shaw Rd				Shaw Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	2	8	0	0	0	10	0	20	0
3:15 PM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**12**	**0**	**19**	0
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**6**	**0**	**15**	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**8**	**0**	**13**	67
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**6**	**0**	**16**	**63**
4:15 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	2	0	8	52
4:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	5	0	9	46
4:45 PM	0	0	0	0	0	0	0	0	0	1	3	0	0	0	4	0	8	41
5:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	7	32
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	28
5:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	7	26
5:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5	23
Count Total	0	0	0	2	0	0	0	0	0	3	61	0	0	0	65	0	131	0
Peak Hour	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**0**	**0**	**0**	**32**	**0**	**63**	**0**

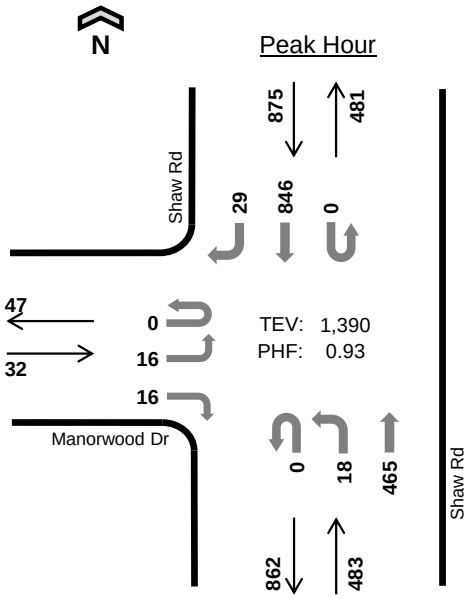
Three-Hour Count Summaries - Bikes

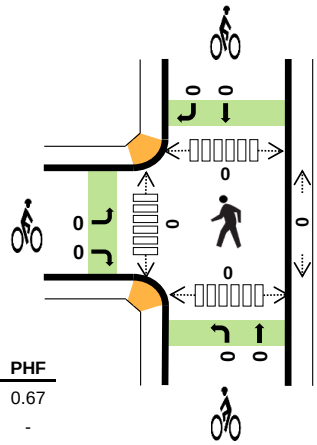
Interval Start	Forest Green Blvd			0			Shaw Rd			Shaw Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

Shaw Rd
Manorwood Dr

Date: Tue, Aug 03, 2021
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 3:00 PM to 4:00 PM





	HV %:	PHF
EB	6.3%	0.67
WB	-	-
NB	5.8%	0.82
SB	4.2%	0.91
TOTAL	4.8%	0.93

Three-Hour Count Summaries

Interval Start		Manorwood Dr Eastbound UT	LT	TH	RT	0 Westbound UT	LT	TH	RT	Shaw Rd Northbound UT	LT	TH	RT	Shaw Rd Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
3:00 PM		0	3	0	3	0	0	0	0	0	6	96	0	0	0	234	7	349	0
3:15 PM		0	3	0	4	0	0	0	0	0	4	122	0	0	0	216	10	359	0
3:30 PM		0	7	0	5	0	0	0	0	0	8	139	0	0	0	207	8	374	0
3:45 PM		0	3	0	4	0	0	0	0	0	0	108	0	0	0	189	4	308	1,390
Peak Hour	All	0	16	0	16	0	0	0	0	0	18	465	0	0	0	846	29	1,390	0
	HV	0	2	0	0	0	0	0	0	0	1	27	0	0	0	35	2	67	0
	HV%	-	13%	-	0%	-	-	-	-	-	6%	6%	-	-	-	4%	7%	5%	0

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

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
3:00 PM	2	0	6	9	*17*	0	0	0	0	*0*	0	0	0	0	*0*
3:15 PM	0	0	8	10	*18*	0	0	0	0	*0*	0	0	0	0	*0*
3:30 PM	0	0	10	9	*19*	0	0	0	0	*0*	0	0	0	0	*0*
3:45 PM	0	0	4	9	*13*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	2	0	28	37	*67*	0	0	0	0	*0*	0	0	0	0	*0*

Three-Hour Count Summaries

Interval Start	Manorwood Dr				0				Shaw Rd				Shaw Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	**0**	**3**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**6**	**96**	**0**	**0**	**0**	**234**	**7**	**349**	0
3:15 PM	**0**	**3**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**4**	**122**	**0**	**0**	**0**	**216**	**10**	**359**	0
3:30 PM	**0**	**7**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**8**	**139**	**0**	**0**	**0**	**207**	**8**	**374**	0
3:45 PM	**0**	**3**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**108**	**0**	**0**	**0**	**189**	**4**	**308**	**1,390**
4:00 PM	0	5	0	3	0	0	0	0	0	2	132	0	0	0	180	9	331	1,372
4:15 PM	0	1	0	4	0	0	0	0	0	6	120	0	0	0	130	12	273	1,286
4:30 PM	0	8	0	2	0	0	0	0	0	3	125	0	0	0	190	10	338	1,250
4:45 PM	0	6	0	2	0	0	0	0	0	1	123	0	0	0	129	13	274	1,216
5:00 PM	0	2	0	2	0	0	0	0	0	2	118	0	0	0	178	9	311	1,196
5:15 PM	0	2	0	3	0	0	0	0	0	3	141	0	0	0	160	15	324	1,247
5:30 PM	0	4	0	3	0	0	0	0	0	4	116	0	0	0	162	9	298	1,207
5:45 PM	0	7	0	3	0	0	0	0	0	2	107	0	0	0	191	14	324	1,257
Count Total	0	51	0	38	0	0	0	0	0	41	1,447	0	0	0	2,166	120	3,863	0
Peak Hour All	**0**	**16**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**18**	**465**	**0**	**0**	**0**	**846**	**29**	**1,390**	**0**
Peak Hour HV	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**27**	**0**	**0**	**0**	**35**	**2**	**67**	**0**
Peak Hour HV%	**-**	**13%**	**-**	**0%**	**-**	**-**	**-**	**-**	**-**	**6%**	**6%**	**-**	**-**	**-**	**4%**	**7%**	**5%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	**2**	**0**	**6**	**9**	***17***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
3:15 PM	**0**	**0**	**8**	**10**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
3:30 PM	**0**	**0**	**10**	**9**	***19***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
3:45 PM	**0**	**0**	**4**	**9**	***13***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:00 PM	3	0	5	3	*11*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	0	5	4	*9*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	0	5	4	*9*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	1	0	5	6	*12*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	0	0	3	5	*8*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	0	2	2	*4*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	0	0	4	2	*6*	0	0	0	0	*0*	0	1	0	1	*2*
5:45 PM	0	0	2	3	*5*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	6	0	59	66	*131*	0	0	0	0	*0*	0	1	0	1	*2*
Peak Hr	**2**	**0**	**28**	**37**	***67***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	Manorwood Dr				0				Shaw Rd				Shaw Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**8**	**1**	**17**	0
3:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**10**	**0**	**18**	0
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**9**	**0**	**0**	**0**	**9**	**0**	**19**	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**8**	**1**	**13**	**67**
4:00 PM	0	3	0	0	0	0	0	0	0	0	5	0	0	0	2	1	11	61
4:15 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0	9	52
4:30 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0	9	42
4:45 PM	0	1	0	0	0	0	0	0	0	0	5	0	0	0	6	0	12	41
5:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	1	8	38
5:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	33
5:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	6	30
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5	23
Count Total	0	6	0	0	0	0	0	0	0	1	58	0	0	0	62	4	131	0
Peak Hour	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**27**	**0**	**0**	**0**	**35**	**2**	**67**	**0**

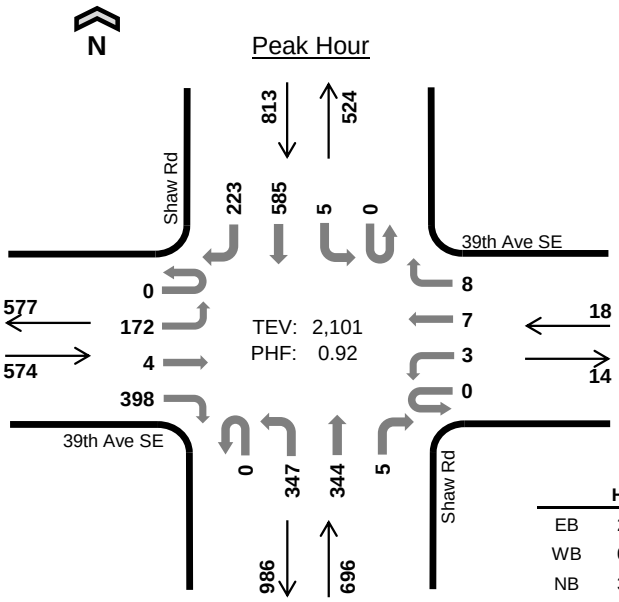
Three-Hour Count Summaries - Bikes

Interval Start	Manorwood Dr			0			Shaw Rd			Shaw Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
3:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

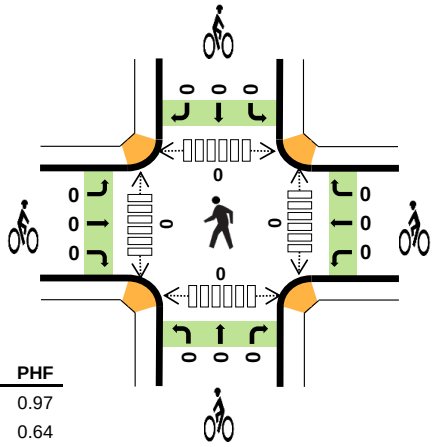
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Shaw Rd
39th Ave SE

Date: Tue, Aug 03, 2021
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 3:15 PM to 4:15 PM



	HV %:	PHF
EB	2.1%	0.97
WB	0.0%	0.64
NB	3.6%	0.90
SB	3.8%	0.92
TOTAL	3.2%	0.92



Three-Hour Count Summaries

Interval Start		39th Ave SE Eastbound				39th Ave SE Westbound				Shaw Rd Northbound				Shaw Rd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:15 PM		0	40	2	99	0	0	2	1	0	89	87	0	0	1	162	56	539	0
3:30 PM		0	44	1	103	0	1	1	5	0	88	102	3	0	3	149	69	569	0
3:45 PM		0	43	1	104	0	1	3	0	0	91	69	1	0	1	128	54	496	0
4:00 PM		0	45	0	92	0	1	1	2	0	79	86	1	0	0	146	44	497	2,101
Peak Hour	All	0	172	4	398	0	3	7	8	0	347	344	5	0	5	585	223	2,101	0
	HV	0	1	0	11	0	0	0	0	0	1	24	0	0	0	25	6	68	0
	HV%	-	1%	0%	3%	-	0%	0%	0%	-	0%	7%	0%	-	0%	4%	3%	3%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:15 PM	2	0	8	13	*23*	0	0	0	0	*0*	0	0	0	0	*0*
3:30 PM	4	0	6	6	*16*	0	0	0	0	*0*	0	0	0	0	*0*
3:45 PM	4	0	6	8	*18*	0	0	0	0	*0*	0	0	0	0	*0*
4:00 PM	2	0	5	4	*11*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	12	0	25	31	*68*	0	0	0	0	*0*	0	0	0	0	*0*

Three-Hour Count Summaries

Interval Start		39th Ave SE Eastbound				39th Ave SE Westbound				Shaw Rd Northbound				Shaw Rd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM		0	33	0	81	0	0	1	1	0	81	67	2	0	0	168	50	484	0
3:15 PM		**0**	**40**	**2**	**99**	**0**	**0**	**2**	**1**	**0**	**89**	**87**	**0**	**0**	**1**	**162**	**56**	**539**	0
3:30 PM		**0**	**44**	**1**	**103**	**0**	**1**	**1**	**5**	**0**	**88**	**102**	**3**	**0**	**3**	**149**	**69**	**569**	0
3:45 PM		**0**	**43**	**1**	**104**	**0**	**1**	**3**	**0**	**0**	**91**	**69**	**1**	**0**	**1**	**128**	**54**	**496**	2,088
4:00 PM		**0**	**45**	**0**	**92**	**0**	**1**	**1**	**2**	**0**	**79**	**86**	**1**	**0**	**0**	**146**	**44**	**497**	**2,101**
4:15 PM		0	39	0	88	0	0	2	3	0	96	79	0	0	0	102	34	443	2,005
4:30 PM		0	41	5	95	0	0	0	3	0	86	86	0	0	1	149	40	506	1,942
4:45 PM		0	35	4	112	0	1	1	5	0	101	79	1	0	0	104	36	479	1,925
5:00 PM		0	52	1	122	0	1	2	0	0	79	75	3	0	0	139	41	515	1,943
5:15 PM		0	46	1	105	0	0	3	1	0	99	100	3	0	2	109	41	510	2,010
5:30 PM		0	45	3	111	0	0	3	6	0	79	73	1	0	6	116	59	502	2,006
5:45 PM		0	33	5	86	0	0	4	2	0	68	73	2	0	0	137	38	448	1,975
Count Total		0	496	23	1,198	0	5	23	29	0	1,036	976	17	0	14	1,609	562	5,988	0
Peak Hour	**All**	**0**	**172**	**4**	**398**	**0**	**3**	**7**	**8**	**0**	**347**	**344**	**5**	**0**	**5**	**585**	**223**	**2,101**	**0**
	HV	**0**	**1**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**1**	**24**	**0**	**0**	**0**	**25**	**6**	**68**	**0**
	HV%	**-**	**1%**	**0%**	**3%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**7%**	**0%**	**-**	**0%**	**4%**	**3%**	**3%**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	4	0	7	8	*19*	0	0	0	0	*0*	0	0	0	0	*0*
3:15 PM	**2**	**0**	**8**	**13**	***23***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
3:30 PM	**4**	**0**	**6**	**6**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
3:45 PM	**4**	**0**	**6**	**8**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:00 PM	**2**	**0**	**5**	**4**	***11***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:15 PM	2	0	11	7	*20*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	0	5	3	*8*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	4	0	3	2	*9*	1	0	0	0	*1*	0	0	0	0	*0*
5:00 PM	0	1	6	1	*8*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	1	0	4	4	*9*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	2	0	4	5	*11*	0	1	0	0	*1*	0	0	0	0	*0*
5:45 PM	2	0	4	1	*7*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	27	1	69	62	*159*	1	1	0	0	*2*	0	0	0	0	*0*
Peak Hour	**12**	**0**	**25**	**31**	***68***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	39th Ave SE				39th Ave SE				Shaw Rd				Shaw Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	2	0	2	0	0	0	0	0	1	6	0	0	0	7	1	19	0
3:15 PM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**9**	**4**	**23**	0
3:30 PM	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**0**	**0**	**0**	**6**	**0**	**16**	0
3:45 PM	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**7**	**1**	**18**	76
4:00 PM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**3**	**1**	**11**	**68**
4:15 PM	0	1	0	1	0	0	0	0	0	4	7	0	0	0	6	1	20	65
4:30 PM	0	0	0	0	0	0	0	0	0	1	4	0	0	0	3	0	8	57
4:45 PM	0	0	0	4	0	0	0	0	0	0	3	0	0	0	2	0	9	48
5:00 PM	0	0	0	0	0	0	1	0	0	2	3	1	0	0	1	0	8	45
5:15 PM	0	0	0	1	0	0	0	0	0	2	2	0	0	0	3	1	9	34
5:30 PM	0	1	0	1	0	0	0	0	0	3	1	0	0	0	3	2	11	37
5:45 PM	0	1	0	1	0	0	0	0	0	1	3	0	0	0	1	0	7	35
Count Total	0	6	0	21	0	0	1	0	0	15	53	1	0	0	51	11	159	0
Peak Hour	**0**	**1**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**1**	**24**	**0**	**0**	**0**	**25**	**6**	**68**	**0**

Three-Hour Count Summaries - Bikes

Interval Start	39th Ave SE			39th Ave SE			Shaw Rd			Shaw Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	1	0	0	1	0	0	0	0	0	0	0	2	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

E Pioneer & 7th St to E Pioneer & 33rd St SE

Morning 6-9AM

EB	RUN 1	RUN 2	RUN 3	RUN 4	RUN 5	RUN 6	RUN 7	RUN 8	RUN 9	RUN 10	RUN 11	RUN 12	RUN 13	RUN 14
Start Time - ON CLOCK E pioneer & 7th St	6:10:00 AM	6:20:00 AM	6:30:00 AM	6:43:00 AM	6:55:00 AM	7:08:00 AM	7:20:00 AM	7:32:00 AM	7:44:00 AM	7:56:00 AM	8:09:00 AM	8:21:00 AM	8:36:00 AM	8:49:00 AM
SR 161 SB Ramps	0:42	1:20	0:59	0:52	0:57	1:13	0:42	0:58	0:51	0:58	0:45	0:50	0:45	0:48
SR 161 NB Ramps	1:00	1:33	1:17	1:10	1:48	2:01	0:58	1:15	1:06	1:30	1:01	1:53	1:07	1:06
15th St SE	1:37	2:15	1:54	1:48	2:34	2:40	1:46	1:52	2:04	2:05	1:41	2:59	1:40	2:17
21st St SE	2:15	2:50	2:30	2:24	3:10	3:14	2:24	2:29	2:40	3:08	2:15	3:34	2:22	3:00
Shaw Rd	3:27	3:53	4:35	4:05	4:20	4:16	3:16	4:22	4:54	4:34	4:04	5:50	3:58	4:37
33rd St (End)	3:57	4:27	5:06	4:42	4:54	4:58	3:48	4:53	5:26	5:10	4:37	6:25	4:30	5:09

WB	RUN 1	RUN 2	RUN 3	RUN 4	RUN 5	RUN 6	RUN 7	RUN 8	RUN 9	RUN 10	RUN 11	RUN 12	RUN 13	RUN 14	RUN 15
Start Time - ON CLOCK E Pioneer & 33rd St SE	6:00:00 AM	6:14:00 AM	6:25:00 AM	6:34:00 AM	6:49:00 AM	7:01:00 AM	7:13:00 AM	7:25:00 AM	7:39:00 AM	7:51:00 AM	8:03:00 AM	8:15:00 AM	8:29:00 AM	8:42:00 AM	8:55:00 AM
Shaw Rd	2:00	1:48	1:38	2:28	1:53	2:30	3:08	2:32	2:14	1:08	2:15	1:09	2:50	2:34	0:48
21st St SE	2:51	2:50	2:24	3:30	2:58	3:27	3:56	3:18	3:02	1:58	3:04	2:28	3:39	3:24	1:37
15th St SE	3:22	3:45	3:16	4:05	3:$5	4:54	4:49	4:07	3:34	3:25	4:13	3:17	4:59	4:56	2:08
SR 161 NB Ramps	3:55	4:21	3:49	4:39	4:21	5:26	5:26	4:50	4:05	4:02	4:53	4:23	5:36	5:34	2:40
SR 161 Sb Ramps	4:10	5:02	4:05	4:54	4:47	5:47	5:41	5:25	4:45	4:18	5:10	5:10	6:05	5:50	2:55
7th St SE (End)	4:30	5:24	4:23	5:09	5:06	5:59	5:54	5:42	4:57	4:28	5:26	5:29	6:19	6:18	3:18

Shaw Rd & 39th Ave to Traffic Ave & State St

Morning 6-9AM

NB	RUN 1	RUN 2	RUN 3	RUN 4	RUN 5	RUN 6	RUN 7	RUN 8
Start Time - ON CLOCK Shaw Rd & 39th Ave	6:03:00 AM	6:26:00 AM	6:50:00 AM	7:18:00 AM	7:41:00 AM	8:00:00 AM	8:26:00 AM	8:49:00 AM
Crystal Ridge Dr	1:49	1:53	1:58	2:!3	2:32	1:46	1:55	1:54
Safeway Access	3:40	3:28	3:38	4:12	4:16	3:22	3:41	3:46
E Pioneer	3:50	3:46	3:59	5:07	4:24	3:33	5:06	4:42
E Main Ave	4:41	4:38	4:51	6:00	5:18	4:20	5:59	5:37
SR 410 Ramps	5:40	5:44	5:50	6:58	6:37	5:21	7:10	6:47
Thompson St	6:38	6:00	6:48	7:23	7:35	5:40	7:30	7:37
State St (End)	6:59	6:18	7:07	7:44	7:57	6:46	7:50	8:01

SB	RUN 1	RUN 2	RUN 3	RUN 4	RUN 5	RUN 6	RUN 7	RUN 8
Start Time - ON CLOCK Traffic Ave & State St	6:16:00 AM	6:35:00 AM	7:00:00 AM	7:30:00 AM	7:51:00 AM	8:15:00 AM	8:38:00 AM	8:58:00 AM
Thompson St	0:21	0:24	0:22	0:25	0:23	0:19	0:31	0:44
SR 410 Ramps	0:34	1:17	1:01	1:10	0:40	0:37	0:46	0:58
Shaw Rd	1:32	2:14	1:51	2:01	1:45	1:41	1:47	1:52
E Pioneer	2:48	3:39	3:10	2:52	3:47	2:56	3:02	2:53
Safeway Access	3:19	4:42	3:23	3:01	4:01	4:42	3:22	3:14
Crystal Ridge Dr	5:07	6:28	5:04	5:44	5:45	6:27	5:10	5:15
39th Ave (End)	6:59	8:30	7:29	8:17	7:43	8:42	7:28	7:43

E Pioneer & 7th St to E Pioneer & 33rd St SE

Afternoon 3-6PM

EB	RUN 1	RUN 2	RUN 3	RUN 4	RUN 5	RUN 6	RUN 7	RUN 8	RUN 9	RUN 10	RUN 11	RUN 12	RUN 13
Start Time - ON CLOCK E pioneer & 7th St	3:05:00 PM	3:19:00 PM	3:34:00 PM	3:48:00 PM	4:01:00 PM	4:16:00 PM	4:30:00 PM	4:45:00 PM	4:59:00 PM	5:13:00 PM	5:25:00 PM	5:38:00 PM	5:54:00 PM
SR 161 SB Ramps	1:00	0:17	0:50	0:33	0:41	0:33	0:51	1:00	0:41	0:15	0:48	0:35	0:20
SR 161 NB Ramps	1:17	1:12	1:27	0:50	0:59	0:50	1:12	1:28	1:05	0:32	1:06	0:52	0:39
15th St SE	2:08	2:12	2:51	1:27	2:15	1:32	1:51	2:06	2:00	1:12	1:41	1:51	1:32
21st St SE	2:47	2:50	3:36	2:03	2:53	2:11	2:30	2:$2	2:39	1:52	2:21	2:38	2:14
Shaw Rd	5:31	5:16	4:44	4:50	5:28	4:05	4:20	3:30	3:46	3:13	3:28	6:19	4:17
33rd St (End)	6:05	5:53	5:21	5:26	5:59	4:58	4:51	4:08	4:18	3:48	4:03	6:50	4:53

WB	RUN 1	RUN 2	RUN 3	RUN 4	RUN 5	RUN 6	RUN 7	RUN 8	RUN 9	RUN 10	RUN 11	RUN 12	RUN 13
Start Time - ON CLOCK E Pioneer & 33rd St SE	3:00:00 PM	3:13:00 PM	3:27:00 PM	3:41:00 PM	3:55:00 PM	4:09:00 PM	4:23:00 PM	4:37:00 PM	4:52:00 PM	5:05:00 PM	5:19:00 PM	5:31:00 PM	5:47:00 PM
Shaw Rd	1:04	2:06	2:05	1:59	2:02	2:09	2:16	2:18	1:39	1:44	2:02	2:04	1:44
21st St SE	1:52	2:59	2:57	2:51	2:58	3:01	3:12	3:11	2:35	2:35	2:56	2:57	2:38
15th St SE	2:29	3:46	3:38	3:35	3:40	4:27	4:17	4:52	3:49	4:!3	3:34	4:42	3:29
SR 161 NB Ramps	3:04	4:25	4:21	4:!4	4:17	5:05	4:56	5:29	4:53	4:50	4:11	5:18	4:07
SR 161 Sb Ramps	3:20	4:45	4:58	4:31	4:35	5:21	5:12	5:55	5:12	5:07	4:28	5:33	4:24
7th St SE (End)	3:31	4:58	5:11	4:40	4:51	5:32	5:21	6:15	5:25	5:17	4:38	5:51	4:36

Shaw Rd & 39th Ave to Traffic Ave & State St

Afternoon 3-6PM

NB	RUN 1	RUN 2	RUN 3	RUN 4	RUN 5	RUN 6
Start Time - ON CLOCK Shaw Rd & 39th Ave	3:02:00 PM	3:27:00 PM	3:53:00 PM	4:27:00 PM	5:06:00 PM	5:47:00 PM
Crystal Ridge Dr	1:57	1:46	2:14	2:27	1:55	1:38
Safeway Access	3:39	3:15	4:13	4:13	3:29	3:19
E Pioneer	3:49	4:00	4:49	4:49	5:11	5:18
E Main Ave	4;33	4:55	5:48	5:38	6:35	6:06
SR 410 Ramps	5:37	5:54	6:47	6:54	8:23	6:59
Thompson St	6:28	6:13	7:28	7:38	9:13	7:37
State St (End)	6:53	6:54	8:35	8:25	9:34	7:56

SB	RUN 1	RUN 2	RUN 3	RUN 4	RUN 5
Start Time - ON CLOCK Traffic Ave & State St	3:12:00 PM	3:36:00 PM	4:03:00 PM	4:39:00 PM	5:22:00 PM
Thompson St	2:14	1:37	1:39	2:30	2:39
SR 410 Ramps	2:43	2:06	3:51	2:48	3:11
Shaw Rd	3:42	3:01	4:55	3:58	4:55
E Pioneer	4:57	4:50	7:09	6:57	6:15
Safeway Access	5:58	5:04	7:20	7:11	6:28
Crystal Ridge Dr	8:04	7:39	9:18	11:54	10:22
39th Ave (End)	11:06	13:16	19:22	22:38	21:03

Vehicle Speed Report Summary

Location: Shaw Rd N-O E Pioneer

Count Direction: Northbound / Southbound

Date Range: 8/3/2021 to 8/5/2021

Site Code: A

	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
Study Total																		
Northbound	48	4	12	10	105	2,141	12,489	14,019	3,934	693	138	47	14	10	2	2	10	33,678
Percent	0.1%	0.0%	0.0%	0.0%	0.3%	6.4%	37.1%	41.6%	11.7%	2.1%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	148	605	1,171	2,056	2,853	4,929	8,599	7,364	2,452	487	96	17	8	2	2	0	0	30,789
Percent	0.5%	2.0%	3.8%	6.7%	9.3%	16.0%	27.9%	23.9%	8.0%	1.6%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	196	609	1,183	2,066	2,958	7,070	21,088	21,383	6,386	1,180	234	64	22	12	4	2	10	64,467
Percent	0.3%	0.9%	1.8%	3.2%	4.6%	11.0%	32.7%	33.2%	9.9%	1.8%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Northbound			**Northbound**		
50th Percentile (Median)	40.6	mph	Mean (Average) Speed	40.8	mph
85th Percentile	44.9	mph	10 mph Pace	35.5 - 45.5	mph
95th Percentile	48.1	mph	Percent in Pace	78.8	%
Southbound			**Southbound**		
50th Percentile (Median)	37.4	mph	Mean (Average) Speed	35.7	mph
85th Percentile	43.5	mph	10 mph Pace	34.0 - 44.0	mph
95th Percentile	47.1	mph	Percent in Pace	52.6	%

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

Location: Shaw Rd N-O E Pioneer
Date Range: 8/3/2021 to 8/5/2021
Site Code: A

Tuesday, August 3, 2021
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	6	18	21	6	2	1	0	0	0	0	0	0	**54**
1:00 AM	0	0	0	0	0	1	12	11	5	2	0	0	0	0	0	0	0	**31**
2:00 AM	0	0	0	0	0	5	18	14	13	2	0	0	0	0	0	0	0	**52**
3:00 AM	0	0	0	0	1	6	43	64	24	5	1	0	0	0	0	0	0	**144**
4:00 AM	0	0	0	0	1	5	135	274	106	18	7	1	0	0	0	0	0	**547**
5:00 AM	0	0	0	0	0	18	262	331	72	11	3	3	0	1	0	0	0	**701**
6:00 AM	0	0	1	0	1	44	330	410	109	11	3	2	0	0	0	0	0	**911**
7:00 AM	0	0	0	0	1	52	336	437	97	15	4	1	0	0	1	1	0	**945**
8:00 AM	0	0	4	0	2	32	259	337	84	14	2	1	0	0	0	0	0	**735**
9:00 AM	0	0	0	0	4	42	241	244	62	6	2	0	0	0	0	0	0	**601**
10:00 AM	0	0	0	0	2	59	216	226	45	7	3	0	0	0	0	0	0	**558**
11:00 AM	0	0	0	0	7	52	281	234	79	10	0	0	0	0	0	0	0	**663**
12:00 PM	0	0	0	0	1	38	307	231	77	11	0	1	0	0	0	0	0	**666**
1:00 PM	1	0	1	0	1	53	247	237	70	16	1	2	0	1	0	0	0	**630**
2:00 PM	1	0	0	0	3	27	210	224	48	8	1	0	0	0	0	0	0	**522**
3:00 PM	7	0	0	0	4	42	188	196	50	6	0	0	0	0	0	0	0	**493**
4:00 PM	3	0	0	0	1	44	210	207	52	14	2	0	1	0	0	0	0	**534**
5:00 PM	2	0	0	0	4	27	207	210	39	8	2	0	1	0	0	0	0	**500**
6:00 PM	2	0	0	0	1	19	152	210	59	12	4	0	1	0	0	0	0	**460**
7:00 PM	0	0	1	0	1	14	93	135	40	2	1	0	1	1	0	0	0	**289**
8:00 PM	0	0	0	0	2	22	106	106	32	5	0	0	0	0	0	0	0	**273**
9:00 PM	0	0	0	0	0	27	79	85	29	3	1	0	1	0	0	0	0	**225**
10:00 PM	0	0	0	0	1	11	36	48	15	4	1	0	0	0	0	0	0	**116**
11:00 PM	0	0	0	0	0	4	26	25	7	3	0	0	0	0	0	0	0	**65**
Total	**16**	**0**	**7**	**0**	**38**	**650**	**4,012**	**4,517**	**1,220**	**195**	**39**	**11**	**5**	**3**	**1**	**1**	**0**	**10,715**
Percent	**0.1%**	**0.0%**	**0.1%**	**0.0%**	**0.4%**	**6.1%**	**37.4%**	**42.2%**	**11.4%**	**1.8%**	**0.4%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	40.5	mph	Mean (Average) Speed	40.7	mph
85th Percentile	44.7	mph	10 mph Pace	35.1 - 45.1	mph
95th Percentile	47.8	mph	Percent in Pace	79.5	%

Mark Skaggs:425-250-0777
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Location: Shaw Rd N-O E Pioneer
Date Range: 8/3/2021 to 8/5/2021
Site Code: A

Tuesday, August 3, 2021
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	9	27	28	10	9	1	0	0	0	0	0	0	**84**
1:00 AM	0	0	0	0	0	3	13	21	11	5	1	0	0	0	0	0	0	**54**
2:00 AM	0	0	0	0	2	3	6	9	10	3	0	0	0	0	0	0	0	**33**
3:00 AM	0	0	0	0	0	0	3	13	3	3	0	0	0	0	0	0	0	**22**
4:00 AM	0	0	0	0	1	2	12	19	4	0	0	0	0	0	0	0	0	**38**
5:00 AM	0	0	0	0	1	6	37	41	18	7	1	0	0	0	0	0	0	**111**
6:00 AM	0	0	0	0	4	11	48	88	28	5	2	0	0	0	0	0	0	**186**
7:00 AM	0	0	0	0	2	18	111	115	38	7	3	0	0	0	0	0	0	**294**
8:00 AM	0	0	2	2	13	40	112	119	47	10	1	0	0	0	0	0	0	**346**
9:00 AM	0	0	0	3	12	45	139	114	41	4	1	0	0	0	0	0	0	**359**
10:00 AM	0	0	0	2	6	62	163	113	46	5	3	0	0	0	0	0	0	**400**
11:00 AM	0	0	1	18	39	105	192	153	43	8	1	0	0	0	0	0	0	**560**
12:00 PM	0	2	5	32	61	143	199	126	43	4	0	0	0	0	0	0	0	**615**
1:00 PM	0	1	3	17	52	128	224	164	48	8	2	0	1	0	0	0	0	**648**
2:00 PM	1	11	36	74	118	184	212	157	56	3	1	1	0	0	0	0	0	**854**
3:00 PM	12	49	71	170	158	156	201	147	49	12	2	0	1	1	0	0	0	**1,029**
4:00 PM	11	45	74	134	173	192	229	122	46	8	0	1	1	0	0	0	0	**1,036**
5:00 PM	13	51	101	126	142	210	212	140	43	10	4	0	0	0	0	0	0	**1,052**
6:00 PM	4	26	29	68	99	150	198	153	47	7	2	0	0	0	0	0	0	**783**
7:00 PM	0	0	0	2	29	65	149	181	71	16	2	1	0	0	0	0	0	**516**
8:00 PM	0	0	0	0	8	45	149	135	52	9	3	0	1	0	0	0	0	**402**
9:00 PM	0	0	0	0	1	22	106	138	39	7	0	1	0	0	0	0	0	**314**
10:00 PM	0	0	0	0	0	8	66	74	26	9	0	0	0	0	0	0	0	**183**
11:00 PM	0	0	0	0	0	5	52	63	31	14	1	1	0	0	0	0	0	**167**
Total	**41**	**185**	**322**	**648**	**921**	**1,612**	**2,860**	**2,433**	**850**	**173**	**31**	**5**	**4**	**1**	**0**	**0**	**0**	**10,086**
Percent	**0.4%**	**1.8%**	**3.2%**	**6.4%**	**9.1%**	**16.0%**	**28.4%**	**24.1%**	**8.4%**	**1.7%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	37.5	mph	Mean (Average) Speed	36	mph
85th Percentile	43.7	mph	10 mph Pace	34.1 - 44.1	mph
95th Percentile	47.4	mph	Percent in Pace	52.98	%

Mark Skaggs:425-250-0777
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Location: Shaw Rd N-O E Pioneer
Date Range: 8/3/2021 to 8/5/2021
Site Code: A

Wednesday, August 4, 2021
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	4	20	13	2	3	0	1	0	0	0	0	0	**43**
1:00 AM	0	0	0	0	1	5	11	9	4	0	0	0	0	0	0	0	0	**30**
2:00 AM	0	0	0	0	0	7	11	26	10	3	0	0	0	0	0	0	0	**57**
3:00 AM	0	0	0	0	1	6	42	59	27	5	0	0	0	0	0	0	0	**140**
4:00 AM	0	0	0	0	0	16	114	250	111	27	4	7	0	1	0	0	0	**530**
5:00 AM	0	0	1	0	0	24	269	321	79	14	1	3	1	0	0	0	0	**713**
6:00 AM	0	0	0	0	2	35	345	411	82	16	4	2	0	0	0	0	0	**897**
7:00 AM	0	0	0	0	2	70	333	371	121	19	3	0	1	0	0	0	0	**920**
8:00 AM	0	0	0	0	1	63	301	367	109	20	2	3	0	0	0	0	2	**868**
9:00 AM	0	0	0	0	1	61	284	309	78	20	5	1	0	0	0	0	0	**759**
10:00 AM	0	0	0	0	4	37	217	250	58	11	3	0	0	0	0	0	0	**580**
11:00 AM	0	0	0	0	2	52	281	272	62	7	1	0	0	0	0	0	0	**677**
12:00 PM	0	0	1	0	4	25	241	298	77	14	1	1	1	0	0	0	0	**663**
1:00 PM	0	0	0	0	1	38	241	283	66	11	6	2	0	1	0	0	0	**649**
2:00 PM	0	0	0	1	1	70	212	210	57	14	1	1	0	0	0	0	4	**571**
3:00 PM	1	0	1	0	4	40	191	212	50	12	2	1	1	0	0	0	4	**519**
4:00 PM	2	2	0	0	2	45	271	249	60	8	5	0	0	0	0	0	0	**644**
5:00 PM	0	2	0	0	0	21	219	248	61	10	3	0	0	1	0	0	0	**565**
6:00 PM	6	0	0	0	2	30	180	228	74	13	2	0	0	0	0	0	0	**535**
7:00 PM	0	0	0	0	1	20	125	141	63	11	2	1	0	0	0	0	0	**364**
8:00 PM	0	0	0	0	2	19	92	110	46	13	4	1	0	0	0	0	0	**287**
9:00 PM	0	0	0	0	3	20	105	87	18	5	0	1	0	0	0	0	0	**239**
10:00 PM	0	0	0	1	2	17	59	44	16	1	0	1	1	0	0	0	0	**142**
11:00 PM	0	0	0	1	3	14	20	30	12	3	0	0	0	0	0	0	0	**83**
Total	**9**	**4**	**3**	**3**	**39**	**739**	**4,184**	**4,798**	**1,343**	**260**	**49**	**26**	**5**	**3**	**0**	**0**	**10**	**11,475**
Percent	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.3%**	**6.4%**	**36.5%**	**41.8%**	**11.7%**	**2.3%**	**0.4%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.1%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	40.7	mph	Mean (Average) Speed	40.9	mph
85th Percentile	45.0	mph	10 mph Pace	35.7 - 45.7	mph
95th Percentile	48.3	mph	Percent in Pace	78.7	%

Mark Skaggs:425-250-0777
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Location: Shaw Rd N-O E Pioneer
Date Range: 8/3/2021 to 8/5/2021
Site Code: A

Wednesday, August 4, 2021
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	5	29	36	21	3	0	0	0	0	0	0	0	**95**
1:00 AM	0	0	0	0	0	6	21	16	9	5	0	0	0	0	0	0	0	**57**
2:00 AM	0	1	1	0	0	2	10	10	5	3	0	0	0	0	0	0	0	**32**
3:00 AM	0	0	0	0	0	1	8	13	7	7	0	0	0	0	0	0	0	**36**
4:00 AM	0	0	0	0	0	4	16	16	12	3	0	0	0	0	0	0	0	**51**
5:00 AM	0	0	0	0	1	5	26	40	21	5	1	2	0	0	0	0	0	**101**
6:00 AM	0	0	0	0	1	9	46	79	25	7	1	0	0	0	0	0	0	**168**
7:00 AM	0	0	0	0	4	45	95	113	24	5	2	0	0	0	0	0	0	**288**
8:00 AM	0	0	0	2	5	42	122	107	38	5	1	0	0	0	0	0	0	**322**
9:00 AM	0	0	0	0	10	49	103	145	42	13	1	1	0	0	0	0	0	**364**
10:00 AM	0	0	0	0	6	61	163	131	34	10	1	0	0	0	0	0	0	**406**
11:00 AM	0	2	5	24	47	104	182	130	37	3	0	0	0	0	0	0	0	**534**
12:00 PM	1	3	7	16	43	118	236	160	39	9	1	0	0	0	0	0	0	**633**
1:00 PM	5	6	15	31	75	148	205	157	45	7	1	1	0	0	0	0	0	**696**
2:00 PM	3	27	51	109	116	157	207	143	51	6	5	0	0	0	1	0	0	**876**
3:00 PM	27	49	94	160	163	126	146	111	31	2	1	0	1	0	0	0	0	**911**
4:00 PM	19	66	80	147	169	185	152	116	35	7	1	0	0	0	0	0	0	**977**
5:00 PM	6	27	71	126	147	189	212	125	39	5	1	0	0	0	0	0	0	**948**
6:00 PM	5	11	38	74	109	194	241	173	63	6	1	0	0	0	0	0	0	**915**
7:00 PM	1	4	6	15	30	77	172	207	57	10	2	1	0	0	0	0	0	**582**
8:00 PM	0	0	0	3	7	48	145	177	62	12	2	0	0	0	0	0	0	**456**
9:00 PM	0	0	0	0	4	45	149	130	35	7	2	0	0	0	0	0	0	**372**
10:00 PM	0	0	0	0	2	19	83	107	45	7	2	1	0	0	0	0	0	**266**
11:00 PM	0	0	0	0	0	8	49	73	30	6	5	1	0	0	0	0	0	**172**
Total	**67**	**196**	**368**	**707**	**940**	**1,647**	**2,818**	**2,515**	**807**	**153**	**31**	**7**	**1**	**0**	**1**	**0**	**0**	**10,258**
Percent	**0.7%**	**1.9%**	**3.6%**	**6.9%**	**9.2%**	**16.1%**	**27.5%**	**24.5%**	**7.9%**	**1.5%**	**0.3%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	37.4	mph	Mean (Average) Speed	35.7	mph
85th Percentile	43.5	mph	10 mph Pace	34.0 - 44.0	mph
95th Percentile	47.0	mph	Percent in Pace	52.81	%

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

Location: Shaw Rd N-O E Pioneer
Date Range: 8/3/2021 to 8/5/2021
Site Code: A

Thursday, August 5, 2021
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	1	4	21	13	6	3	0	0	0	0	0	0	0	**49**
1:00 AM	1	0	0	0	1	6	16	16	5	1	0	0	0	0	0	0	0	**46**
2:00 AM	0	0	0	0	0	4	20	14	11	3	0	0	0	1	0	0	0	**53**
3:00 AM	0	0	0	0	2	16	39	57	34	8	0	0	0	0	0	0	0	**156**
4:00 AM	0	0	0	1	3	14	139	223	112	26	3	0	1	0	0	0	0	**522**
5:00 AM	0	0	0	1	0	24	267	360	118	19	4	0	1	1	0	0	0	**795**
6:00 AM	0	0	0	0	2	66	373	372	95	16	9	2	0	0	0	0	0	**935**
7:00 AM	0	0	0	0	0	31	343	411	110	21	2	0	0	0	0	0	0	**918**
8:00 AM	0	0	0	3	6	27	239	291	86	10	3	0	0	0	0	0	0	**665**
9:00 AM	0	0	0	0	1	54	261	224	49	11	1	1	0	0	0	0	0	**602**
10:00 AM	0	0	0	0	1	59	200	252	64	10	2	0	0	0	0	0	0	**588**
11:00 AM	0	0	0	0	1	61	249	288	75	6	3	0	0	0	0	0	0	**683**
12:00 PM	0	0	0	0	0	62	336	312	70	11	2	0	0	0	0	0	0	**793**
1:00 PM	0	0	1	0	1	51	256	247	65	5	0	0	0	1	0	0	0	**627**
2:00 PM	0	0	0	1	2	52	264	254	71	12	3	0	0	0	0	0	0	**659**
3:00 PM	4	0	0	0	0	46	200	219	71	16	1	1	0	0	0	0	0	**558**
4:00 PM	6	0	0	0	1	45	205	220	61	12	3	2	0	0	0	0	0	**555**
5:00 PM	9	0	0	0	1	35	250	274	65	11	5	3	1	0	0	0	0	**654**
6:00 PM	3	0	0	0	1	15	156	198	66	11	2	1	0	0	0	0	0	**453**
7:00 PM	0	0	0	0	1	15	120	168	51	10	4	0	0	1	1	0	0	**371**
8:00 PM	0	0	0	0	0	27	139	106	35	5	0	0	1	0	0	1	0	**314**
9:00 PM	0	0	1	0	3	16	119	88	24	4	0	0	0	0	0	0	0	**255**
10:00 PM	0	0	0	0	0	16	51	65	13	5	3	0	0	0	0	0	0	**153**
11:00 PM	0	0	0	0	0	6	30	32	14	2	0	0	0	0	0	0	0	**84**
Total	**23**	**0**	**2**	**7**	**28**	**752**	**4,293**	**4,704**	**1,371**	**238**	**50**	**10**	**4**	**4**	**1**	**1**	**0**	**11,488**
Percent	**0.2%**	**0.0%**	**0.0%**	**0.1%**	**0.2%**	**6.5%**	**37.4%**	**40.9%**	**11.9%**	**2.1%**	**0.4%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	40.5	mph	Mean (Average) Speed	40.8	mph
85th Percentile	45.0	mph	10 mph Pace	35.3 - 45.3	mph
95th Percentile	48.2	mph	Percent in Pace	78.4	%

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mark.skaggs@idaxdata.com

Location: Shaw Rd N-O E Pioneer
Date Range: 8/3/2021 to 8/5/2021
Site Code: A

Thursday, August 5, 2021
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	7	25	49	13	4	1	0	1	0	0	0	0	**100**
1:00 AM	0	0	0	0	0	2	20	33	12	5	0	0	0	0	0	0	0	**72**
2:00 AM	0	0	0	0	1	1	7	11	8	5	0	1	0	0	0	0	0	**34**
3:00 AM	0	0	0	0	0	0	12	13	6	1	0	0	0	0	0	0	0	**32**
4:00 AM	0	0	0	0	0	5	14	19	9	1	0	0	0	0	0	0	0	**48**
5:00 AM	0	0	0	0	1	4	28	41	23	2	1	0	0	0	0	0	0	**100**
6:00 AM	0	0	0	0	1	12	45	72	36	10	2	1	0	0	0	0	0	**179**
7:00 AM	0	0	0	1	3	31	107	108	48	7	2	0	0	1	0	0	0	**308**
8:00 AM	0	0	1	4	10	39	124	134	26	5	3	0	0	0	0	0	0	**346**
9:00 AM	0	0	0	7	25	81	140	108	31	4	2	0	0	0	0	0	0	**398**
10:00 AM	0	0	0	1	12	71	155	144	42	10	0	0	1	0	0	0	0	**436**
11:00 AM	1	12	4	15	50	108	192	129	32	4	2	0	0	0	0	0	0	**549**
12:00 PM	0	0	6	16	60	112	202	133	46	10	2	1	0	0	0	0	0	**588**
1:00 PM	0	5	32	34	70	124	214	160	51	12	0	0	0	0	0	0	0	**702**
2:00 PM	7	29	81	87	132	176	167	137	48	11	1	0	0	0	0	0	0	**876**
3:00 PM	3	48	104	152	181	158	177	113	48	6	0	0	0	0	0	0	0	**990**
4:00 PM	15	66	80	137	145	143	193	166	35	4	1	0	0	0	0	0	0	**985**
5:00 PM	10	47	129	151	155	202	187	88	33	5	0	1	0	0	0	0	0	**1,008**
6:00 PM	4	17	41	69	95	171	209	166	54	13	2	0	0	0	0	0	0	**841**
7:00 PM	0	0	2	22	27	93	221	146	62	7	3	0	0	0	0	0	0	**583**
8:00 PM	0	0	1	4	14	66	171	165	38	9	1	0	1	0	0	0	0	**470**
9:00 PM	0	0	0	1	9	44	145	117	39	6	4	1	0	0	1	0	0	**367**
10:00 PM	0	0	0	0	1	15	110	84	35	10	1	0	0	0	0	0	0	**256**
11:00 PM	0	0	0	0	0	5	56	80	20	10	6	0	0	0	0	0	0	**177**
Total	**40**	**224**	**481**	**701**	**992**	**1,670**	**2,921**	**2,416**	**795**	**161**	**34**	**5**	**3**	**1**	**1**	**0**	**0**	**10,445**
Percent	**0.4%**	**2.1%**	**4.6%**	**6.7%**	**9.5%**	**16.0%**	**28.0%**	**23.1%**	**7.6%**	**1.5%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	37.2	mph	Mean (Average) Speed	35.4	mph
85th Percentile	43.4	mph	10 mph Pace	34.0 - 44.0	mph
95th Percentile	47.1	mph	Percent in Pace	52.01	%

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

Location: Shaw Rd N-O E Pioneer
Date Range: 8/3/2021 to 8/5/2021
Site Code: A

Total Study Average
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	5	20	16	5	3	0	0	0	0	0	0	0	**49**
1:00 AM	0	0	0	0	1	4	13	12	5	1	0	0	0	0	0	0	0	**36**
2:00 AM	0	0	0	0	0	5	16	18	11	3	0	0	0	0	0	0	0	**53**
3:00 AM	0	0	0	0	1	9	41	60	28	6	0	0	0	0	0	0	0	**145**
4:00 AM	0	0	0	0	1	12	129	249	110	24	5	3	0	0	0	0	0	**533**
5:00 AM	0	0	0	0	0	22	266	337	90	15	3	2	1	1	0	0	0	**737**
6:00 AM	0	0	0	0	2	48	349	398	95	14	5	2	0	0	0	0	0	**913**
7:00 AM	0	0	0	0	1	51	337	406	109	18	3	0	0	0	0	0	0	**925**
8:00 AM	0	0	1	1	3	41	266	332	93	15	2	1	0	0	0	0	1	**756**
9:00 AM	0	0	0	0	2	52	262	259	63	12	3	1	0	0	0	0	0	**654**
10:00 AM	0	0	0	0	2	52	211	243	56	9	3	0	0	0	0	0	0	**576**
11:00 AM	0	0	0	0	3	55	270	265	72	8	1	0	0	0	0	0	0	**674**
12:00 PM	0	0	0	0	2	42	295	280	75	12	1	1	0	0	0	0	0	**708**
1:00 PM	0	0	1	0	1	47	248	256	67	11	2	1	0	1	0	0	0	**635**
2:00 PM	0	0	0	1	2	50	229	229	59	11	2	0	0	0	0	0	1	**584**
3:00 PM	4	0	0	0	3	43	193	209	57	11	1	1	0	0	0	0	1	**523**
4:00 PM	4	1	0	0	1	45	229	225	58	11	3	1	0	0	0	0	0	**578**
5:00 PM	4	1	0	0	2	28	225	244	55	10	3	1	1	0	0	0	0	**574**
6:00 PM	4	0	0	0	1	21	163	212	66	12	3	0	0	0	0	0	0	**482**
7:00 PM	0	0	0	0	1	16	113	148	51	8	2	0	0	1	0	0	0	**340**
8:00 PM	0	0	0	0	1	23	112	107	38	8	1	0	0	0	0	0	0	**290**
9:00 PM	0	0	0	0	2	21	101	87	24	4	0	0	0	0	0	0	0	**239**
10:00 PM	0	0	0	0	1	15	49	52	15	3	1	0	0	0	0	0	0	**136**
11:00 PM	0	0	0	0	1	8	25	29	11	3	0	0	0	0	0	0	0	**77**
Total	**16**	**2**	**2**	**2**	**34**	**715**	**4,162**	**4,673**	**1,313**	**232**	**44**	**14**	**2**	**3**	**0**	**0**	**3**	**11,217**
Percent	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.3%**	**6.4%**	**37.1%**	**41.7%**	**11.7%**	**2.1%**	**0.4%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

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

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	40.6	mph	Mean (Average) Speed	40.8	mph
85th Percentile	44.9	mph	10 mph Pace	35.5 - 45.5	mph
95th Percentile	48.1	mph	Percent in Pace	78.8	%

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Location: Shaw Rd N-O E Pioneer
Date Range: 8/3/2021 to 8/5/2021
Site Code: A

Total Study Average
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	7	27	38	15	5	1	0	0	0	0	0	0	**93**
1:00 AM	0	0	0	0	0	4	18	23	11	5	0	0	0	0	0	0	0	**61**
2:00 AM	0	0	0	0	1	2	8	10	8	4	0	0	0	0	0	0	0	**33**
3:00 AM	0	0	0	0	0	0	8	13	5	4	0	0	0	0	0	0	0	**30**
4:00 AM	0	0	0	0	0	4	14	18	8	1	0	0	0	0	0	0	0	**45**
5:00 AM	0	0	0	0	1	5	30	41	21	5	1	1	0	0	0	0	0	**105**
6:00 AM	0	0	0	0	2	11	46	80	30	7	2	0	0	0	0	0	0	**178**
7:00 AM	0	0	0	0	3	31	104	112	37	6	2	0	0	0	0	0	0	**295**
8:00 AM	0	0	1	3	9	40	119	120	37	7	2	0	0	0	0	0	0	**338**
9:00 AM	0	0	0	3	16	58	127	122	38	7	1	0	0	0	0	0	0	**372**
10:00 AM	0	0	0	1	8	65	160	129	41	8	1	0	0	0	0	0	0	**413**
11:00 AM	0	5	3	19	45	106	189	137	37	5	1	0	0	0	0	0	0	**547**
12:00 PM	0	2	6	21	55	124	212	140	43	8	1	0	0	0	0	0	0	**612**
1:00 PM	2	4	17	27	66	133	214	160	48	9	1	0	0	0	0	0	0	**681**
2:00 PM	4	22	56	90	122	172	195	146	52	7	2	0	0	0	0	0	0	**868**
3:00 PM	14	49	90	161	167	147	175	124	43	7	1	0	1	0	0	0	0	**979**
4:00 PM	15	59	78	139	162	173	191	135	39	6	1	0	0	0	0	0	0	**998**
5:00 PM	10	42	100	134	148	200	204	118	38	7	2	0	0	0	0	0	0	**1,003**
6:00 PM	4	18	36	70	101	172	216	164	55	9	2	0	0	0	0	0	0	**847**
7:00 PM	0	1	3	13	29	78	181	178	63	11	2	1	0	0	0	0	0	**560**
8:00 PM	0	0	0	2	10	53	155	159	51	10	2	0	1	0	0	0	0	**443**
9:00 PM	0	0	0	0	5	37	133	128	38	7	2	1	0	0	0	0	0	**351**
10:00 PM	0	0	0	0	1	14	86	88	35	9	1	0	0	0	0	0	0	**234**
11:00 PM	0	0	0	0	0	6	52	72	27	10	4	1	0	0	0	0	0	**172**
Total	**49**	**202**	**390**	**683**	**951**	**1,642**	**2,864**	**2,455**	**820**	**164**	**32**	**4**	**2**	**0**	**0**	**0**	**0**	**10,258**
Percent	**0.5%**	**2.0%**	**3.8%**	**6.7%**	**9.3%**	**16.0%**	**27.9%**	**23.9%**	**8.0%**	**1.6%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

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

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	37.4	mph	Mean (Average) Speed	35.7	mph
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Location: Shaw Rd N-O E Pioneer
Date Range: 8/3/2021 - 8/9/2021
Site Code: A

	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday					
	8/3/2021			8/4/2021			8/5/2021			8/6/2021			8/7/2021			8/8/2021			8/9/2021			Mid-Week Average		
Time	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	54	84	138	43	95	138	49	100	149	-	-	-	-	-	-	-	-	-	-	-	-	49	93	142
1:00 AM	31	54	85	30	57	87	46	72	118	-	-	-	-	-	-	-	-	-	-	-	-	36	61	97
2:00 AM	52	33	85	57	32	89	53	34	87	-	-	-	-	-	-	-	-	-	-	-	-	54	33	87
3:00 AM	144	22	166	140	36	176	156	32	188	-	-	-	-	-	-	-	-	-	-	-	-	147	30	177
4:00 AM	547	38	585	530	51	581	522	48	570	-	-	-	-	-	-	-	-	-	-	-	-	533	46	579
5:00 AM	701	111	812	713	101	814	795	100	895	-	-	-	-	-	-	-	-	-	-	-	-	736	104	840
6:00 AM	911	186	1,097	897	168	1,065	935	179	1,114	-	-	-	-	-	-	-	-	-	-	-	-	914	178	1,092
7:00 AM	945	294	1,239	920	288	1,208	918	308	1,226	-	-	-	-	-	-	-	-	-	-	-	-	928	297	1,224
8:00 AM	735	346	1,081	868	322	1,190	665	346	1,011	-	-	-	-	-	-	-	-	-	-	-	-	756	338	1,094
9:00 AM	601	359	960	759	364	1,123	602	398	1,000	-	-	-	-	-	-	-	-	-	-	-	-	654	374	1,028
10:00 AM	558	400	958	580	406	986	588	436	1,024	-	-	-	-	-	-	-	-	-	-	-	-	575	414	989
11:00 AM	663	560	1,223	677	534	1,211	683	549	1,232	-	-	-	-	-	-	-	-	-	-	-	-	674	548	1,222
12:00 PM	666	615	1,281	663	633	1,296	793	588	1,381	-	-	-	-	-	-	-	-	-	-	-	-	707	612	1,319
1:00 PM	630	648	1,278	649	696	1,345	627	702	1,329	-	-	-	-	-	-	-	-	-	-	-	-	635	682	1,317
2:00 PM	522	854	1,376	571	876	1,447	659	876	1,535	-	-	-	-	-	-	-	-	-	-	-	-	584	869	1,453
3:00 PM	493	1,029	1,522	519	911	1,430	558	990	1,548	-	-	-	-	-	-	-	-	-	-	-	-	523	977	1,500
4:00 PM	534	1,036	1,570	644	977	1,621	555	985	1,540	-	-	-	-	-	-	-	-	-	-	-	-	578	999	1,577
5:00 PM	500	1,052	1,552	565	948	1,513	654	1,008	1,662	-	-	-	-	-	-	-	-	-	-	-	-	573	1,003	1,576
6:00 PM	460	783	1,243	535	915	1,450	453	841	1,294	-	-	-	-	-	-	-	-	-	-	-	-	483	846	1,329
7:00 PM	289	516	805	364	582	946	371	583	954	-	-	-	-	-	-	-	-	-	-	-	-	341	560	902
8:00 PM	273	402	675	287	456	743	314	470	784	-	-	-	-	-	-	-	-	-	-	-	-	291	443	734
9:00 PM	225	314	539	239	372	611	255	367	622	-	-	-	-	-	-	-	-	-	-	-	-	240	351	591
10:00 PM	116	183	299	142	266	408	153	256	409	-	-	-	-	-	-	-	-	-	-	-	-	137	235	372
11:00 PM	65	167	232	83	172	255	84	177	261	-	-	-	-	-	-	-	-	-	-	-	-	77	172	249
Total	**10,715**	**10,086**	**20,801**	**11,475**	**10,258**	**21,733**	**11,488**	**10,445**	**21,933**	-	-	-	-	-	-	-	-	-	-	-	-	**11,226**	**10,263**	**21,489**
Percent	**52%**	**48%**	-	**53%**	**47%**	-	**52%**	**48%**	-	-	-	-	-	-	-	-	-	-	-	-	-	**52%**	**48%**	-

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

Mark Skaggs:425-250-0777
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Vehicle Speed Report Summary

Location: Shaw Rd N-O 20th Ave Ct SE

Count Direction: Northbound / Southbound

Date Range: 8/3/2021 to 8/5/2021

Site Code: B

	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
Study Total																		
Northbound	22	39	110	331	2,260	10,338	12,838	4,076	635	75	10	1	1	0	0	0	0	30,736
Percent	0.1%	0.1%	0.4%	1.1%	7.4%	33.6%	41.8%	13.3%	2.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	1,044	1,846	2,322	1,873	2,357	6,228	10,013	4,080	679	129	21	9	6	0	0	0	3	30,610
Percent	3.4%	6.0%	7.6%	6.1%	7.7%	20.3%	32.7%	13.3%	2.2%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	1,066	1,885	2,432	2,204	4,617	16,566	22,851	8,156	1,314	204	31	10	7	0	0	0	3	61,346
Percent	1.7%	3.1%	4.0%	3.6%	7.5%	27.0%	37.2%	13.3%	2.1%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Northbound			**Northbound**		
50th Percentile (Median)	35.7	mph	Mean (Average) Speed	35.7	mph
85th Percentile	40.2	mph	10 mph Pace	31.0 - 41.0	mph
95th Percentile	43.2	mph	Percent in Pace	76.0	%
Southbound			**Southbound**		
50th Percentile (Median)	34.8	mph	Mean (Average) Speed	31.7	mph
85th Percentile	40.3	mph	10 mph Pace	31.9 - 41.9	mph
95th Percentile	43.4	mph	Percent in Pace	55.4	%

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

Location: Shaw Rd N-O 20th Ave Ct SE
Date Range: 8/3/2021 to 8/5/2021
Site Code: B

Tuesday, August 3, 2021
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	1	0	4	6	5	10	6	2	0	0	0	0	0	0	0	**35**
1:00 AM	0	1	3	3	4	5	6	2	1	0	0	0	0	0	0	0	0	**25**
2:00 AM	1	1	1	3	4	11	9	8	3	1	0	0	0	0	0	0	0	**42**
3:00 AM	0	0	0	0	0	19	50	42	11	1	0	0	0	0	0	0	0	**123**
4:00 AM	0	0	0	4	8	83	200	153	24	1	0	0	0	0	0	0	0	**473**
5:00 AM	0	0	0	0	19	168	331	123	11	1	0	0	0	0	0	0	0	**653**
6:00 AM	0	0	0	6	67	386	362	79	8	0	0	0	0	0	0	0	0	**908**
7:00 AM	0	1	10	24	116	356	338	73	9	1	0	0	0	0	0	0	0	**928**
8:00 AM	0	0	0	0	18	225	307	96	12	1	0	0	0	0	0	0	0	**659**
9:00 AM	0	0	0	10	68	219	242	48	5	0	0	0	0	0	0	0	0	**592**
10:00 AM	4	26	53	67	115	153	113	17	2	0	0	0	0	0	0	0	0	**550**
11:00 AM	0	2	9	18	100	252	190	62	5	0	0	0	0	0	0	0	0	**638**
12:00 PM	0	0	0	2	49	212	253	59	6	1	0	0	0	0	0	0	0	**582**
1:00 PM	0	0	0	0	48	225	247	80	8	4	0	0	0	0	0	0	0	**612**
2:00 PM	0	0	1	3	33	154	218	66	8	1	0	0	0	0	0	0	0	**484**
3:00 PM	0	0	0	5	41	191	170	51	4	0	0	0	0	0	0	0	0	**462**
4:00 PM	2	0	0	15	63	175	177	40	0	1	0	0	0	0	0	0	0	**473**
5:00 PM	0	0	1	4	42	150	149	53	5	0	0	0	0	0	0	0	0	**404**
6:00 PM	0	0	0	0	8	147	159	70	14	1	0	0	0	0	0	0	0	**399**
7:00 PM	0	0	0	1	7	55	151	60	10	2	0	0	0	0	0	0	0	**286**
8:00 PM	2	0	1	2	33	93	114	39	6	0	0	0	0	0	0	0	0	**290**
9:00 PM	0	0	0	2	7	54	98	30	10	1	0	0	0	0	0	0	0	**202**
10:00 PM	0	0	0	0	2	23	40	14	8	2	0	0	0	0	0	0	0	**89**
11:00 PM	0	0	0	2	2	8	16	21	3	1	0	0	0	0	0	0	0	**53**
Total	**9**	**32**	**80**	**171**	**858**	**3,370**	**3,945**	**1,296**	**179**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9,962**
Percent	**0.1%**	**0.3%**	**0.8%**	**1.7%**	**8.6%**	**33.8%**	**39.6%**	**13.0%**	**1.8%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	35.5	mph	Mean (Average) Speed	35.3	mph
85th Percentile	40.0	mph	10 mph Pace	30.5 - 40.5	mph
95th Percentile	42.9	mph	Percent in Pace	73.8	%

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

Location: Shaw Rd N-O 20th Ave Ct SE
Date Range: 8/3/2021 to 8/5/2021
Site Code: B

Tuesday, August 3, 2021
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	0	0	3	9	33	19	6	3	2	0	0	0	0	0	0	**76**
1:00 AM	0	0	1	0	6	12	18	9	0	0	0	0	0	0	0	0	0	**46**
2:00 AM	0	0	0	2	3	15	5	4	1	1	0	1	0	0	0	0	0	**32**
3:00 AM	0	0	0	0	1	1	9	8	1	2	0	0	0	0	0	0	0	**22**
4:00 AM	0	0	0	0	2	2	12	15	4	0	0	0	0	0	0	0	0	**35**
5:00 AM	0	0	0	0	3	12	30	19	5	1	0	0	0	0	0	0	0	**70**
6:00 AM	0	0	0	5	2	36	67	42	9	1	0	0	0	0	0	0	0	**162**
7:00 AM	0	2	9	2	7	70	112	51	13	3	0	0	0	0	0	0	0	**269**
8:00 AM	3	2	0	13	19	79	151	72	16	4	0	0	0	0	0	0	0	**359**
9:00 AM	0	5	18	15	14	74	178	60	13	0	0	0	0	0	0	0	0	**377**
10:00 AM	0	10	32	39	98	88	130	31	1	0	0	0	0	0	0	0	0	**429**
11:00 AM	18	8	37	19	76	143	227	57	5	0	0	0	0	0	0	0	0	**590**
12:00 PM	7	11	22	46	65	156	259	82	12	2	0	0	0	0	0	0	0	**662**
1:00 PM	0	0	3	19	44	174	287	119	12	1	0	0	0	0	0	0	0	**659**
2:00 PM	16	42	81	82	118	208	233	59	4	0	0	0	0	0	0	0	0	**843**
3:00 PM	31	70	105	123	114	240	226	63	3	1	0	0	0	0	0	0	0	**976**
4:00 PM	126	182	193	99	91	153	73	15	1	0	0	0	0	0	0	0	0	**933**
5:00 PM	189	226	221	137	66	25	41	12	1	1	1	0	0	0	0	0	0	**920**
6:00 PM	2	18	37	57	70	198	304	91	5	2	1	0	0	0	0	0	0	**785**
7:00 PM	0	0	0	4	19	164	271	106	13	5	2	0	0	0	0	0	0	**584**
8:00 PM	0	0	1	0	11	97	218	76	19	5	0	0	0	0	0	0	0	**427**
9:00 PM	0	1	0	1	8	59	156	90	19	0	3	0	0	0	0	0	0	**337**
10:00 PM	0	0	0	0	1	21	84	57	13	4	2	0	2	0	0	0	0	**184**
11:00 PM	0	0	0	0	0	9	57	56	19	5	1	0	1	0	0	0	0	**148**
Total	**392**	**578**	**760**	**663**	**841**	**2,045**	**3,181**	**1,213**	**195**	**41**	**12**	**1**	**3**	**0**	**0**	**0**	**0**	**9,925**
Percent	**3.9%**	**5.8%**	**7.7%**	**6.7%**	**8.5%**	**20.6%**	**32.1%**	**12.2%**	**2.0%**	**0.4%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	34.6	mph	Mean (Average) Speed	31.3	mph
85th Percentile	39.9	mph	10 mph Pace	31.9 - 41.9	mph
95th Percentile	43.1	mph	Percent in Pace	54.35	%

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

Location: Shaw Rd N-O 20th Ave Ct SE
Date Range: 8/3/2021 to 8/5/2021
Site Code: B

Wednesday, August 4, 2021
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	7	16	9	3	0	0	1	0	0	0	0	0	**36**
1:00 AM	0	0	0	1	0	1	12	9	3	1	0	0	0	0	0	0	0	**27**
2:00 AM	0	0	0	0	0	8	16	11	10	0	0	0	0	0	0	0	0	**45**
3:00 AM	0	0	0	0	1	14	48	45	19	0	0	0	0	0	0	0	0	**127**
4:00 AM	0	0	0	0	0	70	218	148	35	3	0	0	0	0	0	0	0	**474**
5:00 AM	0	0	0	2	10	124	347	134	27	2	0	0	0	0	0	0	0	**646**
6:00 AM	1	1	1	15	35	272	390	114	16	1	0	0	0	0	0	0	0	**846**
7:00 AM	0	0	0	2	116	349	341	84	7	0	0	0	0	0	0	0	0	**899**
8:00 AM	0	0	0	1	52	362	337	64	13	1	1	0	0	0	0	0	0	**831**
9:00 AM	0	0	0	3	40	262	289	55	9	0	0	0	0	0	0	0	0	**658**
10:00 AM	2	0	0	7	46	153	245	69	10	0	0	0	0	0	0	0	0	**532**
11:00 AM	0	0	4	17	56	266	267	53	12	0	0	0	0	0	0	0	0	**675**
12:00 PM	0	0	0	0	22	262	250	60	10	1	0	0	0	0	0	0	0	**605**
1:00 PM	0	0	0	0	52	238	251	55	13	0	0	0	0	0	0	0	0	**609**
2:00 PM	0	0	1	8	65	171	188	59	5	1	0	0	0	0	0	0	0	**498**
3:00 PM	1	0	0	15	64	193	155	21	1	0	0	0	0	0	0	0	0	**450**
4:00 PM	2	0	2	23	79	220	161	43	2	0	0	0	0	0	0	0	0	**532**
5:00 PM	0	0	0	1	33	200	197	57	3	1	0	0	0	0	0	0	0	**492**
6:00 PM	0	0	0	0	5	124	215	65	9	0	0	0	0	0	0	0	0	**418**
7:00 PM	0	0	0	1	9	111	164	52	5	4	1	0	1	0	0	0	0	**348**
8:00 PM	0	2	0	0	7	94	116	44	8	2	2	0	0	0	0	0	0	**275**
9:00 PM	0	0	0	1	8	42	117	38	6	2	0	0	0	0	0	0	0	**214**
10:00 PM	0	0	0	0	4	15	51	21	6	2	0	0	0	0	0	0	0	**99**
11:00 PM	0	0	0	0	4	11	29	15	5	1	1	0	0	0	0	0	0	**66**
Total	**6**	**3**	**8**	**97**	**708**	**3,569**	**4,420**	**1,325**	**237**	**22**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**10,402**
Percent	**0.1%**	**0.0%**	**0.1%**	**0.9%**	**6.8%**	**34.3%**	**42.5%**	**12.7%**	**2.3%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	35.8	mph	Mean (Average) Speed	35.9	mph
85th Percentile	40.0	mph	10 mph Pace	31.0 - 41.0	mph
95th Percentile	43.3	mph	Percent in Pace	77.3	%

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

Location: Shaw Rd N-O 20th Ave Ct SE
Date Range: 8/3/2021 to 8/5/2021
Site Code: B

Wednesday, August 4, 2021
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	7	30	35	7	4	0	0	0	0	0	0	0	**83**
1:00 AM	0	0	0	0	1	6	17	16	4	2	0	0	1	0	0	0	0	**47**
2:00 AM	0	0	0	0	2	4	6	11	6	3	2	0	0	0	0	0	0	**34**
3:00 AM	0	0	0	0	1	3	6	8	5	4	0	0	0	0	0	0	0	**27**
4:00 AM	0	0	0	0	2	4	16	12	6	2	0	0	0	0	0	0	0	**42**
5:00 AM	0	1	0	0	1	8	27	17	13	2	1	0	0	0	0	0	0	**70**
6:00 AM	1	0	0	3	2	18	54	39	15	0	0	0	0	0	0	0	0	**132**
7:00 AM	0	0	0	0	9	41	119	92	17	1	0	0	0	0	0	0	0	**279**
8:00 AM	0	3	12	1	23	68	147	79	15	1	0	0	0	0	0	0	0	**349**
9:00 AM	4	16	0	8	7	77	136	100	17	2	1	0	0	0	0	0	0	**368**
10:00 AM	0	0	3	10	19	75	206	103	17	2	0	0	0	0	0	0	0	**435**
11:00 AM	0	0	0	15	24	148	224	127	17	1	0	0	0	0	0	0	0	**556**
12:00 PM	2	8	29	28	56	216	248	106	8	0	0	0	0	0	0	0	0	**701**
1:00 PM	8	7	10	19	51	200	328	94	9	4	0	0	0	0	0	0	0	**730**
2:00 PM	42	109	127	141	76	185	197	39	7	2	0	0	0	0	0	0	0	**925**
3:00 PM	163	308	287	110	40	1	0	0	0	0	0	0	0	0	0	0	0	**909**
4:00 PM	124	186	216	164	113	88	41	17	2	2	0	0	0	0	0	0	0	**953**
5:00 PM	73	107	123	92	143	182	169	26	4	1	0	1	0	0	0	0	0	**921**
6:00 PM	10	15	27	55	80	217	345	125	8	0	0	0	0	0	0	0	0	**882**
7:00 PM	0	4	1	4	24	147	335	104	7	1	0	0	0	0	0	0	0	**627**
8:00 PM	0	0	0	10	15	83	243	111	10	0	0	0	0	0	0	0	0	**472**
9:00 PM	0	0	0	1	17	67	218	88	15	1	0	0	0	0	0	0	0	**407**
10:00 PM	0	0	0	0	0	32	107	97	18	5	0	0	0	0	0	0	0	**259**
11:00 PM	0	0	0	1	3	17	54	58	20	2	0	1	0	0	0	0	0	**156**
Total	**427**	**764**	**835**	**662**	**709**	**1,894**	**3,273**	**1,504**	**247**	**42**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**10,364**
Percent	**4.1%**	**7.4%**	**8.1%**	**6.4%**	**6.8%**	**18.3%**	**31.6%**	**14.5%**	**2.4%**	**0.4%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	34.9	mph	Mean (Average) Speed	31.3	mph
85th Percentile	40.5	mph	10 mph Pace	32.7 - 42.7	mph
95th Percentile	43.5	mph	Percent in Pace	53.33	%

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

Location: Shaw Rd N-O 20th Ave Ct SE
Date Range: 8/3/2021 to 8/5/2021
Site Code: B

Thursday, August 5, 2021
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	3	12	14	4	2	0	0	0	0	0	0	0	**35**
1:00 AM	0	0	0	0	0	4	12	14	3	1	1	0	0	0	0	0	0	**35**
2:00 AM	0	0	0	0	1	4	13	9	8	1	0	0	0	0	0	0	0	**36**
3:00 AM	0	0	0	0	0	14	47	59	19	1	0	0	0	0	0	0	0	**140**
4:00 AM	0	0	0	1	0	38	197	159	36	9	0	0	0	0	0	0	0	**440**
5:00 AM	0	0	0	1	6	131	362	205	31	2	1	0	0	0	0	0	0	**739**
6:00 AM	2	0	0	6	40	290	411	110	11	1	0	0	0	0	0	0	0	**871**
7:00 AM	1	1	5	1	16	279	431	85	9	1	1	0	0	0	0	0	0	**830**
8:00 AM	2	2	8	3	45	205	330	77	2	1	0	0	0	0	0	0	0	**675**
9:00 AM	0	0	0	0	43	208	241	63	4	0	0	0	0	0	0	0	0	**559**
10:00 AM	0	1	4	16	50	165	201	75	7	0	0	0	0	0	0	0	0	**519**
11:00 AM	0	0	0	1	40	216	259	50	3	0	0	0	0	0	0	0	0	**569**
12:00 PM	0	0	0	1	86	248	256	70	5	0	0	0	0	0	0	0	0	**666**
1:00 PM	0	0	0	8	76	247	236	51	7	4	0	0	0	0	0	0	0	**629**
2:00 PM	0	0	2	8	72	272	193	56	9	0	0	0	0	0	0	0	0	**612**
3:00 PM	0	0	0	2	45	206	186	35	6	0	0	0	0	0	0	0	0	**480**
4:00 PM	0	0	0	1	46	239	224	48	7	1	0	0	0	0	0	0	0	**566**
5:00 PM	0	0	1	9	62	208	201	32	3	0	1	0	0	0	0	0	0	**517**
6:00 PM	0	0	0	3	25	134	206	51	11	1	0	0	0	0	0	0	0	**431**
7:00 PM	0	0	1	1	17	89	184	51	6	1	1	0	0	0	0	0	0	**351**
8:00 PM	2	0	0	0	16	99	120	57	5	0	0	0	0	0	0	0	0	**299**
9:00 PM	0	0	0	1	6	70	70	35	13	2	0	0	0	0	0	0	0	**197**
10:00 PM	0	0	1	0	2	18	51	33	5	1	0	0	0	0	0	0	0	**111**
11:00 PM	0	0	0	0	0	12	30	16	5	2	0	0	0	0	0	0	0	**65**
Total	**7**	**4**	**22**	**63**	**694**	**3,399**	**4,473**	**1,455**	**219**	**31**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**10,372**
Percent	**0.1%**	**0.0%**	**0.2%**	**0.6%**	**6.7%**	**32.8%**	**43.1%**	**14.0%**	**2.1%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	35.9	mph	Mean (Average) Speed	36.0	mph
85th Percentile	40.3	mph	10 mph Pace	31.1 - 41.1	mph
95th Percentile	43.3	mph	Percent in Pace	77.2	%

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

Location: Shaw Rd N-O 20th Ave Ct SE
Date Range: 8/3/2021 to 8/5/2021
Site Code: B

Thursday, August 5, 2021
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	9	29	32	9	3	2	1	1	0	0	0	0	**87**
1:00 AM	0	0	0	0	1	14	32	10	8	5	0	1	0	0	0	0	0	**71**
2:00 AM	0	0	0	0	0	4	7	11	8	0	0	1	0	0	0	0	0	**31**
3:00 AM	0	0	0	1	0	5	8	9	3	0	0	0	0	0	0	0	0	**26**
4:00 AM	0	0	0	0	1	7	13	17	5	1	0	0	0	0	0	0	0	**44**
5:00 AM	0	0	0	0	2	8	19	22	8	0	0	0	0	0	0	0	0	**59**
6:00 AM	0	0	0	0	2	20	65	48	4	3	0	0	0	0	0	0	0	**142**
7:00 AM	0	2	7	2	4	59	151	61	10	2	1	0	0	0	0	0	0	**299**
8:00 AM	0	0	0	1	15	71	145	70	15	2	0	0	0	0	0	0	0	**319**
9:00 AM	0	0	4	5	5	85	166	79	8	2	0	0	0	0	0	0	0	**354**
10:00 AM	0	0	3	11	12	74	193	87	15	1	0	0	0	0	0	0	0	**396**
11:00 AM	4	16	12	17	33	168	228	87	10	1	0	0	0	0	0	0	0	**576**
12:00 PM	0	0	5	20	53	191	293	65	11	1	0	0	0	0	0	0	0	**639**
1:00 PM	5	17	23	46	68	180	294	85	10	1	0	0	0	0	0	0	0	**729**
2:00 PM	8	38	82	53	99	293	278	48	4	0	1	0	0	0	0	0	0	**904**
3:00 PM	74	179	197	136	106	135	116	18	1	0	0	0	0	0	0	0	0	**962**
4:00 PM	26	32	77	81	142	256	228	81	8	0	0	1	0	0	0	0	0	**932**
5:00 PM	95	179	239	146	129	64	103	15	1	0	0	0	0	0	0	0	3	**974**
6:00 PM	12	41	78	24	87	236	273	94	11	1	0	0	0	0	0	0	0	**857**
7:00 PM	1	0	0	2	23	186	323	94	11	5	0	1	1	0	0	0	0	**647**
8:00 PM	0	0	0	3	12	126	244	99	14	3	0	0	0	0	0	0	0	**501**
9:00 PM	0	0	0	0	8	56	190	95	24	4	0	0	0	0	0	0	0	**377**
10:00 PM	0	0	0	0	4	36	102	83	17	4	0	0	0	0	0	0	0	**246**
11:00 PM	0	0	0	0	0	6	59	53	22	7	1	1	0	0	0	0	0	**149**
Total	**225**	**504**	**727**	**548**	**807**	**2,289**	**3,559**	**1,363**	**237**	**46**	**5**	**6**	**2**	**0**	**0**	**0**	**3**	**10,321**
Percent	**2.2%**	**4.9%**	**7.0%**	**5.3%**	**7.8%**	**22.2%**	**34.5%**	**13.2%**	**2.3%**	**0.4%**	**0.0%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	35.1	mph	Mean (Average) Speed	32.5	mph
85th Percentile	40.3	mph	10 mph Pace	31.5 - 41.5	mph
95th Percentile	43.4	mph	Percent in Pace	58.97	%

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

Location: Shaw Rd N-O 20th Ave Ct SE
Date Range: 8/3/2021 to 8/5/2021
Site Code: B

Total Study Average
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	5	11	11	4	1	0	0	0	0	0	0	0	**33**
1:00 AM	0	0	1	1	1	3	10	8	2	1	0	0	0	0	0	0	0	**27**
2:00 AM	0	0	0	1	2	8	13	9	7	1	0	0	0	0	0	0	0	**41**
3:00 AM	0	0	0	0	0	16	48	49	16	1	0	0	0	0	0	0	0	**130**
4:00 AM	0	0	0	2	3	64	205	153	32	4	0	0	0	0	0	0	0	**463**
5:00 AM	0	0	0	1	12	141	347	154	23	2	0	0	0	0	0	0	0	**680**
6:00 AM	1	0	0	9	47	316	388	101	12	1	0	0	0	0	0	0	0	**875**
7:00 AM	0	1	5	9	83	328	370	81	8	1	0	0	0	0	0	0	0	**886**
8:00 AM	1	1	3	1	38	264	325	79	9	1	0	0	0	0	0	0	0	**722**
9:00 AM	0	0	0	4	50	230	257	55	6	0	0	0	0	0	0	0	0	**602**
10:00 AM	2	9	19	30	70	157	186	54	6	0	0	0	0	0	0	0	0	**533**
11:00 AM	0	1	4	12	65	245	239	55	7	0	0	0	0	0	0	0	0	**628**
12:00 PM	0	0	0	1	52	241	253	63	7	1	0	0	0	0	0	0	0	**618**
1:00 PM	0	0	0	3	59	237	245	62	9	3	0	0	0	0	0	0	0	**618**
2:00 PM	0	0	1	6	57	199	200	60	7	1	0	0	0	0	0	0	0	**531**
3:00 PM	0	0	0	7	50	197	170	36	4	0	0	0	0	0	0	0	0	**464**
4:00 PM	1	0	1	13	63	211	187	44	3	1	0	0	0	0	0	0	0	**524**
5:00 PM	0	0	1	5	46	186	182	47	4	0	0	0	0	0	0	0	0	**471**
6:00 PM	0	0	0	1	13	135	193	62	11	1	0	0	0	0	0	0	0	**416**
7:00 PM	0	0	0	1	11	85	166	54	7	2	1	0	0	0	0	0	0	**327**
8:00 PM	1	1	0	1	19	95	117	47	6	1	1	0	0	0	0	0	0	**289**
9:00 PM	0	0	0	1	7	55	95	34	10	2	0	0	0	0	0	0	0	**204**
10:00 PM	0	0	0	0	3	19	47	23	6	2	0	0	0	0	0	0	0	**100**
11:00 PM	0	0	0	1	2	10	25	17	4	1	0	0	0	0	0	0	0	**60**
Total	**6**	**13**	**35**	**110**	**754**	**3,447**	**4,279**	**1,358**	**210**	**28**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**10,242**
Percent	**0.1%**	**0.1%**	**0.3%**	**1.1%**	**7.4%**	**33.7%**	**41.8%**	**13.3%**	**2.1%**	**0.3%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

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

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	35.7	mph	Mean (Average) Speed	35.7	mph
85th Percentile	40.2	mph	10 mph Pace	31.0 - 41.0	mph
95th Percentile	43.2	mph	Percent in Pace	76.0	%

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

Location: Shaw Rd N-O 20th Ave Ct SE
Date Range: 8/3/2021 to 8/5/2021
Site Code: B

Total Study Average
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	8	31	29	7	3	1	0	0	0	0	0	0	**80**
1:00 AM	0	0	0	0	3	11	22	12	4	2	0	0	0	0	0	0	0	**54**
2:00 AM	0	0	0	1	2	8	6	9	5	1	1	1	0	0	0	0	0	**34**
3:00 AM	0	0	0	0	1	3	8	8	3	2	0	0	0	0	0	0	0	**25**
4:00 AM	0	0	0	0	2	4	14	15	5	1	0	0	0	0	0	0	0	**41**
5:00 AM	0	0	0	0	2	9	25	19	9	1	0	0	0	0	0	0	0	**65**
6:00 AM	0	0	0	3	2	25	62	43	9	1	0	0	0	0	0	0	0	**145**
7:00 AM	0	1	5	1	7	57	127	68	13	2	0	0	0	0	0	0	0	**281**
8:00 AM	1	2	4	5	19	73	148	74	15	2	0	0	0	0	0	0	0	**343**
9:00 AM	1	7	7	9	9	79	160	80	13	1	0	0	0	0	0	0	0	**366**
10:00 AM	0	3	13	20	43	79	176	74	11	1	0	0	0	0	0	0	0	**420**
11:00 AM	7	8	16	17	44	153	226	90	11	1	0	0	0	0	0	0	0	**573**
12:00 PM	3	6	19	31	58	188	267	84	10	1	0	0	0	0	0	0	0	**667**
1:00 PM	4	8	12	28	54	185	303	99	10	2	0	0	0	0	0	0	0	**705**
2:00 PM	22	63	97	92	98	229	236	49	5	1	0	0	0	0	0	0	0	**892**
3:00 PM	89	186	196	123	87	125	114	27	1	0	0	0	0	0	0	0	0	**948**
4:00 PM	92	133	162	115	115	166	114	38	4	1	0	0	0	0	0	0	0	**940**
5:00 PM	119	171	194	125	113	90	104	18	2	1	0	0	0	0	0	0	1	**938**
6:00 PM	8	25	47	45	79	217	307	103	8	1	0	0	0	0	0	0	0	**840**
7:00 PM	0	1	0	3	22	166	310	101	10	4	1	0	0	0	0	0	0	**618**
8:00 PM	0	0	0	4	13	102	235	95	14	3	0	0	0	0	0	0	0	**466**
9:00 PM	0	0	0	1	11	61	188	91	19	2	1	0	0	0	0	0	0	**374**
10:00 PM	0	0	0	0	2	30	98	79	16	4	1	0	1	0	0	0	0	**231**
11:00 PM	0	0	0	0	1	11	57	56	20	5	1	1	0	0	0	0	0	**152**
Total	**346**	**614**	**772**	**623**	**788**	**2,079**	**3,338**	**1,361**	**224**	**43**	**6**	**2**	**1**	**0**	**0**	**0**	**1**	**10,198**
Percent	**3.4%**	**6.0%**	**7.6%**	**6.1%**	**7.7%**	**20.4%**	**32.7%**	**13.3%**	**2.2%**	**0.4%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

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

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	34.8	mph	Mean (Average) Speed	31.7	mph
85th Percentile	40.3	mph	10 mph Pace	31.9 - 41.9	mph
95th Percentile	43.4	mph	Percent in Pace	55.4	%

Mark Skaggs:425-250-0777
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Location: Shaw Rd N-O 20th Ave Ct SE
Date Range: 8/3/2021 - 8/9/2021
Site Code: B

	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday					
	8/3/2021			8/4/2021			8/5/2021			8/6/2021			8/7/2021			8/8/2021			8/9/2021			Mid-Week Average		
Time	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	35	76	111	36	83	119	35	87	122	-	-	-	-	-	-	-	-	-	-	-	-	35	82	117
1:00 AM	25	46	71	27	47	74	35	71	106	-	-	-	-	-	-	-	-	-	-	-	-	29	55	84
2:00 AM	42	32	74	45	34	79	36	31	67	-	-	-	-	-	-	-	-	-	-	-	-	41	32	73
3:00 AM	123	22	145	127	27	154	140	26	166	-	-	-	-	-	-	-	-	-	-	-	-	130	25	155
4:00 AM	473	35	508	474	42	516	440	44	484	-	-	-	-	-	-	-	-	-	-	-	-	462	40	503
5:00 AM	653	70	723	646	70	716	739	59	798	-	-	-	-	-	-	-	-	-	-	-	-	679	66	746
6:00 AM	908	162	1,070	846	132	978	871	142	1,013	-	-	-	-	-	-	-	-	-	-	-	-	875	145	1,020
7:00 AM	928	269	1,197	899	279	1,178	830	299	1,129	-	-	-	-	-	-	-	-	-	-	-	-	886	282	1,168
8:00 AM	659	359	1,018	831	349	1,180	675	319	994	-	-	-	-	-	-	-	-	-	-	-	-	722	342	1,064
9:00 AM	592	377	969	658	368	1,026	559	354	913	-	-	-	-	-	-	-	-	-	-	-	-	603	366	969
10:00 AM	550	429	979	532	435	967	519	396	915	-	-	-	-	-	-	-	-	-	-	-	-	534	420	954
11:00 AM	638	590	1,228	675	556	1,231	569	576	1,145	-	-	-	-	-	-	-	-	-	-	-	-	627	574	1,201
12:00 PM	582	662	1,244	605	701	1,306	666	639	1,305	-	-	-	-	-	-	-	-	-	-	-	-	618	667	1,285
1:00 PM	612	659	1,271	609	730	1,339	629	729	1,358	-	-	-	-	-	-	-	-	-	-	-	-	617	706	1,323
2:00 PM	484	843	1,327	498	925	1,423	612	904	1,516	-	-	-	-	-	-	-	-	-	-	-	-	531	891	1,422
3:00 PM	462	976	1,438	450	909	1,359	480	962	1,442	-	-	-	-	-	-	-	-	-	-	-	-	464	949	1,413
4:00 PM	473	933	1,406	532	953	1,485	566	932	1,498	-	-	-	-	-	-	-	-	-	-	-	-	524	939	1,463
5:00 PM	404	920	1,324	492	921	1,413	517	974	1,491	-	-	-	-	-	-	-	-	-	-	-	-	471	938	1,409
6:00 PM	399	785	1,184	418	882	1,300	431	857	1,288	-	-	-	-	-	-	-	-	-	-	-	-	416	841	1,257
7:00 PM	286	584	870	348	627	975	351	647	998	-	-	-	-	-	-	-	-	-	-	-	-	328	619	948
8:00 PM	290	427	717	275	472	747	299	501	800	-	-	-	-	-	-	-	-	-	-	-	-	288	467	755
9:00 PM	202	337	539	214	407	621	197	377	574	-	-	-	-	-	-	-	-	-	-	-	-	204	374	578
10:00 PM	89	184	273	99	259	358	111	246	357	-	-	-	-	-	-	-	-	-	-	-	-	100	230	329
11:00 PM	53	148	201	66	156	222	65	149	214	-	-	-	-	-	-	-	-	-	-	-	-	61	151	212
Total	**9,962**	**9,925**	**19,887**	**10,402**	**10,364**	**20,766**	**10,372**	**10,321**	**20,693**	-	-	-	-	-	-	-	-	-	-	-	-	**10,245**	**10,203**	**20,449**
Percent	**50%**	**50%**	-	**50%**	**50%**	-	**50%**	**50%**	-	-	-	-	-	-	-	-	-	-	-	-	-	**50%**	**50%**	-

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

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Vehicle Speed Report Summary

Location: E Pioneer E-O 13th St SE

Count Direction: Eastbound / Westbound

Date Range: 8/3/2021 to 8/5/2021

Site Code: C

	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
Study Total																		
Eastbound	3	5	58	376	2,306	7,363	9,956	4,035	773	142	38	16	3	5	1	4	2	25,086
Percent	0.0%	0.0%	0.2%	1.5%	9.2%	29.4%	39.7%	16.1%	3.1%	0.6%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Westbound	0	1	28	273	1,455	6,608	10,540	3,992	736	178	31	10	8	5	3	1	2	23,871
Percent	0.0%	0.0%	0.1%	1.1%	6.1%	27.7%	44.2%	16.7%	3.1%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	3	6	86	649	3,761	13,971	20,496	8,027	1,509	320	69	26	11	10	4	5	4	48,957
Percent	0.0%	0.0%	0.2%	1.3%	7.7%	28.5%	41.9%	16.4%	3.1%	0.7%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Eastbound			**Eastbound**		
50th Percentile (Median)	36.1	mph	Mean (Average) Speed	36.1	mph
85th Percentile	40.9	mph	10 mph Pace	31.7 - 41.7	mph
95th Percentile	44.4	mph	Percent in Pace	70.4	%
Westbound			**Westbound**		
50th Percentile (Median)	36.6	mph	Mean (Average) Speed	36.6	mph
85th Percentile	41.0	mph	10 mph Pace	31.4 - 41.4	mph
95th Percentile	44.3	mph	Percent in Pace	74.8	%

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

Location: E Pioneer E-O 13th St SE
Date Range: 8/3/2021 to 8/5/2021
Site Code: C

Tuesday, August 3, 2021
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	2	18	17	5	1	0	0	0	0	0	0	0	0	**44**
1:00 AM	0	0	0	1	0	10	14	3	5	3	0	0	0	0	0	0	0	**36**
2:00 AM	0	1	0	1	4	9	13	3	0	0	1	0	0	0	1	0	0	**33**
3:00 AM	0	0	0	0	5	14	28	10	4	1	0	0	0	0	0	0	0	**62**
4:00 AM	0	0	1	1	9	44	100	71	15	1	2	0	0	0	0	1	0	**245**
5:00 AM	0	0	1	5	14	59	112	54	9	0	1	1	0	0	0	0	0	**256**
6:00 AM	0	0	0	4	20	85	161	83	24	0	0	0	0	0	0	0	0	**377**
7:00 AM	0	0	0	7	32	126	229	101	14	2	0	0	0	0	0	0	0	**511**
8:00 AM	0	0	0	8	52	145	195	78	13	3	0	0	0	0	0	0	0	**494**
9:00 AM	0	0	0	4	38	140	139	62	4	4	1	0	0	0	0	0	0	**392**
10:00 AM	0	0	0	8	43	140	153	55	9	1	1	0	0	0	0	0	0	**410**
11:00 AM	0	0	0	10	68	232	178	55	3	2	1	0	0	0	0	0	0	**549**
12:00 PM	0	0	3	6	63	186	205	62	6	0	0	0	0	0	0	0	0	**531**
1:00 PM	0	0	3	14	41	128	197	56	13	2	0	1	0	0	0	0	0	**455**
2:00 PM	0	0	0	4	50	153	190	55	7	4	1	0	0	0	0	0	0	**464**
3:00 PM	0	0	1	7	53	146	174	93	13	3	0	0	0	0	0	0	0	**490**
4:00 PM	0	0	0	7	46	157	200	79	18	5	0	0	0	0	0	0	0	**512**
5:00 PM	0	0	0	5	44	139	208	90	13	0	0	0	0	0	0	0	0	**499**
6:00 PM	0	0	2	7	48	107	150	61	12	0	1	0	0	0	0	0	0	**388**
7:00 PM	0	0	0	8	28	92	126	54	8	1	0	0	0	0	0	0	0	**317**
8:00 PM	0	0	0	6	26	67	114	38	8	0	1	0	0	0	0	0	0	**260**
9:00 PM	0	0	0	1	8	61	88	21	5	2	1	0	0	0	0	0	0	**187**
10:00 PM	0	0	0	1	13	55	49	23	5	1	1	0	0	2	0	0	0	**150**
11:00 PM	0	0	0	1	6	24	31	14	6	0	0	0	0	0	0	0	0	**82**
Total	**0**	**1**	**11**	**117**	**713**	**2,337**	**3,071**	**1,226**	**215**	**35**	**12**	**2**	**0**	**2**	**1**	**1**	**0**	**7,744**
Percent	**0.0%**	**0.0%**	**0.1%**	**1.5%**	**9.2%**	**30.2%**	**39.7%**	**15.8%**	**2.8%**	**0.5%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	36.0	mph	Mean (Average) Speed	36.0	mph
85th Percentile	40.8	mph	10 mph Pace	30.9 - 40.9	mph
95th Percentile	44.1	mph	Percent in Pace	71.0	%

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

Location: E Pioneer E-O 13th St SE
Date Range: 8/3/2021 to 8/5/2021
Site Code: C

Tuesday, August 3, 2021
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	3	7	10	5	3	0	0	0	0	1	0	0	0	**31**
1:00 AM	0	0	0	1	2	6	8	2	0	0	0	0	1	0	0	0	0	**20**
2:00 AM	0	0	0	0	1	5	8	1	0	1	0	0	0	0	0	0	0	**16**
3:00 AM	0	0	0	1	3	7	7	4	2	0	0	0	0	0	0	0	0	**24**
4:00 AM	0	0	1	2	2	12	27	23	2	0	0	0	0	0	0	0	0	**69**
5:00 AM	0	0	0	1	5	41	71	39	6	1	0	0	0	0	0	0	0	**164**
6:00 AM	0	0	0	4	9	44	131	83	22	4	1	1	0	0	0	0	0	**299**
7:00 AM	0	0	1	3	15	101	186	74	10	1	0	1	0	0	0	0	0	**392**
8:00 AM	0	0	0	8	37	140	230	59	9	4	0	0	0	0	0	1	0	**488**
9:00 AM	0	0	1	9	26	110	178	53	5	0	0	1	0	0	0	0	0	**383**
10:00 AM	0	0	0	9	26	139	181	36	6	0	0	0	0	0	0	0	0	**397**
11:00 AM	0	0	0	4	35	153	219	65	7	4	0	0	0	0	0	0	0	**487**
12:00 PM	0	0	0	5	35	195	187	39	6	5	1	0	0	1	2	0	1	**477**
1:00 PM	0	0	2	5	28	148	207	71	13	1	1	0	0	0	0	0	0	**476**
2:00 PM	0	0	0	2	41	177	258	77	9	1	0	0	0	0	0	0	0	**565**
3:00 PM	0	0	1	2	36	181	311	115	17	4	1	0	1	0	0	0	0	**669**
4:00 PM	0	0	1	3	41	220	355	125	26	5	2	0	0	0	0	0	0	**778**
5:00 PM	0	0	0	11	50	209	338	105	18	8	0	0	0	0	0	0	0	**739**
6:00 PM	0	0	1	2	25	121	196	66	24	8	1	1	1	0	0	0	0	**446**
7:00 PM	0	0	0	3	20	77	126	49	9	1	0	1	0	0	0	0	0	**286**
8:00 PM	0	0	0	4	14	74	99	39	9	2	0	0	0	0	0	0	0	**241**
9:00 PM	0	0	1	3	6	35	70	23	7	3	0	0	0	0	0	0	0	**148**
10:00 PM	0	0	0	5	6	27	34	21	4	0	1	0	0	0	0	0	0	**98**
11:00 PM	0	0	0	3	6	12	12	8	2	0	0	0	0	0	0	0	0	**43**
Total	**0**	**0**	**9**	**92**	**472**	**2,241**	**3,449**	**1,182**	**216**	**53**	**8**	**5**	**3**	**2**	**2**	**1**	**1**	**7,736**
Percent	**0.0%**	**0.0%**	**0.1%**	**1.2%**	**6.1%**	**29.0%**	**44.6%**	**15.3%**	**2.8%**	**0.7%**	**0.1%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	36.4	mph	Mean (Average) Speed	36.5	mph
85th Percentile	40.8	mph	10 mph Pace	31.4 - 41.4	mph
95th Percentile	44.1	mph	Percent in Pace	75.87	%

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

Location: E Pioneer E-O 13th St SE
Date Range: 8/3/2021 to 8/5/2021
Site Code: C

Wednesday, August 4, 2021
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	6	19	29	9	3	0	1	1	0	0	0	0	0	**69**
1:00 AM	0	0	0	1	3	9	10	3	1	0	0	0	0	0	0	0	0	**27**
2:00 AM	0	0	1	0	5	9	8	10	3	1	0	0	0	0	0	0	0	**37**
3:00 AM	0	0	0	1	4	13	31	13	3	1	0	1	0	0	0	1	0	**68**
4:00 AM	0	0	2	2	11	42	92	49	16	4	3	0	0	0	0	0	0	**221**
5:00 AM	0	0	0	1	22	75	146	66	19	3	0	1	0	0	0	0	0	**333**
6:00 AM	0	0	0	4	22	68	146	102	23	8	2	0	0	0	0	0	1	**376**
7:00 AM	0	0	1	8	32	114	200	115	31	7	0	0	0	0	0	0	0	**508**
8:00 AM	0	0	1	8	41	105	217	97	14	4	0	0	0	0	0	0	0	**487**
9:00 AM	0	0	2	2	30	161	233	73	14	2	1	0	0	0	0	1	0	**519**
10:00 AM	0	1	2	9	55	115	187	65	6	1	0	0	0	0	0	0	0	**441**
11:00 AM	0	0	0	4	68	190	208	83	10	3	0	1	0	0	0	0	0	**567**
12:00 PM	0	0	0	7	52	168	208	84	12	2	0	0	0	0	0	0	0	**533**
1:00 PM	0	0	1	9	44	156	219	71	9	1	0	1	1	0	0	0	0	**512**
2:00 PM	0	1	1	6	59	200	190	69	15	2	0	0	0	0	0	0	0	**543**
3:00 PM	0	0	3	11	34	145	218	74	22	2	0	0	0	0	0	0	0	**509**
4:00 PM	0	2	7	16	45	170	267	90	18	3	1	0	0	0	0	0	0	**619**
5:00 PM	0	0	2	5	73	193	262	98	12	7	0	1	0	0	0	0	0	**653**
6:00 PM	0	0	1	2	39	160	222	97	24	1	0	0	0	0	0	0	0	**546**
7:00 PM	0	0	0	2	14	67	147	81	13	5	2	0	0	0	0	0	0	**331**
8:00 PM	0	0	0	2	42	105	114	52	9	1	0	0	1	0	0	0	0	**326**
9:00 PM	0	0	0	1	23	95	101	29	4	1	0	0	0	0	0	0	0	**254**
10:00 PM	0	0	0	5	9	48	77	25	4	0	0	0	0	0	0	0	0	**168**
11:00 PM	0	0	0	7	9	30	39	14	5	1	1	1	0	0	0	0	0	**107**
Total	**0**	**4**	**24**	**114**	**742**	**2,457**	**3,571**	**1,469**	**290**	**60**	**11**	**7**	**2**	**0**	**0**	**2**	**1**	**8,754**
Percent	**0.0%**	**0.0%**	**0.3%**	**1.3%**	**8.5%**	**28.1%**	**40.8%**	**16.8%**	**3.3%**	**0.7%**	**0.1%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	36.2	mph	Mean (Average) Speed	36.3	mph
85th Percentile	41.3	mph	10 mph Pace	31.7 - 41.7	mph
95th Percentile	44.5	mph	Percent in Pace	70.7	%

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

Location: E Pioneer E-O 13th St SE
Date Range: 8/3/2021 to 8/5/2021
Site Code: C

Wednesday, August 4, 2021
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	10	5	8	2	1	0	0	0	0	0	0	0	**26**
1:00 AM	0	0	0	0	1	6	13	6	0	0	0	0	0	1	0	0	0	**27**
2:00 AM	0	0	0	2	1	7	8	2	1	0	0	0	0	0	0	0	0	**21**
3:00 AM	0	0	1	2	3	5	16	3	1	0	0	0	0	0	0	0	0	**31**
4:00 AM	0	0	0	1	3	18	33	17	4	3	0	0	0	0	0	0	0	**79**
5:00 AM	0	0	2	6	5	44	71	34	7	4	0	0	0	0	0	0	0	**173**
6:00 AM	0	0	0	1	11	44	121	85	14	5	0	0	0	0	0	0	0	**281**
7:00 AM	0	0	0	5	11	64	207	91	17	5	2	0	0	0	0	0	0	**402**
8:00 AM	0	0	0	5	9	115	201	107	25	3	0	0	0	0	0	0	0	**465**
9:00 AM	0	0	0	3	26	104	164	67	13	0	1	0	0	0	0	0	0	**378**
10:00 AM	0	0	1	6	31	133	192	47	6	3	0	0	1	0	0	0	0	**420**
11:00 AM	0	0	4	11	29	153	236	46	15	0	0	0	0	0	0	0	0	**494**
12:00 PM	0	0	0	3	35	136	183	70	11	1	1	0	2	0	0	0	0	**442**
1:00 PM	0	0	0	4	31	139	228	79	8	3	0	0	0	0	0	0	0	**492**
2:00 PM	0	0	0	4	56	153	254	88	20	7	1	0	0	0	0	0	0	**583**
3:00 PM	0	1	0	3	43	182	336	127	18	3	1	0	0	0	0	0	0	**714**
4:00 PM	0	0	1	2	65	223	393	123	18	8	2	2	0	0	0	0	0	**837**
5:00 PM	0	0	0	7	56	206	337	132	22	4	1	0	1	1	0	0	0	**767**
6:00 PM	0	0	0	1	12	94	197	118	44	8	4	0	0	0	0	0	0	**478**
7:00 PM	0	0	1	0	11	58	125	90	20	4	0	0	0	0	0	0	0	**309**
8:00 PM	0	0	1	3	28	56	87	48	5	0	0	0	0	0	0	0	0	**228**
9:00 PM	0	0	2	7	18	59	89	18	4	4	0	0	0	0	0	0	0	**201**
10:00 PM	0	0	1	3	9	43	39	19	3	0	0	0	0	0	0	0	0	**117**
11:00 PM	0	0	1	2	1	20	38	10	4	0	0	0	0	0	0	0	0	**76**
Total	**0**	**1**	**15**	**81**	**495**	**2,072**	**3,573**	**1,435**	**282**	**66**	**13**	**2**	**4**	**2**	**0**	**0**	**0**	**8,041**
Percent	**0.0%**	**0.0%**	**0.2%**	**1.0%**	**6.2%**	**25.8%**	**44.4%**	**17.8%**	**3.5%**	**0.8%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	36.8	mph	Mean (Average) Speed	36.8	mph
85th Percentile	41.4	mph	10 mph Pace	31.7 - 41.7	mph
95th Percentile	44.5	mph	Percent in Pace	73.83	%

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

Location: E Pioneer E-O 13th St SE
Date Range: 8/3/2021 to 8/5/2021
Site Code: C

Thursday, August 5, 2021
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	2	17	37	5	3	2	0	0	0	0	0	0	0	**66**
1:00 AM	0	0	0	0	1	13	10	5	3	0	0	0	0	0	0	0	0	**32**
2:00 AM	0	0	0	1	3	5	9	2	3	2	0	0	0	0	0	0	0	**25**
3:00 AM	0	0	0	1	10	16	30	27	8	1	0	0	0	0	0	0	0	**93**
4:00 AM	0	0	2	3	12	30	100	65	27	6	2	0	0	0	0	0	0	**247**
5:00 AM	0	0	1	1	15	59	117	60	11	3	0	0	0	0	0	0	0	**267**
6:00 AM	0	0	0	3	28	108	195	86	17	1	0	2	0	0	0	0	0	**440**
7:00 AM	2	0	0	4	39	130	191	87	22	1	0	0	0	0	0	0	0	**476**
8:00 AM	0	0	3	9	67	135	154	71	9	5	1	0	0	0	0	0	0	**454**
9:00 AM	0	0	1	8	31	141	154	49	8	1	0	0	0	0	0	0	0	**393**
10:00 AM	0	0	0	8	49	132	147	45	4	1	1	0	0	0	0	0	0	**387**
11:00 AM	0	0	6	22	89	259	221	63	11	1	0	0	0	0	0	0	0	**672**
12:00 PM	1	0	3	17	100	256	211	94	11	4	2	0	0	0	0	0	0	**699**
1:00 PM	0	0	1	8	56	177	179	74	11	1	1	0	0	0	0	0	1	**509**
2:00 PM	0	0	0	9	39	155	202	75	13	2	0	0	0	0	0	0	0	**495**
3:00 PM	0	0	0	7	39	136	210	85	13	4	1	0	1	1	0	0	0	**497**
4:00 PM	0	0	0	6	58	176	226	80	14	3	0	0	0	0	0	0	0	**563**
5:00 PM	0	0	4	17	85	163	242	84	12	1	1	2	0	0	0	0	0	**611**
6:00 PM	0	0	1	8	34	120	184	83	22	2	0	1	0	0	0	1	0	**456**
7:00 PM	0	0	0	6	17	79	148	79	19	1	3	0	0	0	0	0	0	**352**
8:00 PM	0	0	1	4	34	110	144	42	14	1	2	2	0	0	0	0	0	**354**
9:00 PM	0	0	0	2	24	91	94	40	7	1	0	0	0	1	0	0	0	**260**
10:00 PM	0	0	0	1	13	43	70	27	4	1	0	0	0	1	0	0	0	**160**
11:00 PM	0	0	0	0	6	18	39	12	2	2	1	0	0	0	0	0	0	**80**
Total	**3**	**0**	**23**	**145**	**851**	**2,569**	**3,314**	**1,340**	**268**	**47**	**15**	**7**	**1**	**3**	**0**	**1**	**1**	**8,588**
Percent	**0.0%**	**0.0%**	**0.3%**	**1.7%**	**9.9%**	**29.9%**	**38.6%**	**15.6%**	**3.1%**	**0.5%**	**0.2%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	35.9	mph	Mean (Average) Speed	36.0	mph
85th Percentile	40.8	mph	10 mph Pace	31.1 - 41.1	mph
95th Percentile	44.4	mph	Percent in Pace	69.9	%

Mark Skaggs:425-250-0777
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Location: E Pioneer E-O 13th St SE
Date Range: 8/3/2021 to 8/5/2021
Site Code: C

Thursday, August 5, 2021
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	4	10	13	3	0	1	0	0	0	0	0	0	0	**31**
1:00 AM	0	0	0	1	2	4	12	5	0	0	0	0	0	0	0	0	0	**24**
2:00 AM	0	0	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	**7**
3:00 AM	0	0	0	1	0	7	11	12	4	1	0	0	0	0	0	0	0	**36**
4:00 AM	0	0	0	1	1	8	25	18	1	0	0	0	0	0	0	0	0	**54**
5:00 AM	0	0	1	2	10	40	74	38	4	1	0	0	0	0	0	0	0	**170**
6:00 AM	0	0	0	5	7	47	124	94	16	3	0	0	0	0	0	0	0	**296**
7:00 AM	0	0	0	4	24	91	188	108	12	2	0	0	1	0	0	0	0	**430**
8:00 AM	0	0	0	3	25	110	210	67	8	3	0	0	0	0	0	0	0	**426**
9:00 AM	0	0	0	4	19	135	145	63	8	4	0	0	0	0	0	0	0	**378**
10:00 AM	0	0	0	3	26	125	189	56	9	0	0	0	0	0	0	0	0	**408**
11:00 AM	0	0	0	6	29	145	219	53	13	0	0	0	0	0	0	0	0	**465**
12:00 PM	0	0	0	9	55	165	192	55	5	0	0	0	0	0	0	0	0	**481**
1:00 PM	0	0	0	8	34	172	173	77	15	3	0	0	0	0	0	0	0	**482**
2:00 PM	0	0	0	5	35	156	289	109	15	5	0	1	0	0	0	0	0	**615**
3:00 PM	0	0	0	10	43	230	292	115	27	9	1	0	0	0	0	0	0	**727**
4:00 PM	0	0	0	6	32	215	364	149	26	4	1	1	0	1	1	0	0	**800**
5:00 PM	0	0	0	5	40	246	343	104	20	8	1	1	0	0	0	0	0	**768**
6:00 PM	0	0	0	8	21	119	233	94	15	10	0	0	0	0	0	0	1	**501**
7:00 PM	0	0	1	6	29	84	129	76	16	1	2	0	0	0	0	0	0	**344**
8:00 PM	0	0	2	10	26	86	118	25	8	1	1	0	0	0	0	0	0	**277**
9:00 PM	0	0	0	1	12	55	93	25	6	2	3	0	0	0	0	0	0	**197**
10:00 PM	0	0	0	1	9	30	43	15	8	0	1	0	0	0	0	0	0	**107**
11:00 PM	0	0	0	1	5	14	35	12	2	1	0	0	0	0	0	0	0	**70**
Total	**0**	**0**	**4**	**100**	**488**	**2,295**	**3,518**	**1,375**	**238**	**59**	**10**	**3**	**1**	**1**	**1**	**0**	**1**	**8,094**
Percent	**0.0%**	**0.0%**	**0.0%**	**1.2%**	**6.0%**	**28.4%**	**43.5%**	**17.0%**	**2.9%**	**0.7%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	36.6	mph	Mean (Average) Speed	36.6	mph
85th Percentile	40.9	mph	10 mph Pace	31.4 - 41.4	mph
95th Percentile	44.3	mph	Percent in Pace	74.87	%

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

Location: E Pioneer E-O 13th St SE
Date Range: 8/3/2021 to 8/5/2021
Site Code: C

Total Study Average
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	3	18	28	6	2	1	0	0	0	0	0	0	0	**59**
1:00 AM	0	0	0	1	1	11	11	4	3	1	0	0	0	0	0	0	0	**32**
2:00 AM	0	0	0	1	4	8	10	5	2	1	0	0	0	0	0	0	0	**31**
3:00 AM	0	0	0	1	6	14	30	17	5	1	0	0	0	0	0	0	0	**74**
4:00 AM	0	0	2	2	11	39	97	62	19	4	2	0	0	0	0	0	0	**238**
5:00 AM	0	0	1	2	17	64	125	60	13	2	0	1	0	0	0	0	0	**285**
6:00 AM	0	0	0	4	23	87	167	90	21	3	1	1	0	0	0	0	0	**397**
7:00 AM	1	0	0	6	34	123	207	101	22	3	0	0	0	0	0	0	0	**497**
8:00 AM	0	0	1	8	53	128	189	82	12	4	0	0	0	0	0	0	0	**477**
9:00 AM	0	0	1	5	33	147	175	61	9	2	1	0	0	0	0	0	0	**434**
10:00 AM	0	0	1	8	49	129	162	55	6	1	1	0	0	0	0	0	0	**412**
11:00 AM	0	0	2	12	75	227	202	67	8	2	0	0	0	0	0	0	0	**595**
12:00 PM	0	0	2	10	72	203	208	80	10	2	1	0	0	0	0	0	0	**588**
1:00 PM	0	0	2	10	47	154	198	67	11	1	0	1	0	0	0	0	0	**491**
2:00 PM	0	0	0	6	49	169	194	66	12	3	0	0	0	0	0	0	0	**499**
3:00 PM	0	0	1	8	42	142	201	84	16	3	0	0	0	0	0	0	0	**497**
4:00 PM	0	1	2	10	50	168	231	83	17	4	0	0	0	0	0	0	0	**566**
5:00 PM	0	0	2	9	67	165	237	91	12	3	0	1	0	0	0	0	0	**587**
6:00 PM	0	0	1	6	40	129	185	80	19	1	0	0	0	0	0	0	0	**461**
7:00 PM	0	0	0	5	20	79	140	71	13	2	2	0	0	0	0	0	0	**332**
8:00 PM	0	0	0	4	34	94	124	44	10	1	1	1	0	0	0	0	0	**313**
9:00 PM	0	0	0	1	18	82	94	30	5	1	0	0	0	0	0	0	0	**231**
10:00 PM	0	0	0	2	12	49	65	25	4	1	0	0	0	1	0	0	0	**159**
11:00 PM	0	0	0	3	7	24	36	13	4	1	1	0	0	0	0	0	0	**89**
Total	**1**	**1**	**18**	**125**	**767**	**2,453**	**3,316**	**1,344**	**255**	**48**	**10**	**5**	**0**	**1**	**0**	**0**	**0**	**8,344**
Percent	**0.0%**	**0.0%**	**0.2%**	**1.5%**	**9.2%**	**29.4%**	**39.7%**	**16.1%**	**3.1%**	**0.6%**	**0.1%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

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

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	36.1	mph	Mean (Average) Speed	36.1	mph
85th Percentile	40.9	mph	10 mph Pace	31.7 - 41.7	mph
95th Percentile	44.4	mph	Percent in Pace	70.4	%

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

Location: E Pioneer E-O 13th St SE
Date Range: 8/3/2021 to 8/5/2021
Site Code: C

Total Study Average
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	2	9	9	5	2	1	0	0	0	0	0	0	0	**29**
1:00 AM	0	0	0	1	2	5	11	4	0	0	0	0	0	0	0	0	0	**23**
2:00 AM	0	0	0	1	1	4	7	2	0	0	0	0	0	0	0	0	0	**15**
3:00 AM	0	0	0	1	2	6	11	6	2	0	0	0	0	0	0	0	0	**28**
4:00 AM	0	0	0	1	2	13	28	19	2	1	0	0	0	0	0	0	0	**66**
5:00 AM	0	0	1	3	7	42	72	37	6	2	0	0	0	0	0	0	0	**170**
6:00 AM	0	0	0	3	9	45	125	87	17	4	0	0	0	0	0	0	0	**290**
7:00 AM	0	0	0	4	17	85	194	91	13	3	1	0	0	0	0	0	0	**408**
8:00 AM	0	0	0	5	24	122	214	78	14	3	0	0	0	0	0	0	0	**460**
9:00 AM	0	0	0	5	24	116	162	61	9	1	0	0	0	0	0	0	0	**378**
10:00 AM	0	0	0	6	28	132	187	46	7	1	0	0	0	0	0	0	0	**407**
11:00 AM	0	0	1	7	31	150	225	55	12	1	0	0	0	0	0	0	0	**482**
12:00 PM	0	0	0	6	42	165	187	55	7	2	1	0	1	0	1	0	0	**467**
1:00 PM	0	0	1	6	31	153	203	76	12	2	0	0	0	0	0	0	0	**484**
2:00 PM	0	0	0	4	44	162	267	91	15	4	0	0	0	0	0	0	0	**587**
3:00 PM	0	0	0	5	41	198	313	119	21	5	1	0	0	0	0	0	0	**703**
4:00 PM	0	0	1	4	46	219	371	132	23	6	2	1	0	0	0	0	0	**805**
5:00 PM	0	0	0	8	49	220	339	114	20	7	1	0	0	0	0	0	0	**758**
6:00 PM	0	0	0	4	19	111	209	93	28	9	2	0	0	0	0	0	0	**475**
7:00 PM	0	0	1	3	20	73	127	72	15	2	1	0	0	0	0	0	0	**314**
8:00 PM	0	0	1	6	23	72	101	37	7	1	0	0	0	0	0	0	0	**248**
9:00 PM	0	0	1	4	12	50	84	22	6	3	1	0	0	0	0	0	0	**183**
10:00 PM	0	0	0	3	8	33	39	18	5	0	1	0	0	0	0	0	0	**107**
11:00 PM	0	0	0	2	4	15	28	10	3	0	0	0	0	0	0	0	0	**62**
Total	**0**	**0**	**7**	**93**	**488**	**2,200**	**3,513**	**1,330**	**246**	**58**	**11**	**1**	**1**	**0**	**1**	**0**	**0**	**7,949**
Percent	**0.0%**	**0.0%**	**0.1%**	**1.2%**	**6.1%**	**27.7%**	**44.2%**	**16.7%**	**3.1%**	**0.7%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

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

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	36.6	mph	Mean (Average) Speed	36.6	mph
85th Percentile	41.0	mph	10 mph Pace	31.4 - 41.4	mph
95th Percentile	44.3	mph	Percent in Pace	74.8	%

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

Location: E Pioneer E-O 13th St SE
Date Range: 8/3/2021 - 8/9/2021
Site Code: C

	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday					
	8/3/2021			8/4/2021			8/5/2021			8/6/2021			8/7/2021			8/8/2021			8/9/2021			Mid-Week Average		
Time	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	44	31	75	69	26	95	66	31	97	-	-	-	-	-	-	-	-	-	-	-	-	60	29	89
1:00 AM	36	20	56	27	27	54	32	24	56	-	-	-	-	-	-	-	-	-	-	-	-	32	24	55
2:00 AM	33	16	49	37	21	58	25	7	32	-	-	-	-	-	-	-	-	-	-	-	-	32	15	46
3:00 AM	62	24	86	68	31	99	93	36	129	-	-	-	-	-	-	-	-	-	-	-	-	74	30	105
4:00 AM	245	69	314	221	79	300	247	54	301	-	-	-	-	-	-	-	-	-	-	-	-	238	67	305
5:00 AM	256	164	420	333	173	506	267	170	437	-	-	-	-	-	-	-	-	-	-	-	-	285	169	454
6:00 AM	377	299	676	376	281	657	440	296	736	-	-	-	-	-	-	-	-	-	-	-	-	398	292	690
7:00 AM	511	392	903	508	402	910	476	430	906	-	-	-	-	-	-	-	-	-	-	-	-	498	408	906
8:00 AM	494	488	982	487	465	952	454	426	880	-	-	-	-	-	-	-	-	-	-	-	-	478	460	938
9:00 AM	392	383	775	519	378	897	393	378	771	-	-	-	-	-	-	-	-	-	-	-	-	435	380	814
10:00 AM	410	397	807	441	420	861	387	408	795	-	-	-	-	-	-	-	-	-	-	-	-	413	408	821
11:00 AM	549	487	1,036	567	494	1,061	672	465	1,137	-	-	-	-	-	-	-	-	-	-	-	-	596	482	1,078
12:00 PM	531	477	1,008	533	442	975	699	481	1,180	-	-	-	-	-	-	-	-	-	-	-	-	588	467	1,054
1:00 PM	455	476	931	512	492	1,004	509	482	991	-	-	-	-	-	-	-	-	-	-	-	-	492	483	975
2:00 PM	464	565	1,029	543	583	1,126	495	615	1,110	-	-	-	-	-	-	-	-	-	-	-	-	501	588	1,088
3:00 PM	490	669	1,159	509	714	1,223	497	727	1,224	-	-	-	-	-	-	-	-	-	-	-	-	499	703	1,202
4:00 PM	512	778	1,290	619	837	1,456	563	800	1,363	-	-	-	-	-	-	-	-	-	-	-	-	565	805	1,370
5:00 PM	499	739	1,238	653	767	1,420	611	768	1,379	-	-	-	-	-	-	-	-	-	-	-	-	588	758	1,346
6:00 PM	388	446	834	546	478	1,024	456	501	957	-	-	-	-	-	-	-	-	-	-	-	-	463	475	938
7:00 PM	317	286	603	331	309	640	352	344	696	-	-	-	-	-	-	-	-	-	-	-	-	333	313	646
8:00 PM	260	241	501	326	228	554	354	277	631	-	-	-	-	-	-	-	-	-	-	-	-	313	249	562
9:00 PM	187	148	335	254	201	455	260	197	457	-	-	-	-	-	-	-	-	-	-	-	-	234	182	416
10:00 PM	150	98	248	168	117	285	160	107	267	-	-	-	-	-	-	-	-	-	-	-	-	159	107	267
11:00 PM	82	43	125	107	76	183	80	70	150	-	-	-	-	-	-	-	-	-	-	-	-	90	63	153
Total	**7,744**	**7,736**	**15,480**	**8,754**	**8,041**	**16,795**	**8,588**	**8,094**	**16,682**	-	-	-	-	-	-	-	-	-	-	-	-	**8,362**	**7,957**	**16,319**
Percent	**50%**	**50%**	-	**52%**	**48%**	-	**51%**	**49%**	-	-	-	-	-	-	-	-	-	-	-	-	-	**51%**	**49%**	-

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

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Vehicle Speed Report Summary

Location: E Main Ave N-O 5th Ave NE

Count Direction: Northbound / Southbound

Date Range: 8/3/2021 to 8/5/2021

Site Code: D

	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
Study Total																		
Northbound	4	11	80	547	1,120	4,514	14,550	14,015	4,628	994	230	54	24	8	1	0	1	40,781
Percent	0.0%	0.0%	0.2%	1.3%	2.7%	11.1%	35.7%	34.4%	11.3%	2.4%	0.6%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	11	17	56	409	1,767	6,047	15,860	12,580	4,040	792	163	37	13	5	1	3	2	41,803
Percent	0.0%	0.0%	0.1%	1.0%	4.2%	14.5%	37.9%	30.1%	9.7%	1.9%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	15	28	136	956	2,887	10,561	30,410	26,595	8,668	1,786	393	91	37	13	2	3	3	82,584
Percent	0.0%	0.0%	0.2%	1.2%	3.5%	12.8%	36.8%	32.2%	10.5%	2.2%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary		
Northbound		
50th Percentile (Median)	39.9	mph
85th Percentile	44.9	mph
95th Percentile	48.5	mph
Southbound		
50th Percentile (Median)	39.0	mph
85th Percentile	44.2	mph
95th Percentile	47.9	mph

Total Study Speed Statistics		
Northbound		
Mean (Average) Speed	39.8	mph
10 mph Pace	35.0 - 45.0	mph
Percent in Pace	69.9	%
Southbound		
Mean (Average) Speed	39.0	mph
10 mph Pace	34.3 - 44.3	mph
Percent in Pace	68.7	%

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

Location: E Main Ave N-O 5th Ave NE
Date Range: 8/3/2021 to 8/5/2021
Site Code: D

Tuesday, August 3, 2021
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	1	9	22	24	13	4	0	0	0	0	0	0	0	**74**
1:00 AM	0	0	0	3	1	5	25	9	4	6	1	0	0	1	0	0	0	**55**
2:00 AM	0	0	0	4	0	6	23	14	20	4	1	0	0	0	0	0	0	**72**
3:00 AM	0	0	0	6	7	14	59	71	47	4	4	0	0	0	0	0	0	**212**
4:00 AM	0	0	1	5	10	56	194	265	103	22	13	1	0	0	0	0	0	**670**
5:00 AM	0	0	1	6	36	131	312	251	68	17	2	2	0	0	0	0	0	**826**
6:00 AM	0	0	0	6	32	121	426	315	87	22	5	0	2	1	0	0	0	**1,017**
7:00 AM	0	1	0	9	47	141	373	300	97	18	2	0	0	0	0	0	0	**988**
8:00 AM	1	0	0	7	17	74	307	265	61	13	6	0	0	0	0	0	0	**751**
9:00 AM	0	0	1	4	9	75	273	230	76	15	1	0	0	0	0	0	0	**684**
10:00 AM	0	0	0	6	16	98	236	216	74	11	3	0	0	0	0	0	0	**660**
11:00 AM	0	0	0	5	13	99	277	272	69	15	4	2	0	0	0	0	0	**756**
12:00 PM	0	0	1	10	21	95	295	247	94	14	5	3	0	0	0	0	0	**785**
1:00 PM	0	2	1	18	26	104	262	260	94	20	3	1	0	0	0	0	0	**791**
2:00 PM	0	0	2	5	10	55	238	256	91	21	1	0	0	0	0	0	0	**679**
3:00 PM	0	0	2	12	18	51	217	270	72	20	3	1	0	0	0	0	0	**666**
4:00 PM	0	0	0	6	4	79	268	276	92	26	5	3	0	0	0	0	0	**759**
5:00 PM	1	1	2	4	19	62	203	275	95	15	3	1	0	0	0	0	0	**681**
6:00 PM	0	0	1	8	9	29	161	232	80	13	1	0	1	0	0	0	0	**535**
7:00 PM	0	0	0	9	10	30	124	146	47	13	2	1	0	0	0	0	0	**382**
8:00 PM	0	0	0	10	5	30	117	109	42	11	0	0	0	0	0	0	0	**324**
9:00 PM	0	0	0	4	7	24	95	85	30	11	5	0	0	0	0	0	0	**261**
10:00 PM	0	0	1	4	4	12	50	63	21	6	3	1	0	0	0	0	0	**165**
11:00 PM	0	1	0	1	1	6	36	29	26	6	1	0	0	0	0	0	0	**107**
Total	**2**	**5**	**13**	**153**	**323**	**1,406**	**4,593**	**4,480**	**1,503**	**327**	**74**	**16**	**3**	**2**	**0**	**0**	**0**	**12,900**
Percent	**0.0%**	**0.0%**	**0.1%**	**1.2%**	**2.5%**	**10.9%**	**35.6%**	**34.7%**	**11.7%**	**2.5%**	**0.6%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	39.9	mph	Mean (Average) Speed	39.9	mph
85th Percentile	45.0	mph	10 mph Pace	35.1 - 45.1	mph
95th Percentile	48.5	mph	Percent in Pace	70.2	%

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

Location: E Main Ave N-O 5th Ave NE
Date Range: 8/3/2021 to 8/5/2021
Site Code: D

Tuesday, August 3, 2021
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	7	13	34	24	11	3	0	0	1	0	0	0	0	**94**
1:00 AM	0	0	1	1	4	10	31	18	9	3	0	0	1	0	0	1	0	**79**
2:00 AM	0	0	0	1	4	3	14	8	8	1	1	0	0	0	0	0	0	**40**
3:00 AM	0	0	0	1	4	3	13	7	4	4	1	0	0	0	0	0	0	**37**
4:00 AM	0	0	0	1	2	13	26	13	4	1	0	0	0	0	0	0	0	**60**
5:00 AM	0	0	0	3	4	23	70	65	6	4	0	0	0	0	0	0	0	**175**
6:00 AM	0	0	0	0	7	48	118	107	41	10	2	0	0	0	0	0	0	**333**
7:00 AM	0	0	0	2	21	70	161	165	62	12	4	0	0	0	0	0	0	**497**
8:00 AM	0	0	2	4	21	74	204	140	63	14	4	0	1	0	0	0	0	**527**
9:00 AM	0	0	1	7	19	90	218	160	62	8	0	0	0	0	0	0	0	**565**
10:00 AM	0	0	3	5	34	101	204	167	40	16	3	0	0	0	0	0	0	**573**
11:00 AM	0	0	0	4	32	100	303	206	79	16	2	0	0	0	0	0	0	**742**
12:00 PM	0	0	1	7	27	124	326	217	71	14	0	1	0	0	0	0	0	**788**
1:00 PM	0	1	1	8	44	127	306	304	81	12	2	3	0	0	0	0	0	**889**
2:00 PM	0	0	1	8	42	164	468	327	98	15	3	0	1	0	0	0	0	**1,127**
3:00 PM	0	0	2	16	55	256	511	424	123	20	4	1	1	0	0	1	0	**1,414**
4:00 PM	0	1	0	8	43	193	574	435	128	17	1	1	0	0	0	0	0	**1,401**
5:00 PM	0	1	0	18	57	245	555	421	95	21	7	0	0	1	0	0	0	**1,421**
6:00 PM	0	0	0	13	33	129	409	316	98	16	4	0	1	0	0	0	0	**1,019**
7:00 PM	0	1	0	7	31	51	219	194	75	17	5	0	1	0	1	0	0	**602**
8:00 PM	0	1	1	7	19	52	181	139	55	14	1	1	0	0	0	0	0	**471**
9:00 PM	0	0	0	8	19	36	99	112	51	13	4	1	0	1	0	0	0	**344**
10:00 PM	0	0	0	5	14	33	72	56	26	10	3	0	0	0	0	0	0	**219**
11:00 PM	0	0	0	2	8	19	65	54	27	9	3	0	0	0	0	0	0	**187**
Total	**0**	**5**	**13**	**137**	**551**	**1,977**	**5,181**	**4,079**	**1,317**	**270**	**54**	**8**	**7**	**2**	**1**	**2**	**0**	**13,604**
Percent	**0.0%**	**0.0%**	**0.1%**	**1.0%**	**4.1%**	**14.5%**	**38.1%**	**30.0%**	**9.7%**	**2.0%**	**0.4%**	**0.1%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	39.0	mph	Mean (Average) Speed	39.1	mph
85th Percentile	44.3	mph	10 mph Pace	33.7 - 43.7	mph
95th Percentile	48.0	mph	Percent in Pace	68.84	%

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

Location: E Main Ave N-O 5th Ave NE
Date Range: 8/3/2021 to 8/5/2021
Site Code: D

Wednesday, August 4, 2021
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	1	12	21	23	11	3	1	0	0	0	0	0	0	**73**
1:00 AM	0	0	0	2	2	7	20	11	4	2	1	0	0	0	0	0	0	**49**
2:00 AM	0	0	1	1	0	4	26	29	12	6	0	1	0	0	0	0	0	**80**
3:00 AM	0	0	0	1	5	5	69	68	40	7	1	0	0	0	0	0	0	**196**
4:00 AM	0	0	0	5	15	57	192	223	112	43	4	2	1	0	0	0	0	**654**
5:00 AM	1	0	4	4	30	123	343	278	82	22	4	3	0	0	0	0	0	**894**
6:00 AM	0	2	3	12	23	132	340	344	106	24	3	3	0	0	0	0	0	**992**
7:00 AM	0	1	0	21	49	150	312	328	107	23	1	3	1	0	0	0	0	**996**
8:00 AM	0	0	0	3	40	131	386	278	74	17	2	1	0	1	0	0	1	**934**
9:00 AM	0	0	0	13	20	90	325	300	80	21	3	0	0	0	0	0	0	**852**
10:00 AM	0	0	2	8	26	82	272	244	69	11	0	0	1	1	0	0	0	**716**
11:00 AM	0	0	0	15	32	103	257	257	86	13	5	1	1	0	0	0	0	**770**
12:00 PM	0	0	2	7	35	87	254	299	63	12	2	1	1	0	0	0	0	**763**
1:00 PM	0	0	3	17	19	101	281	273	75	16	2	2	0	1	0	0	0	**790**
2:00 PM	0	0	5	8	32	86	265	227	76	7	3	0	3	0	0	0	0	**712**
3:00 PM	0	0	2	11	11	53	258	260	71	22	3	1	0	0	0	0	0	**692**
4:00 PM	0	0	2	3	16	98	328	317	96	15	4	1	0	0	0	0	0	**880**
5:00 PM	0	1	1	5	6	77	217	316	126	18	7	0	0	0	0	0	0	**774**
6:00 PM	0	0	1	13	8	35	173	240	98	17	4	0	0	0	0	0	0	**589**
7:00 PM	0	0	1	16	12	20	145	165	66	12	3	1	0	1	0	0	0	**442**
8:00 PM	0	0	2	9	10	27	109	139	50	15	2	0	1	0	0	0	0	**364**
9:00 PM	0	1	0	4	6	28	132	123	28	6	0	0	0	0	0	0	0	**328**
10:00 PM	0	0	0	6	5	18	90	68	23	5	3	1	2	1	0	0	0	**222**
11:00 PM	0	0	1	4	1	6	36	35	19	8	0	0	0	0	0	0	0	**110**
Total	**1**	**5**	**30**	**189**	**404**	**1,532**	**4,851**	**4,845**	**1,574**	**345**	**58**	**21**	**11**	**5**	**0**	**0**	**1**	**13,872**
Percent	**0.0%**	**0.0%**	**0.2%**	**1.4%**	**2.9%**	**11.0%**	**35.0%**	**34.9%**	**11.3%**	**2.5%**	**0.4%**	**0.2%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	39.9	mph	Mean (Average) Speed	39.8	mph
85th Percentile	44.9	mph	10 mph Pace	35.0 - 45.0	mph
95th Percentile	48.7	mph	Percent in Pace	69.8	%

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

Location: E Main Ave N-O 5th Ave NE
Date Range: 8/3/2021 to 8/5/2021
Site Code: D

Wednesday, August 4, 2021
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	2	5	11	39	25	19	6	0	0	0	0	0	0	0	**108**
1:00 AM	0	0	0	0	3	8	26	22	10	1	0	0	0	0	0	0	0	**70**
2:00 AM	0	0	0	0	3	7	17	14	8	4	0	1	0	0	0	0	0	**54**
3:00 AM	0	0	0	2	3	5	19	13	4	2	1	0	0	0	0	0	0	**49**
4:00 AM	0	0	0	3	4	9	37	21	9	0	0	0	0	0	0	0	0	**83**
5:00 AM	1	0	3	2	6	16	69	56	18	5	0	0	0	0	0	0	0	**176**
6:00 AM	0	0	0	1	12	27	81	106	46	6	3	0	0	0	0	0	0	**282**
7:00 AM	2	0	0	3	22	77	203	139	41	9	0	0	0	0	0	0	0	**496**
8:00 AM	2	0	0	1	19	86	186	138	49	15	5	0	0	0	0	0	0	**501**
9:00 AM	0	0	1	2	18	80	206	159	46	8	3	1	0	0	0	0	0	**524**
10:00 AM	0	0	3	4	30	84	247	173	50	11	1	0	0	0	0	0	0	**603**
11:00 AM	2	1	2	8	36	86	268	208	67	15	2	1	0	0	0	0	1	**697**
12:00 PM	0	0	0	12	44	125	307	256	73	13	2	0	0	0	0	0	0	**832**
1:00 PM	2	0	1	7	49	119	310	298	87	17	4	1	0	0	0	0	0	**895**
2:00 PM	0	1	1	19	47	184	424	369	97	19	6	2	1	0	0	0	0	**1,170**
3:00 PM	0	0	1	7	51	220	537	404	114	27	4	3	2	0	0	0	0	**1,370**
4:00 PM	0	0	0	16	60	241	581	382	114	14	2	0	0	0	0	0	0	**1,410**
5:00 PM	0	5	2	3	57	241	522	433	122	19	3	1	0	0	0	0	0	**1,408**
6:00 PM	0	0	0	2	31	108	403	365	167	22	5	0	0	0	0	0	0	**1,103**
7:00 PM	0	0	1	3	24	53	219	221	90	18	5	1	0	0	0	1	0	**636**
8:00 PM	0	1	1	7	32	54	187	172	70	10	5	2	0	0	0	0	1	**542**
9:00 PM	0	0	1	9	9	34	145	134	53	10	1	0	0	0	0	0	0	**396**
10:00 PM	0	0	0	3	11	25	111	98	34	6	1	0	0	0	0	0	0	**289**
11:00 PM	0	0	0	2	4	20	83	53	24	13	1	1	1	0	0	0	0	**202**
Total	**9**	**8**	**18**	**118**	**580**	**1,920**	**5,227**	**4,259**	**1,412**	**270**	**54**	**14**	**4**	**0**	**0**	**1**	**2**	**13,896**
Percent	**0.1%**	**0.1%**	**0.1%**	**0.8%**	**4.2%**	**13.8%**	**37.6%**	**30.6%**	**10.2%**	**1.9%**	**0.4%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	39.3	mph	Mean (Average) Speed	39.2	mph
85th Percentile	44.4	mph	10 mph Pace	34.3 - 44.3	mph
95th Percentile	47.9	mph	Percent in Pace	68.39	%

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

Location: E Main Ave N-O 5th Ave NE
Date Range: 8/3/2021 to 8/5/2021
Site Code: D

Thursday, August 5, 2021
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	2	11	24	39	9	7	2	0	0	0	0	0	0	**96**
1:00 AM	0	0	2	2	1	8	21	16	11	1	2	0	2	0	0	0	0	**66**
2:00 AM	0	0	0	4	1	3	23	23	14	5	2	0	0	0	0	0	0	**75**
3:00 AM	0	0	1	0	3	7	62	85	42	9	5	0	0	0	0	0	0	**214**
4:00 AM	0	0	1	5	6	34	225	248	126	27	7	1	1	0	0	0	0	**681**
5:00 AM	0	0	3	6	19	107	349	335	89	31	7	2	2	0	0	0	0	**950**
6:00 AM	0	0	0	7	54	186	423	273	95	14	5	2	1	0	0	0	0	**1,060**
7:00 AM	0	0	1	10	38	141	343	330	87	18	5	1	0	0	0	0	0	**974**
8:00 AM	0	0	1	11	10	54	271	263	74	7	5	0	0	0	0	0	0	**696**
9:00 AM	0	0	5	5	9	88	314	213	63	13	2	1	0	0	0	0	0	**713**
10:00 AM	0	0	1	9	21	74	259	234	78	15	2	0	0	0	0	0	0	**693**
11:00 AM	0	0	0	5	14	107	314	277	75	14	6	0	0	0	0	0	0	**812**
12:00 PM	0	0	7	34	58	152	422	260	69	21	3	2	0	0	0	0	0	**1,028**
1:00 PM	0	0	2	12	16	92	291	295	94	10	6	0	1	0	0	0	0	**819**
2:00 PM	0	0	1	12	26	92	318	256	83	17	5	0	0	0	0	0	0	**810**
3:00 PM	0	0	2	16	22	84	257	233	77	11	5	0	0	0	0	0	0	**707**
4:00 PM	0	0	0	9	11	76	256	293	71	18	4	1	0	0	0	0	0	**739**
5:00 PM	0	0	0	5	39	121	317	236	88	18	6	0	2	0	0	0	0	**832**
6:00 PM	1	0	1	17	15	36	152	225	79	15	1	2	0	0	0	0	0	**544**
7:00 PM	0	1	1	11	7	18	142	183	64	14	3	1	0	0	0	0	0	**445**
8:00 PM	0	0	2	10	6	23	112	150	64	16	3	1	0	0	0	0	0	**387**
9:00 PM	0	0	3	8	10	30	115	112	36	9	4	0	0	1	1	0	0	**329**
10:00 PM	0	0	1	4	5	17	66	65	34	9	6	2	0	0	0	0	0	**209**
11:00 PM	0	0	2	1	0	15	30	46	29	3	2	1	1	0	0	0	0	**130**
Total	**1**	**1**	**37**	**205**	**393**	**1,576**	**5,106**	**4,690**	**1,551**	**322**	**98**	**17**	**10**	**1**	**1**	**0**	**0**	**14,009**
Percent	**0.0%**	**0.0%**	**0.3%**	**1.5%**	**2.8%**	**11.2%**	**36.4%**	**33.5%**	**11.1%**	**2.3%**	**0.7%**	**0.1%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	39.7	mph	Mean (Average) Speed	39.7	mph
85th Percentile	44.9	mph	10 mph Pace	34.9 - 44.9	mph
95th Percentile	48.3	mph	Percent in Pace	69.9	%

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

Location: E Main Ave N-O 5th Ave NE
Date Range: 8/3/2021 to 8/5/2021
Site Code: D

Thursday, August 5, 2021
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	1	3	10	32	42	17	2	0	0	0	0	0	0	0	**108**
1:00 AM	0	0	1	2	3	12	35	28	10	3	0	1	0	0	0	0	0	**95**
2:00 AM	0	0	0	0	2	8	16	16	1	3	1	0	0	0	0	0	0	**47**
3:00 AM	0	0	0	0	3	5	16	13	7	4	0	0	0	0	0	0	0	**48**
4:00 AM	0	0	1	0	2	13	23	27	5	1	0	0	0	0	0	0	0	**72**
5:00 AM	0	0	0	4	10	24	62	59	20	4	2	0	0	0	0	0	0	**185**
6:00 AM	0	1	1	5	12	48	90	76	31	11	4	0	0	0	0	0	0	**279**
7:00 AM	0	0	2	1	16	68	201	165	58	9	3	1	0	0	0	0	0	**524**
8:00 AM	0	1	3	7	29	81	182	133	50	7	3	1	0	1	0	0	0	**498**
9:00 AM	0	0	2	11	40	90	221	133	41	6	6	0	0	0	0	0	0	**550**
10:00 AM	0	1	3	7	37	103	245	145	52	20	0	0	0	0	0	0	0	**613**
11:00 AM	0	0	0	8	29	107	269	220	59	9	1	0	0	0	0	0	0	**702**
12:00 PM	1	0	4	9	32	146	335	189	68	8	1	1	1	0	0	0	0	**795**
1:00 PM	0	1	1	9	38	140	316	307	94	16	1	0	0	0	0	0	0	**923**
2:00 PM	0	0	0	7	37	175	459	374	108	17	7	0	0	0	0	0	0	**1,184**
3:00 PM	0	0	0	9	62	211	648	420	89	15	3	0	0	0	0	0	0	**1,457**
4:00 PM	0	0	1	12	50	272	643	389	111	24	5	2	0	1	0	0	0	**1,510**
5:00 PM	0	0	2	26	100	292	594	391	95	16	2	1	0	0	0	0	0	**1,519**
6:00 PM	0	0	3	15	44	119	387	403	133	26	6	1	0	0	0	0	0	**1,137**
7:00 PM	0	0	0	10	21	67	201	239	89	16	0	1	1	0	0	0	0	**645**
8:00 PM	0	0	0	2	24	63	219	193	59	7	7	0	0	1	0	0	0	**575**
9:00 PM	1	0	0	5	23	44	111	131	42	12	0	3	0	0	0	0	0	**372**
10:00 PM	0	0	0	3	10	30	86	89	43	11	2	1	0	0	0	0	0	**275**
11:00 PM	0	0	0	1	9	22	61	60	29	5	1	2	0	0	0	0	0	**190**
Total	**2**	**4**	**25**	**154**	**636**	**2,150**	**5,452**	**4,242**	**1,311**	**252**	**55**	**15**	**2**	**3**	**0**	**0**	**0**	**14,303**
Percent	**0.0%**	**0.0%**	**0.2%**	**1.1%**	**4.4%**	**15.0%**	**38.1%**	**29.7%**	**9.2%**	**1.8%**	**0.4%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	38.9	mph	Mean (Average) Speed	38.9	mph
85th Percentile	44.1	mph	10 mph Pace	34.3 - 44.3	mph
95th Percentile	47.6	mph	Percent in Pace	68.82	%

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

Location: E Main Ave N-O 5th Ave NE
Date Range: 8/3/2021 to 8/5/2021
Site Code: D

Total Study Average
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	1	11	22	29	11	5	1	0	0	0	0	0	0	**81**
1:00 AM	0	0	1	2	1	7	22	12	6	3	1	0	1	0	0	0	0	**56**
2:00 AM	0	0	0	3	0	4	24	22	15	5	1	0	0	0	0	0	0	**74**
3:00 AM	0	0	0	2	5	9	63	75	43	7	3	0	0	0	0	0	0	**207**
4:00 AM	0	0	1	5	10	49	204	245	114	31	8	1	1	0	0	0	0	**669**
5:00 AM	0	0	3	5	28	120	335	288	80	23	4	2	1	0	0	0	0	**889**
6:00 AM	0	1	1	8	36	146	396	311	96	20	4	2	1	0	0	0	0	**1,022**
7:00 AM	0	1	0	13	45	144	343	319	97	20	3	1	0	0	0	0	0	**986**
8:00 AM	0	0	0	7	22	86	321	269	70	12	4	0	0	0	0	0	0	**791**
9:00 AM	0	0	2	7	13	84	304	248	73	16	2	0	0	0	0	0	0	**749**
10:00 AM	0	0	1	8	21	85	256	231	74	12	2	0	0	0	0	0	0	**690**
11:00 AM	0	0	0	8	20	103	283	269	77	14	5	1	0	0	0	0	0	**780**
12:00 PM	0	0	3	17	38	111	324	269	75	16	3	2	0	0	0	0	0	**858**
1:00 PM	0	1	2	16	20	99	278	276	88	15	4	1	0	0	0	0	0	**800**
2:00 PM	0	0	3	8	23	78	274	246	83	15	3	0	1	0	0	0	0	**734**
3:00 PM	0	0	2	13	17	63	244	254	73	18	4	1	0	0	0	0	0	**689**
4:00 PM	0	0	1	6	10	84	284	295	86	20	4	2	0	0	0	0	0	**792**
5:00 PM	0	1	1	5	21	87	246	276	103	17	5	0	1	0	0	0	0	**763**
6:00 PM	0	0	1	13	11	33	162	232	86	15	2	1	0	0	0	0	0	**556**
7:00 PM	0	0	1	12	10	23	137	165	59	13	3	1	0	0	0	0	0	**424**
8:00 PM	0	0	1	10	7	27	113	133	52	14	2	0	0	0	0	0	0	**359**
9:00 PM	0	0	1	5	8	27	114	107	31	9	3	0	0	0	0	0	0	**305**
10:00 PM	0	0	1	5	5	16	69	65	26	7	4	1	1	0	0	0	0	**200**
11:00 PM	0	0	1	2	1	9	34	37	25	6	1	0	0	0	0	0	0	**116**
Total	**0**	**4**	**27**	**181**	**373**	**1,505**	**4,852**	**4,673**	**1,543**	**333**	**76**	**16**	**7**	**0**	**0**	**0**	**0**	**13,590**
Percent	**0.0%**	**0.0%**	**0.2%**	**1.3%**	**2.7%**	**11.1%**	**35.7%**	**34.4%**	**11.4%**	**2.5%**	**0.6%**	**0.1%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

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

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	39.9	mph	Mean (Average) Speed	39.8	mph
85th Percentile	44.9	mph	10 mph Pace	35.0 - 45.0	mph
95th Percentile	48.5	mph	Percent in Pace	69.9	%

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

Location: E Main Ave N-O 5th Ave NE
Date Range: 8/3/2021 to 8/5/2021
Site Code: D

Total Study Average
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	1	5	11	35	30	16	4	0	0	0	0	0	0	0	**103**
1:00 AM	0	0	1	1	3	10	31	23	10	2	0	0	0	0	0	0	0	**81**
2:00 AM	0	0	0	0	3	6	16	13	6	3	1	0	0	0	0	0	0	**48**
3:00 AM	0	0	0	1	3	4	16	11	5	3	1	0	0	0	0	0	0	**44**
4:00 AM	0	0	0	1	3	12	29	20	6	1	0	0	0	0	0	0	0	**72**
5:00 AM	0	0	1	3	7	21	67	60	15	4	1	0	0	0	0	0	0	**179**
6:00 AM	0	0	0	2	10	41	96	96	39	9	3	0	0	0	0	0	0	**296**
7:00 AM	1	0	1	2	20	72	188	156	54	10	2	0	0	0	0	0	0	**506**
8:00 AM	1	0	2	4	23	80	191	137	54	12	4	0	0	0	0	0	0	**508**
9:00 AM	0	0	1	7	26	87	215	151	50	7	3	0	0	0	0	0	0	**547**
10:00 AM	0	0	3	5	34	96	232	162	47	16	1	0	0	0	0	0	0	**596**
11:00 AM	1	0	1	7	32	98	280	211	68	13	2	0	0	0	0	0	0	**713**
12:00 PM	0	0	2	9	34	132	323	221	71	12	1	1	0	0	0	0	0	**806**
1:00 PM	1	1	1	8	44	129	311	303	87	15	2	1	0	0	0	0	0	**903**
2:00 PM	0	0	1	11	42	174	450	357	101	17	5	1	1	0	0	0	0	**1,160**
3:00 PM	0	0	1	11	56	229	565	416	109	21	4	1	1	0	0	0	0	**1,414**
4:00 PM	0	0	0	12	51	235	599	402	118	18	3	1	0	0	0	0	0	**1,439**
5:00 PM	0	2	1	16	71	259	557	415	104	19	4	1	0	0	0	0	0	**1,449**
6:00 PM	0	0	1	10	36	119	400	361	133	21	5	0	0	0	0	0	0	**1,086**
7:00 PM	0	0	0	7	25	57	213	218	85	17	3	1	1	0	0	0	0	**627**
8:00 PM	0	1	1	5	25	56	196	168	61	10	4	1	0	0	0	0	0	**528**
9:00 PM	0	0	0	7	17	38	118	126	49	12	2	1	0	0	0	0	0	**370**
10:00 PM	0	0	0	4	12	29	90	81	34	9	2	0	0	0	0	0	0	**261**
11:00 PM	0	0	0	2	7	20	70	56	27	9	2	1	0	0	0	0	0	**194**
Total	**4**	**4**	**19**	**136**	**589**	**2,015**	**5,288**	**4,194**	**1,349**	**264**	**55**	**10**	**3**	**0**	**0**	**0**	**0**	**13,930**
Percent	**0.0%**	**0.0%**	**0.1%**	**1.0%**	**4.2%**	**14.5%**	**38.0%**	**30.1%**	**9.7%**	**1.9%**	**0.4%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

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

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	39.0	mph	Mean (Average) Speed	39.0	mph
85th Percentile	44.2	mph	10 mph Pace	34.3 - 44.3	mph
95th Percentile	47.9	mph	Percent in Pace	68.7	%

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Location: E Main Ave N-O 5th Ave NE
Date Range: 8/3/2021 - 8/9/2021
Site Code: D

	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday					
	8/3/2021			8/4/2021			8/5/2021			8/6/2021			8/7/2021			8/8/2021			8/9/2021			Mid-Week Average		
Time	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	74	94	168	73	108	181	96	108	204	-	-	-	-	-	-	-	-	-	-	-	-	81	103	184
1:00 AM	55	79	134	49	70	119	66	95	161	-	-	-	-	-	-	-	-	-	-	-	-	57	81	138
2:00 AM	72	40	112	80	54	134	75	47	122	-	-	-	-	-	-	-	-	-	-	-	-	76	47	123
3:00 AM	212	37	249	196	49	245	214	48	262	-	-	-	-	-	-	-	-	-	-	-	-	207	45	252
4:00 AM	670	60	730	654	83	737	681	72	753	-	-	-	-	-	-	-	-	-	-	-	-	668	72	740
5:00 AM	826	175	1,001	894	176	1,070	950	185	1,135	-	-	-	-	-	-	-	-	-	-	-	-	890	179	1,069
6:00 AM	1,017	333	1,350	992	282	1,274	1,060	279	1,339	-	-	-	-	-	-	-	-	-	-	-	-	1,023	298	1,321
7:00 AM	988	497	1,485	996	496	1,492	974	524	1,498	-	-	-	-	-	-	-	-	-	-	-	-	986	506	1,492
8:00 AM	751	527	1,278	934	501	1,435	696	498	1,194	-	-	-	-	-	-	-	-	-	-	-	-	794	509	1,302
9:00 AM	684	565	1,249	852	524	1,376	713	550	1,263	-	-	-	-	-	-	-	-	-	-	-	-	750	546	1,296
10:00 AM	660	573	1,233	716	603	1,319	693	613	1,306	-	-	-	-	-	-	-	-	-	-	-	-	690	596	1,286
11:00 AM	756	742	1,498	770	697	1,467	812	702	1,514	-	-	-	-	-	-	-	-	-	-	-	-	779	714	1,493
12:00 PM	785	788	1,573	763	832	1,595	1,028	795	1,823	-	-	-	-	-	-	-	-	-	-	-	-	859	805	1,664
1:00 PM	791	889	1,680	790	895	1,685	819	923	1,742	-	-	-	-	-	-	-	-	-	-	-	-	800	902	1,702
2:00 PM	679	1,127	1,806	712	1,170	1,882	810	1,184	1,994	-	-	-	-	-	-	-	-	-	-	-	-	734	1,160	1,894
3:00 PM	666	1,414	2,080	692	1,370	2,062	707	1,457	2,164	-	-	-	-	-	-	-	-	-	-	-	-	688	1,414	2,102
4:00 PM	759	1,401	2,160	880	1,410	2,290	739	1,510	2,249	-	-	-	-	-	-	-	-	-	-	-	-	793	1,440	2,233
5:00 PM	681	1,421	2,102	774	1,408	2,182	832	1,519	2,351	-	-	-	-	-	-	-	-	-	-	-	-	762	1,449	2,212
6:00 PM	535	1,019	1,554	589	1,103	1,692	544	1,137	1,681	-	-	-	-	-	-	-	-	-	-	-	-	556	1,086	1,642
7:00 PM	382	602	984	442	636	1,078	445	645	1,090	-	-	-	-	-	-	-	-	-	-	-	-	423	628	1,051
8:00 PM	324	471	795	364	542	906	387	575	962	-	-	-	-	-	-	-	-	-	-	-	-	358	529	888
9:00 PM	261	344	605	328	396	724	329	372	701	-	-	-	-	-	-	-	-	-	-	-	-	306	371	677
10:00 PM	165	219	384	222	289	511	209	275	484	-	-	-	-	-	-	-	-	-	-	-	-	199	261	460
11:00 PM	107	187	294	110	202	312	130	190	320	-	-	-	-	-	-	-	-	-	-	-	-	116	193	309
Total	**12,900**	**13,604**	**26,504**	**13,872**	**13,896**	**27,768**	**14,009**	**14,303**	**28,312**	-	-	-	-	-	-	-	-	-	-	-	-	**13,594**	**13,934**	**27,528**
Percent	**49%**	**51%**	-	**50%**	**50%**	-	**49%**	**51%**	-	-	-	-	-	-	-	-	-	-	-	-	-	**49%**	**51%**	-

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

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Vehicle Speed Report Summary

Location: N Meridian Ave N-O River Rd

Count Direction: Northbound / Southbound

Date Range: 8/3/2021 to 8/5/2021

Site Code: E

	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
Study Total																		
Northbound	1,460	1,844	2,008	2,708	6,233	13,659	17,146	8,486	2,062	414	85	26	18	8	2	0	0	56,159
Percent	2.6%	3.3%	3.6%	4.8%	11.1%	24.3%	30.5%	15.1%	3.7%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	2,141	6,830	9,937	6,852	7,991	14,312	13,530	5,361	1,309	275	58	25	7	4	0	0	0	68,632
Percent	3.1%	10.0%	14.5%	10.0%	11.6%	20.9%	19.7%	7.8%	1.9%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	3,601	8,674	11,945	9,560	14,224	27,971	30,676	13,847	3,371	689	143	51	25	12	2	0	0	124,791
Percent	2.9%	7.0%	9.6%	7.7%	11.4%	22.4%	24.6%	11.1%	2.7%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Northbound			**Northbound**		
50th Percentile (Median)	35.0	mph	Mean (Average) Speed	33.4	mph
85th Percentile	41.0	mph	10 mph Pace	31.2 - 41.2	mph
95th Percentile	44.7	mph	Percent in Pace	55.7	%
Southbound			**Southbound**		
50th Percentile (Median)	30.2	mph	Mean (Average) Speed	28.1	mph
85th Percentile	38.5	mph	10 mph Pace	29.5 - 39.5	mph
95th Percentile	42.5	mph	Percent in Pace	40.6	%

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

Location: N Meridian Ave N-O River Rd
Date Range: 8/3/2021 to 8/5/2021
Site Code: E

Tuesday, August 3, 2021
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	7	18	36	20	5	1	0	0	0	0	0	0	0	**88**
1:00 AM	0	0	0	0	4	19	28	8	1	1	1	0	0	0	0	0	0	**62**
2:00 AM	1	0	0	0	11	16	32	14	3	1	0	0	0	0	0	0	0	**78**
3:00 AM	1	0	1	2	5	33	58	38	10	0	0	0	0	1	0	0	0	**149**
4:00 AM	1	1	1	4	12	70	196	131	32	3	0	0	0	0	0	0	0	**451**
5:00 AM	0	0	1	4	17	145	385	226	66	16	4	0	0	0	0	0	0	**864**
6:00 AM	5	13	32	37	112	269	418	221	57	7	0	0	0	0	0	0	0	**1,171**
7:00 AM	67	116	96	87	165	284	254	89	19	3	2	1	0	0	0	0	0	**1,183**
8:00 AM	44	62	55	55	77	224	258	144	34	5	1	0	0	0	0	0	0	**959**
9:00 AM	0	2	8	21	93	277	317	172	41	5	2	0	0	0	0	0	0	**938**
10:00 AM	2	7	5	21	131	291	331	166	35	12	3	0	2	0	0	0	0	**1,006**
11:00 AM	8	7	4	28	125	310	364	157	38	9	0	0	0	0	0	0	0	**1,050**
12:00 PM	7	5	11	68	218	322	306	151	31	4	0	0	0	0	0	0	0	**1,123**
1:00 PM	23	24	46	73	157	329	314	125	25	7	0	1	0	0	0	0	0	**1,124**
2:00 PM	13	1	15	56	188	328	366	168	34	8	0	0	1	0	0	0	0	**1,178**
3:00 PM	48	8	14	73	180	323	368	175	48	7	2	0	1	0	0	0	0	**1,247**
4:00 PM	116	174	144	132	167	247	181	70	31	8	3	0	1	0	0	0	0	**1,274**
5:00 PM	41	9	22	95	214	352	347	163	42	7	1	2	1	1	0	0	0	**1,297**
6:00 PM	16	0	0	18	92	282	281	167	51	7	3	3	0	0	0	0	0	**920**
7:00 PM	0	0	1	5	35	186	308	145	32	8	3	0	0	0	0	0	0	**723**
8:00 PM	0	0	0	19	33	134	256	137	20	8	1	1	2	1	2	0	0	**614**
9:00 PM	0	0	1	4	30	101	185	109	16	4	0	0	0	0	0	0	0	**450**
10:00 PM	0	0	1	7	13	54	92	72	20	6	2	0	0	0	0	0	0	**267**
11:00 PM	0	0	0	1	7	34	70	32	7	5	1	0	1	1	0	0	0	**159**
Total	**393**	**429**	**458**	**811**	**2,093**	**4,648**	**5,751**	**2,900**	**698**	**142**	**29**	**8**	**9**	**4**	**2**	**0**	**0**	**18,375**
Percent	**2.1%**	**2.3%**	**2.5%**	**4.4%**	**11.4%**	**25.3%**	**31.3%**	**15.8%**	**3.8%**	**0.8%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	35.3	mph	Mean (Average) Speed	34.0	mph
85th Percentile	41.3	mph	10 mph Pace	31.4 - 41.4	mph
95th Percentile	44.9	mph	Percent in Pace	57.6	%

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

Location: N Meridian Ave N-O River Rd
Date Range: 8/3/2021 to 8/5/2021
Site Code: E

Tuesday, August 3, 2021
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	10	90	122	50	16	3	0	0	0	0	0	0	0	**292**
1:00 AM	0	0	0	0	10	48	84	31	18	2	0	0	0	0	0	0	0	**193**
2:00 AM	0	0	0	3	11	42	66	39	8	3	3	0	1	0	0	0	0	**176**
3:00 AM	0	0	0	2	8	66	76	38	10	0	0	0	0	0	0	0	0	**200**
4:00 AM	0	0	0	5	23	67	102	57	16	1	2	1	0	0	0	0	0	**274**
5:00 AM	0	0	0	2	13	92	171	110	28	8	0	2	0	0	0	0	0	**426**
6:00 AM	0	6	0	21	117	232	268	126	33	9	2	0	0	0	0	0	0	**814**
7:00 AM	0	12	30	84	158	316	288	123	40	10	2	0	0	0	0	0	0	**1,063**
8:00 AM	4	7	20	66	157	367	374	106	19	7	1	1	0	0	0	0	0	**1,129**
9:00 AM	3	17	57	96	192	434	345	112	32	1	2	1	0	0	0	0	0	**1,292**
10:00 AM	17	60	139	149	236	400	259	69	19	1	0	0	0	0	0	0	0	**1,349**
11:00 AM	9	39	124	211	298	434	267	65	6	0	0	0	0	0	0	0	0	**1,453**
12:00 PM	21	75	182	185	285	360	213	51	13	2	0	0	0	0	0	0	0	**1,387**
1:00 PM	61	203	293	273	278	245	143	38	6	1	0	0	0	0	0	0	0	**1,541**
2:00 PM	47	138	293	331	277	265	209	59	8	1	0	0	0	0	0	0	0	**1,628**
3:00 PM	169	509	596	253	89	31	8	0	0	0	0	0	0	0	0	0	0	**1,655**
4:00 PM	160	527	712	205	27	30	6	2	2	0	0	0	0	0	0	0	0	**1,671**
5:00 PM	121	398	625	248	120	78	40	14	1	0	0	0	0	0	0	0	0	**1,645**
6:00 PM	95	284	378	149	125	184	161	50	9	1	1	0	0	0	0	0	0	**1,437**
7:00 PM	0	0	0	2	40	269	360	158	37	9	1	0	0	0	0	0	0	**876**
8:00 PM	0	0	0	6	45	191	291	108	20	6	0	0	0	0	0	0	0	**667**
9:00 PM	0	0	0	0	26	154	207	99	28	0	0	0	0	0	0	0	0	**514**
10:00 PM	0	0	1	3	37	124	216	91	32	6	0	0	0	0	0	0	0	**510**
11:00 PM	0	0	0	0	16	84	157	82	30	8	1	0	1	0	0	0	0	**379**
Total	**707**	**2,275**	**3,450**	**2,295**	**2,598**	**4,603**	**4,433**	**1,678**	**431**	**79**	**15**	**5**	**2**	**0**	**0**	**0**	**0**	**22,571**
Percent	**3.1%**	**10.1%**	**15.3%**	**10.2%**	**11.5%**	**20.4%**	**19.6%**	**7.4%**	**1.9%**	**0.4%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	30.0	mph	Mean (Average) Speed	27.9	mph
85th Percentile	38.3	mph	10 mph Pace	29.6 - 39.6	mph
95th Percentile	42.4	mph	Percent in Pace	40.18	%

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

Location: N Meridian Ave N-O River Rd
Date Range: 8/3/2021 to 8/5/2021
Site Code: E

Wednesday, August 4, 2021
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	10	22	33	29	8	2	1	1	0	0	0	0	0	**108**
1:00 AM	0	0	1	0	5	20	32	10	3	1	1	0	0	0	0	0	0	**73**
2:00 AM	0	0	1	2	6	18	32	13	6	1	1	0	0	0	0	0	0	**80**
3:00 AM	0	0	0	0	14	26	55	48	8	4	2	1	3	1	0	0	0	**162**
4:00 AM	1	0	0	1	11	67	182	130	40	6	2	0	0	0	0	0	0	**440**
5:00 AM	0	0	0	5	29	176	382	214	52	11	5	0	1	0	0	0	0	**875**
6:00 AM	19	38	64	46	82	235	347	208	59	7	4	1	0	0	0	0	0	**1,110**
7:00 AM	19	57	72	105	136	254	343	144	24	1	1	0	0	0	0	0	0	**1,156**
8:00 AM	41	79	151	92	145	213	268	138	29	6	1	1	0	0	0	0	0	**1,164**
9:00 AM	2	4	26	55	134	303	357	139	35	5	2	1	0	0	0	0	0	**1,063**
10:00 AM	0	4	15	34	140	268	291	163	34	10	0	1	0	0	0	0	0	**960**
11:00 AM	4	6	17	42	176	327	306	132	38	7	0	0	1	0	0	0	0	**1,056**
12:00 PM	2	3	4	42	114	308	378	191	30	5	1	0	0	0	0	0	0	**1,078**
1:00 PM	13	3	26	57	192	295	325	168	54	5	1	2	0	0	0	0	0	**1,141**
2:00 PM	18	7	8	26	158	339	357	172	45	12	1	0	0	0	0	0	0	**1,143**
3:00 PM	47	2	24	80	175	328	367	174	50	11	3	0	0	0	0	0	0	**1,261**
4:00 PM	183	272	218	122	159	146	92	17	10	0	0	0	0	0	0	0	0	**1,219**
5:00 PM	81	120	133	167	210	287	235	93	17	4	0	0	0	0	0	0	0	**1,347**
6:00 PM	11	1	6	38	98	275	324	174	49	8	1	0	0	0	0	0	0	**985**
7:00 PM	0	0	5	14	35	159	354	159	33	8	1	0	0	0	0	0	0	**768**
8:00 PM	0	0	0	8	43	158	276	124	43	10	1	0	0	0	0	0	0	**663**
9:00 PM	0	0	4	4	14	125	191	86	24	10	1	2	0	0	0	0	0	**461**
10:00 PM	0	0	0	8	12	81	154	68	21	6	1	0	0	0	0	0	0	**351**
11:00 PM	0	0	0	1	5	50	77	31	13	2	2	0	0	0	0	0	0	**181**
Total	**441**	**596**	**775**	**951**	**2,103**	**4,480**	**5,758**	**2,825**	**725**	**142**	**33**	**10**	**5**	**1**	**0**	**0**	**0**	**18,845**
Percent	**2.3%**	**3.2%**	**4.1%**	**5.0%**	**11.2%**	**23.8%**	**30.6%**	**15.0%**	**3.8%**	**0.8%**	**0.2%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	35.0	mph	Mean (Average) Speed	33.4	mph
85th Percentile	41.0	mph	10 mph Pace	31.4 - 41.4	mph
95th Percentile	44.9	mph	Percent in Pace	55.4	%

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

Location: N Meridian Ave N-O River Rd
Date Range: 8/3/2021 to 8/5/2021
Site Code: E

Wednesday, August 4, 2021
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	9	93	112	54	14	5	0	0	1	0	0	0	0	**290**
1:00 AM	0	0	0	1	15	51	75	32	8	3	0	0	0	0	0	0	0	**185**
2:00 AM	0	0	0	2	12	45	73	42	9	4	1	0	0	0	0	0	0	**188**
3:00 AM	0	0	1	3	14	66	93	52	14	1	2	0	0	0	0	0	0	**246**
4:00 AM	0	0	0	5	23	76	107	71	22	4	0	0	0	0	0	0	0	**308**
5:00 AM	0	0	0	1	14	100	194	93	32	7	1	0	0	1	0	0	0	**443**
6:00 AM	3	1	18	29	58	207	290	139	37	14	0	2	0	0	0	0	0	**798**
7:00 AM	2	3	6	53	166	314	314	141	37	8	1	0	0	0	0	0	0	**1,045**
8:00 AM	6	5	7	15	161	347	358	138	28	9	2	3	0	0	0	0	0	**1,079**
9:00 AM	2	12	27	53	162	372	380	136	22	4	1	0	0	0	0	0	0	**1,171**
10:00 AM	2	5	32	73	143	435	367	125	25	5	2	0	0	0	0	0	0	**1,214**
11:00 AM	12	68	148	212	287	399	237	73	7	4	0	0	0	0	0	0	0	**1,447**
12:00 PM	13	36	91	160	273	409	303	111	27	0	0	0	0	0	0	0	0	**1,423**
1:00 PM	34	133	275	261	261	302	201	61	6	1	0	0	0	0	0	0	0	**1,535**
2:00 PM	13	144	227	280	395	357	184	78	16	2	1	0	0	0	0	0	0	**1,697**
3:00 PM	124	497	636	241	49	11	4	1	0	0	0	0	0	0	0	0	0	**1,563**
4:00 PM	191	469	622	276	100	38	4	1	0	0	0	0	0	0	0	0	0	**1,701**
5:00 PM	138	450	741	280	48	7	2	0	0	0	0	0	0	0	0	0	0	**1,666**
6:00 PM	44	128	278	223	273	364	151	47	16	2	1	0	0	0	0	0	0	**1,527**
7:00 PM	0	0	3	17	84	313	339	145	43	4	1	1	0	1	0	0	0	**951**
8:00 PM	0	0	0	9	58	255	281	106	29	8	5	1	1	0	0	0	0	**753**
9:00 PM	0	0	0	0	40	189	196	85	22	8	2	0	0	0	0	0	0	**542**
10:00 PM	0	0	4	8	61	206	277	100	23	7	1	1	0	0	0	0	0	**688**
11:00 PM	0	0	0	2	13	110	187	87	21	2	0	1	1	0	0	0	0	**424**
Total	**584**	**1,951**	**3,116**	**2,206**	**2,719**	**5,066**	**4,729**	**1,918**	**458**	**102**	**21**	**9**	**3**	**2**	**0**	**0**	**0**	**22,884**
Percent	**2.6%**	**8.5%**	**13.6%**	**9.6%**	**11.9%**	**22.1%**	**20.7%**	**8.4%**	**2.0%**	**0.4%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	31.0	mph	Mean (Average) Speed	28.9	mph
85th Percentile	38.7	mph	10 mph Pace	29.8 - 39.8	mph
95th Percentile	42.8	mph	Percent in Pace	42.87	%

Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

Location: N Meridian Ave N-O River Rd
Date Range: 8/3/2021 to 8/5/2021
Site Code: E

Thursday, August 5, 2021
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	2	4	20	42	21	6	2	0	1	0	0	0	0	0	**99**
1:00 AM	0	0	0	1	7	17	38	20	5	2	0	0	0	0	0	0	0	**90**
2:00 AM	0	0	0	0	2	23	36	16	3	1	0	0	0	0	0	0	0	**81**
3:00 AM	0	0	0	1	7	26	59	44	10	4	0	0	0	0	0	0	0	**151**
4:00 AM	0	1	0	2	15	73	168	146	35	9	0	0	0	0	0	0	0	**449**
5:00 AM	0	2	11	23	35	210	400	242	57	10	2	0	1	0	0	0	0	**993**
6:00 AM	8	27	57	52	157	302	403	165	34	10	0	0	0	0	0	0	0	**1,215**
7:00 AM	74	195	176	96	134	202	155	64	7	1	0	0	0	0	0	0	0	**1,104**
8:00 AM	7	0	0	16	51	217	384	177	33	8	0	0	0	0	0	0	0	**893**
9:00 AM	3	0	4	9	60	295	365	164	31	10	1	1	0	1	0	0	0	**944**
10:00 AM	3	0	1	31	115	341	337	159	38	6	0	0	0	0	0	0	0	**1,031**
11:00 AM	79	80	36	43	145	290	261	105	20	6	3	0	0	0	0	0	0	**1,068**
12:00 PM	202	254	144	112	106	103	64	29	8	0	0	0	0	0	0	0	0	**1,022**
1:00 PM	34	75	41	54	192	289	282	108	37	7	1	0	0	0	0	0	0	**1,120**
2:00 PM	23	14	13	45	170	330	330	183	38	6	4	1	0	0	0	0	0	**1,157**
3:00 PM	32	32	93	123	230	330	267	141	37	2	0	0	0	0	0	0	0	**1,287**
4:00 PM	39	15	47	65	169	348	338	195	54	10	1	1	0	0	0	0	0	**1,282**
5:00 PM	85	88	97	164	187	306	281	121	24	8	1	0	1	0	0	0	0	**1,363**
6:00 PM	36	36	49	72	112	196	290	136	32	5	0	1	1	0	0	0	0	**966**
7:00 PM	0	0	2	12	56	182	319	154	50	6	2	2	0	0	0	0	0	**785**
8:00 PM	1	0	0	4	18	176	312	154	37	7	2	0	0	1	0	0	0	**712**
9:00 PM	0	0	2	14	44	139	253	86	20	4	3	1	1	0	0	0	0	**567**
10:00 PM	0	0	1	4	17	77	166	75	12	5	3	0	0	1	0	0	0	**361**
11:00 PM	0	0	0	1	4	39	87	56	11	1	0	0	0	0	0	0	0	**199**
Total	**626**	**819**	**775**	**946**	**2,037**	**4,531**	**5,637**	**2,761**	**639**	**130**	**23**	**8**	**4**	**3**	**0**	**0**	**0**	**18,939**
Percent	**3.3%**	**4.3%**	**4.1%**	**5.0%**	**10.8%**	**23.9%**	**29.8%**	**14.6%**	**3.4%**	**0.7%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	34.8	mph	Mean (Average) Speed	32.8	mph
85th Percentile	40.8	mph	10 mph Pace	31.0 - 41.0	mph
95th Percentile	44.5	mph	Percent in Pace	54.4	%

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Location: N Meridian Ave N-O River Rd
Date Range: 8/3/2021 to 8/5/2021
Site Code: E

Thursday, August 5, 2021
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	4	11	63	119	74	23	3	3	1	0	0	0	0	0	**301**
1:00 AM	0	0	0	2	6	55	64	39	18	3	1	0	0	0	0	0	0	**188**
2:00 AM	0	0	0	1	13	42	64	39	22	4	0	2	0	0	0	0	0	**187**
3:00 AM	0	0	0	1	7	63	82	57	14	8	1	0	0	0	0	0	0	**233**
4:00 AM	0	0	0	3	15	85	150	64	11	1	0	1	0	0	0	0	0	**330**
5:00 AM	0	2	1	10	37	111	160	85	13	5	2	1	0	0	0	0	0	**427**
6:00 AM	1	0	12	42	81	220	287	112	21	7	0	1	0	0	0	0	0	**784**
7:00 AM	12	8	42	83	196	305	272	105	25	8	1	2	0	0	0	0	0	**1,059**
8:00 AM	1	27	49	98	169	337	287	122	18	5	1	0	0	0	0	0	0	**1,114**
9:00 AM	5	18	48	118	270	377	291	97	17	0	1	0	0	0	0	0	0	**1,242**
10:00 AM	13	66	95	146	247	387	268	96	20	3	0	0	0	0	0	0	0	**1,341**
11:00 AM	12	15	48	91	266	453	305	106	26	1	0	0	1	0	0	0	0	**1,324**
12:00 PM	52	108	210	207	246	334	235	65	17	2	1	0	0	0	0	0	0	**1,477**
1:00 PM	38	109	200	206	321	353	230	73	19	1	1	0	0	0	0	0	0	**1,551**
2:00 PM	48	264	491	386	227	179	102	36	4	1	0	0	0	0	0	0	0	**1,738**
3:00 PM	128	455	567	309	142	83	35	10	3	0	0	0	0	0	0	0	0	**1,732**
4:00 PM	236	550	625	193	44	10	1	0	0	0	0	0	0	0	0	0	0	**1,659**
5:00 PM	188	600	566	194	19	0	0	0	0	0	0	0	0	0	0	0	0	**1,567**
6:00 PM	114	379	403	202	68	131	127	56	13	0	0	0	0	0	0	0	0	**1,493**
7:00 PM	2	0	4	31	145	297	351	151	44	10	0	1	1	1	0	0	0	**1,038**
8:00 PM	0	0	0	6	38	241	304	117	23	10	5	0	0	0	0	0	0	**744**
9:00 PM	0	0	1	11	47	189	210	75	23	5	1	0	0	0	0	0	0	**562**
10:00 PM	0	3	8	6	29	224	249	105	30	12	3	1	0	1	0	0	0	**671**
11:00 PM	0	0	1	1	30	104	175	81	16	5	1	1	0	0	0	0	0	**415**
Total	**850**	**2,604**	**3,371**	**2,351**	**2,674**	**4,643**	**4,368**	**1,765**	**420**	**94**	**22**	**11**	**2**	**2**	**0**	**0**	**0**	**23,177**
Percent	**3.7%**	**11.2%**	**14.5%**	**10.1%**	**11.5%**	**20.0%**	**18.8%**	**7.6%**	**1.8%**	**0.4%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	29.6	mph	Mean (Average) Speed	27.7	mph
85th Percentile	38.4	mph	10 mph Pace	29.5 - 39.5	mph
95th Percentile	42.5	mph	Percent in Pace	38.84	%

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Location: N Meridian Ave N-O River Rd
Date Range: 8/3/2021 to 8/5/2021
Site Code: E

Total Study Average
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	7	20	37	23	6	2	0	1	0	0	0	0	0	**98**
1:00 AM	0	0	0	0	5	19	33	13	3	1	1	0	0	0	0	0	0	**75**
2:00 AM	0	0	0	1	6	19	33	14	4	1	0	0	0	0	0	0	0	**78**
3:00 AM	0	0	0	1	9	28	57	43	9	3	1	0	1	1	0	0	0	**153**
4:00 AM	1	1	0	2	13	70	182	136	36	6	1	0	0	0	0	0	0	**448**
5:00 AM	0	1	4	11	27	177	389	227	58	12	4	0	1	0	0	0	0	**911**
6:00 AM	11	26	51	45	117	269	389	198	50	8	1	0	0	0	0	0	0	**1,165**
7:00 AM	53	123	115	96	145	247	251	99	17	2	1	0	0	0	0	0	0	**1,149**
8:00 AM	31	47	69	54	91	218	303	153	32	6	1	0	0	0	0	0	0	**1,005**
9:00 AM	2	2	13	28	96	292	346	158	36	7	2	1	0	0	0	0	0	**983**
10:00 AM	2	4	7	29	129	300	320	163	36	9	1	0	1	0	0	0	0	**1,001**
11:00 AM	30	31	19	38	149	309	310	131	32	7	1	0	0	0	0	0	0	**1,057**
12:00 PM	70	87	53	74	146	244	249	124	23	3	0	0	0	0	0	0	0	**1,073**
1:00 PM	23	34	38	61	180	304	307	134	39	6	1	1	0	0	0	0	0	**1,128**
2:00 PM	18	7	12	42	172	332	351	174	39	9	2	0	0	0	0	0	0	**1,158**
3:00 PM	42	14	44	92	195	327	334	163	45	7	2	0	0	0	0	0	0	**1,265**
4:00 PM	113	154	136	106	165	247	204	94	32	6	1	0	0	0	0	0	0	**1,258**
5:00 PM	69	72	84	142	204	315	288	126	28	6	1	1	1	0	0	0	0	**1,337**
6:00 PM	21	12	18	43	101	251	298	159	44	7	1	1	0	0	0	0	0	**956**
7:00 PM	0	0	3	10	42	176	327	153	38	7	2	1	0	0	0	0	0	**759**
8:00 PM	0	0	0	10	31	156	281	138	33	8	1	0	1	1	1	0	0	**661**
9:00 PM	0	0	2	7	29	122	210	94	20	6	1	1	0	0	0	0	0	**492**
10:00 PM	0	0	1	6	14	71	137	72	18	6	2	0	0	0	0	0	0	**327**
11:00 PM	0	0	0	1	5	41	78	40	10	3	1	0	0	0	0	0	0	**179**
Total	**486**	**615**	**669**	**901**	**2,078**	**4,554**	**5,714**	**2,829**	**688**	**138**	**29**	**7**	**5**	**2**	**1**	**0**	**0**	**18,716**
Percent	**2.6%**	**3.3%**	**3.6%**	**4.8%**	**11.1%**	**24.3%**	**30.5%**	**15.1%**	**3.7%**	**0.7%**	**0.2%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

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

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	35.0	mph	Mean (Average) Speed	33.4	mph
85th Percentile	41.0	mph	10 mph Pace	31.2 - 41.2	mph
95th Percentile	44.7	mph	Percent in Pace	55.7	%

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Location: N Meridian Ave N-O River Rd
Date Range: 8/3/2021 to 8/5/2021
Site Code: E

Total Study Average
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	10	82	118	59	18	4	1	0	0	0	0	0	0	**294**
1:00 AM	0	0	0	1	10	51	74	34	15	3	0	0	0	0	0	0	0	**188**
2:00 AM	0	0	0	2	12	43	68	40	13	4	1	1	0	0	0	0	0	**184**
3:00 AM	0	0	0	2	10	65	84	49	13	3	1	0	0	0	0	0	0	**227**
4:00 AM	0	0	0	4	20	76	120	64	16	2	1	1	0	0	0	0	0	**304**
5:00 AM	0	1	0	4	21	101	175	96	24	7	1	1	0	0	0	0	0	**431**
6:00 AM	1	2	10	31	85	220	282	126	30	10	1	1	0	0	0	0	0	**799**
7:00 AM	5	8	26	73	173	312	291	123	34	9	1	1	0	0	0	0	0	**1,056**
8:00 AM	4	13	25	60	162	350	340	122	22	7	1	1	0	0	0	0	0	**1,107**
9:00 AM	3	16	44	89	208	394	339	115	24	2	1	0	0	0	0	0	0	**1,235**
10:00 AM	11	44	89	123	209	407	298	97	21	3	1	0	0	0	0	0	0	**1,303**
11:00 AM	11	41	107	171	284	429	270	81	13	2	0	0	0	0	0	0	0	**1,409**
12:00 PM	29	73	161	184	268	368	250	76	19	1	0	0	0	0	0	0	0	**1,429**
1:00 PM	44	148	256	247	287	300	191	57	10	1	0	0	0	0	0	0	0	**1,541**
2:00 PM	36	182	337	332	300	267	165	58	9	1	0	0	0	0	0	0	0	**1,687**
3:00 PM	140	487	600	268	93	42	16	4	1	0	0	0	0	0	0	0	0	**1,651**
4:00 PM	196	515	653	225	57	26	4	1	1	0	0	0	0	0	0	0	0	**1,678**
5:00 PM	149	483	644	241	62	28	14	5	0	0	0	0	0	0	0	0	0	**1,626**
6:00 PM	84	264	353	191	155	226	146	51	13	1	1	0	0	0	0	0	0	**1,485**
7:00 PM	1	0	2	17	90	293	350	151	41	8	1	1	0	1	0	0	0	**956**
8:00 PM	0	0	0	7	47	229	292	110	24	8	3	0	0	0	0	0	0	**720**
9:00 PM	0	0	0	4	38	177	204	86	24	4	1	0	0	0	0	0	0	**538**
10:00 PM	0	1	4	6	42	185	247	99	28	8	1	1	0	0	0	0	0	**622**
11:00 PM	0	0	0	1	20	99	173	83	22	5	1	1	1	0	0	0	0	**406**
Total	**714**	**2,278**	**3,311**	**2,285**	**2,663**	**4,770**	**4,511**	**1,787**	**435**	**93**	**18**	**9**	**1**	**1**	**0**	**0**	**0**	**22,876**
Percent	**3.1%**	**10.0%**	**14.5%**	**10.0%**	**11.6%**	**20.9%**	**19.7%**	**7.8%**	**1.9%**	**0.4%**	**0.1%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	

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

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	30.2	mph	Mean (Average) Speed	28.1	mph
85th Percentile	38.5	mph	10 mph Pace	29.5 - 39.5	mph
95th Percentile	42.5	mph	Percent in Pace	40.6	%

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Location: N Meridian Ave N-O River Rd
Date Range: 8/3/2021 - 8/9/2021
Site Code: E

	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday					
	8/3/2021			8/4/2021			8/5/2021			8/6/2021			8/7/2021			8/8/2021			8/9/2021			Mid-Week Average		
Time	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	88	292	380	108	290	398	99	301	400	-	-	-	-	-	-	-	-	-	-	-	-	98	294	393
1:00 AM	62	193	255	73	185	258	90	188	278	-	-	-	-	-	-	-	-	-	-	-	-	75	189	264
2:00 AM	78	176	254	80	188	268	81	187	268	-	-	-	-	-	-	-	-	-	-	-	-	80	184	263
3:00 AM	149	200	349	162	246	408	151	233	384	-	-	-	-	-	-	-	-	-	-	-	-	154	226	380
4:00 AM	451	274	725	440	308	748	449	330	779	-	-	-	-	-	-	-	-	-	-	-	-	447	304	751
5:00 AM	864	426	1,290	875	443	1,318	993	427	1,420	-	-	-	-	-	-	-	-	-	-	-	-	911	432	1,343
6:00 AM	1,171	814	1,985	1,110	798	1,908	1,215	784	1,999	-	-	-	-	-	-	-	-	-	-	-	-	1,165	799	1,964
7:00 AM	1,183	1,063	2,246	1,156	1,045	2,201	1,104	1,059	2,163	-	-	-	-	-	-	-	-	-	-	-	-	1,148	1,056	2,203
8:00 AM	959	1,129	2,088	1,164	1,079	2,243	893	1,114	2,007	-	-	-	-	-	-	-	-	-	-	-	-	1,005	1,107	2,113
9:00 AM	938	1,292	2,230	1,063	1,171	2,234	944	1,242	2,186	-	-	-	-	-	-	-	-	-	-	-	-	982	1,235	2,217
10:00 AM	1,006	1,349	2,355	960	1,214	2,174	1,031	1,341	2,372	-	-	-	-	-	-	-	-	-	-	-	-	999	1,301	2,300
11:00 AM	1,050	1,453	2,503	1,056	1,447	2,503	1,068	1,324	2,392	-	-	-	-	-	-	-	-	-	-	-	-	1,058	1,408	2,466
12:00 PM	1,123	1,387	2,510	1,078	1,423	2,501	1,022	1,477	2,499	-	-	-	-	-	-	-	-	-	-	-	-	1,074	1,429	2,503
1:00 PM	1,124	1,541	2,665	1,141	1,535	2,676	1,120	1,551	2,671	-	-	-	-	-	-	-	-	-	-	-	-	1,128	1,542	2,671
2:00 PM	1,178	1,628	2,806	1,143	1,697	2,840	1,157	1,738	2,895	-	-	-	-	-	-	-	-	-	-	-	-	1,159	1,688	2,847
3:00 PM	1,247	1,655	2,902	1,261	1,563	2,824	1,287	1,732	3,019	-	-	-	-	-	-	-	-	-	-	-	-	1,265	1,650	2,915
4:00 PM	1,274	1,671	2,945	1,219	1,701	2,920	1,282	1,659	2,941	-	-	-	-	-	-	-	-	-	-	-	-	1,258	1,677	2,935
5:00 PM	1,297	1,645	2,942	1,347	1,666	3,013	1,363	1,567	2,930	-	-	-	-	-	-	-	-	-	-	-	-	1,336	1,626	2,962
6:00 PM	920	1,437	2,357	985	1,527	2,512	966	1,493	2,459	-	-	-	-	-	-	-	-	-	-	-	-	957	1,486	2,443
7:00 PM	723	876	1,599	768	951	1,719	785	1,038	1,823	-	-	-	-	-	-	-	-	-	-	-	-	759	955	1,714
8:00 PM	614	667	1,281	663	753	1,416	712	744	1,456	-	-	-	-	-	-	-	-	-	-	-	-	663	721	1,384
9:00 PM	450	514	964	461	542	1,003	567	562	1,129	-	-	-	-	-	-	-	-	-	-	-	-	493	539	1,032
10:00 PM	267	510	777	351	688	1,039	361	671	1,032	-	-	-	-	-	-	-	-	-	-	-	-	326	623	949
11:00 PM	159	379	538	181	424	605	199	415	614	-	-	-	-	-	-	-	-	-	-	-	-	180	406	586
Total	**18,375**	**22,571**	**40,946**	**18,845**	**22,884**	**41,729**	**18,939**	**23,177**	**42,116**	-	-	-	-	-	-	-	-	-	-	-	-	**18,720**	**22,877**	**41,597**
Percent	**45%**	**55%**	-	**45%**	**55%**	-	**45%**	**55%**	-	-	-	-	-	-	-	-	-	-	-	-	-	**45%**	**55%**	-

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

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Intersection **E Main St & 2nd St NE**
Date **08/03/2021**
Time **6-9AM;3-6PM**
Site **6**

Type **NB & WB Approaches**
Classification **Longest Queue (In Feet) per 15 min**

	E Main Ave			2nd St NE		
	Westbound			Northbound		
Start Time	Inside Lane	Middle Lane	Outside Lane	Inside Lane	Middle Lane	Outside Lane
6:00 AM	15	28	65	32	98	21
6:15 AM	79	28	34	40	66	66
6:30 AM	79	42	68	40	54	28
6:45 AM	49	45	101	32	144	87
7:00 AM	64	45	50	86	90	54
7:15 AM	64	59	114	70	92	85
7:30 AM	75	96	51	105	108	92
7:45 AM	60	84	119	48	84	28
8:00 AM	64	119	110	75	104	47
8:15 AM	45	158	67	62	84	68
8:30 AM	96	79	100	48	78	40
8:45 AM	79	121	83	43	36	26
3:00 PM	276	202	283	32	92	49
3:15 PM	203	171	170	56	48	75
3:30 PM	158	223	135	48	24	80
3:45 PM	222	202	236	132	78	47
4:00 PM	192	210	119	67	30	47
4:15 PM	234	180	248	59	36	92
4:30 PM	222	168	271	78	18	40
4:45 PM	143	121	153	51	104	63
5:00 PM	184	168	170	51	90	28
5:15 PM	199	174	135	83	74	61
5:30 PM	199	157	203	51	36	28
5:45 PM	147	146	237	75	96	47

Intersection **E Main Ave & Thompson St**
Start Date **08/03/2021**
Time **6-9AM;3-6PM**
Site **3**

Type **NB Approach**
Classification **Longest Queue (In Feet) per 15 min**

	E Main Ave & Thompson St		
	Northbound		
Start Time	Inside Lane	Middle Lane	Outside Lane
6:00 AM	235	75	248
6:15 AM	291	60	196
6:30 AM	226	115	269
6:45 AM	198	93	214
7:00 AM	179	137	264
7:15 AM	257	139	257
7:30 AM	171	156	181
7:45 AM	269	182	158
8:00 AM	170	97	227
8:15 AM	205	63	383
8:30 AM	321	105	147
8:45 AM	227	100	84
3:00 PM	154	59	56
3:15 PM	65	96	215
3:30 PM	168	59	215
3:45 PM	137	59	96
4:00 PM	226	107	120
4:15 PM	199	96	171
4:30 PM	163	70	198
4:45 PM	244	96	89
5:00 PM	144	96	82
5:15 PM	277	114	176
5:30 PM	255	100	189
5:45 PM	143	103	96

Intersetion **Shaw Rd E & E Pioneer**
Date **08/03/2021**
Time **6-9AM;3-6PM**
Site **19**

Type **NB & SB Approaches**
Classification **Longest Queue (In Feet) Per 15 min**

	Shaw Rd E			Shaw Rd E			
	Southbound			Northbound			
Start Time	Inside Lane	Middle Lane	Outside Lane	Inside Lane	Middle Lane	Middle Lane	Outside Lane
6:00 AM	31	16	15	64	24	375	225
6:15 AM	32	32	37	16	24	246	210
6:30 AM	91	51	59	32	27	504	225
6:45 AM	16	70	52	16	31	283	247
7:00 AM	47	51	75	16	24	386	195
7:15 AM	109	43	63	32	51	298	239
7:30 AM	32	84	79	64	72	300	247
7:45 AM	48	78	33	80	82	320	195
8:00 AM	90	32	116	64	84	390	195
8:15 AM	90	94	147	80	48	374	105
8:30 AM	92	86	83	64	63	196	217
8:45 AM	48	40	114	64	48	230	135
3:00 PM	52	209	195	48	36	99	90
3:15 PM	47	307	114	80	24	104	217
3:30 PM	16	310	196	48	39	120	195
3:45 PM	41	239	203	64	72	154	180
4:00 PM	16	272	165	32	58	118	195
4:15 PM	47	244	223	48	36	135	180
4:30 PM	64	242	205	48	27	135	165
4:45 PM	32	277	154	48	36	154	210
5:00 PM	77	134	151	16	39	53	187
5:15 PM	99	145	140	64	78	108	195
5:30 PM	47	118	171	64	48	135	157
5:45 PM	32	137	151	48	63	108	150

Memo

RE: Pavement Evaluation
Knutson Farms Industrial Park Project EIS
City of Puyallup, WA
October 7, 2021
Rev 0

Introduction

Knutson Farms, Inc. seeks to develop up to 2.6 million square feet of warehouse buildings on the 162-acre Knutson Farm property located in Pierce County, Washington. This proposed development will increase the truck traffic on the existing pavements for the local roads that will be used to access the site. The purpose of this analysis is to evaluate the impact of the additional truck traffic on the existing pavement and to determine how much pavement service life is remaining. A period of 5 years (2021 to 2026) has been selected as the time period for the comparative analysis of pavement with and without the project.

Field Investigation

HWA GeoSciences Inc. (HWA) performed an investigation of the existing pavement near the proposed project location, including for East Main Avenue, Shaw Road East, and East Pioneer Avenue. The investigation included drilling and retrieving pavement cores and falling weight deflectometer (FWD) testing. Existing asphaltic concrete (AC) pavement cores were retrieved, and the depth of crushed (aggregate) base (CB) was measured at each location. The FWD is a nondestructive test that is used to evaluate pavement component layer stiffness of existing pavement. The test simulates pavement loading by applying an impulse load to the pavement surface and measuring the pavement response by a series of sensors linearly spaced away from the loading plate. HWA used the FWD results to estimate the subgrade resilient modulus and the existing structural number using two different software programs.

For more detailed information regarding the pavement coring and FWD testing, refer to the HWA report that is included as Appendix A of this memorandum.

Pavement Coring Results

Pavement cores were performed at 28 locations along the three subject roadways. The locations of the pavement cores are shown on Figures 2A through 2K in the HWA report in Appendix A. As discussed below, the existing pavement thickness varied significantly for E. Main Ave. and E. Pioneer Ave. and was more consistent for Shaw Rd. E.

The pavement core results are summarized as follows:

- E. Main Ave:
    - Existing AC thickness ranged from 4 to 10 inches with an average of 7.6 inches
    - Existing CB thickness ranged from 1 to 11.5 inches with an average of 5.8 inches
    - 7.25 inches of Portland cement concrete pavement (PCCP) was encountered below the AC at one of the eight coring locations (Core C-03, Station 14+29, 4.5 feet from centerline, southbound inside lane).
- Shaw Road E:
    - Existing AC thickness ranged from 6.5 to 7.75 inches with an average of 7.2 inches
    - Existing CB thickness ranged from 3 to 5.5 inches with an average of 4 inches
- E. Pioneer Ave:
    - Existing AC thickness ranged from 4.25 to 12 inches with an average of 6.7 inches
    - Existing CB encountered at only four of the 12 core locations
        - The CB thickness at the four locations ranged from 1.5 to 4.75 inches with an average of 3.1 inches.
        - 5.75 inches of PCCP was encountered below the AC at one of the coring locations (Core C-17, Station 66+05, 4 feet from centerline, westbound inside lane).

Additional details regarding the pavement coring are provided in the HWA report, along with photographs of the cores in Figures A-1 through A-28.

FWD Results

The FWD testing was performed along each roadway alignment at a test location interval of approximately 100 feet. Results of the FWD testing are shown on Figures 3 through 11 in the HWA report. The results are presented in three separate charts for each roadway, depicting the maximum deflections at 9,000-pound load, estimated subgrade resilient moduli, and the estimated AASHTO structural number. The FWD results are summarized in Tables 4 through 12 in the HWA report in Appendix A.

Traffic Volume and ESAL's

Traffic counts were collected by IDAX for HDR on Shaw Road E, E. Pioneer Avenue and E. Main Avenue over the period of August 3rd through 5th, 2021. The specific locations of the traffic counts were described as follows:

- Site A: Shaw Road E, north of E. Pioneer Ave.

- Site C: E. Pioneer Avenue, east of 13th St. SE
- Site D: E. Main Avenue, north of 5th Ave. NE

The traffic was grouped by IDAX into four vehicle groups (Class 1 through Class 4) that reflect groupings of the FHWA Vehicle Classifications as follows:

- Class 1 (motorcycle, car, van, pickup) = FHWA Vehicle Classifications 1 to 3
- Class 2 (single-unit truck) = FHWA Vehicle Classifications 4 to 7
- Class 3 (double-unit truck) = FHWA Vehicle Classifications 8 to 10
- Class 4 (triple-unit truck) = FHWA Vehicle Classifications 11 to 13

The existing average daily traffic (ADT) was estimated for each of the three traffic count sites as shown in Table 1.

Table 1: Average Daily Traffic, Existing Year

Traffic Count Site	Roadway	ADT, Existing Year				
		Class 1	Class 2	Class 3	Class 4	Total
A	Shaw Road E, north of E. Pioneer Ave.	19209	2252	207	65	21733
C	E. Pioneer Ave., east of 13th St. SE	15373	1200	164	58	16795
D	E. Main Ave., north of 5th Ave. NE	24175	3237	289	67	27768

The estimated five-year background traffic growth is shown in Table 2.

Table 2: Daily Traffic Growth from 2021 to 2026

Traffic Count Site	Roadway	Daily Traffic Growth from 2021 to 2026				
		Class 1	Class 2	Class 3	Class 4	Total
A	Shaw Road E, north of E. Pioneer Ave.	1999	234	22	7	2262
C	E. Pioneer Ave., east of 13th St. SE	1600	125	17	6	1748
D	E. Main Ave., north of 5th Ave. NE	2516	337	30	7	2890

The estimated future traffic in 2026 with the background traffic growth and without the project (no-build option) is shown in Table 3.

Table 3: ADT in 2026 without Project

Traffic Count Site	Roadway	ADT, Future Year (2026)				
		Class 1	Class 2	Class 3	Class 4	Total
A	Shaw Road E, north of E. Pioneer Ave.	21208	2486	229	72	23995
C	E. Pioneer Ave., east of 13th St. SE	16973	1325	181	64	18543
D	E. Main Ave., north of 5th Ave. NE	26691	3574	319	74	30658

The future traffic in 2026 with the background traffic growth and including the project is estimated in Table 4.

Table 4: ADT in 2026 with the Project

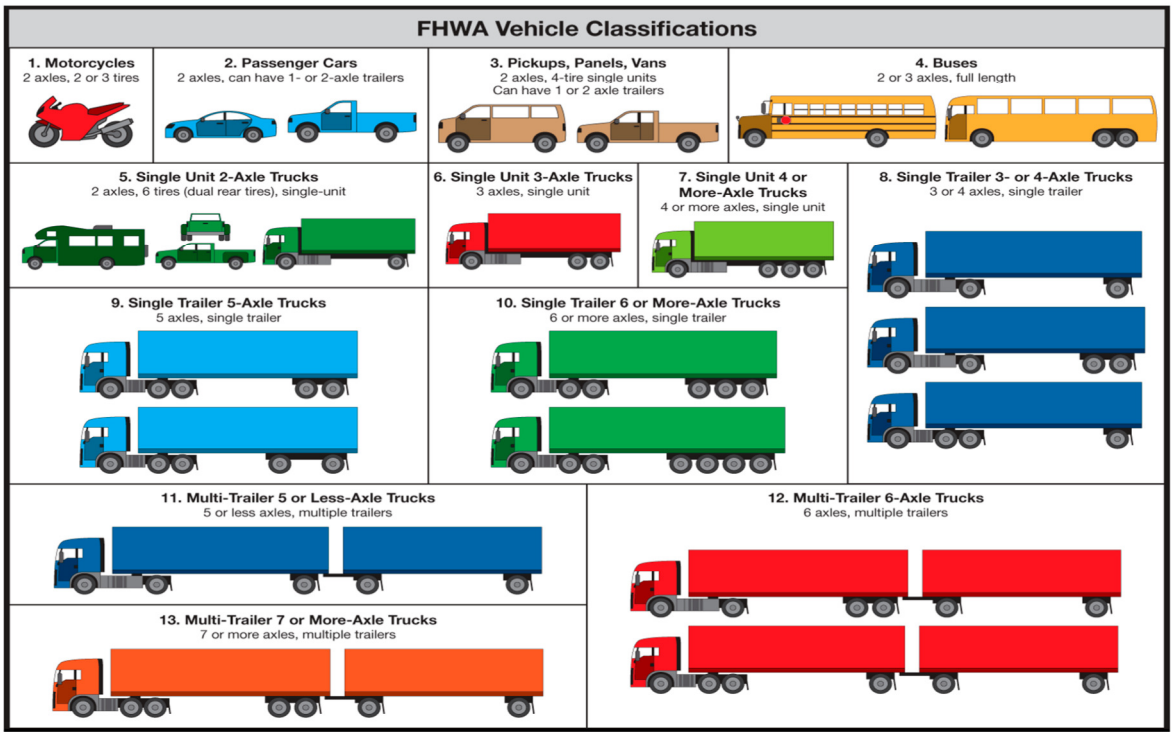
Traffic Count Site	Roadway	ADT, Future Year (2026)				
		Class 1	Class 2	Class 3	Class 4	Total
A	Shaw Road E, north of E. Pioneer Ave.	25076	3237	298	94	28705
C	E. Pioneer Ave., east of 13th St. SE	21809	1957	267	95	24128
D	E. Main Ave., north of 5th Ave. NE	36362	4502	401	94	41359

In order to estimate the traffic loading on the existing pavement, the traffic volumes were converted into Equivalent Single Axle Loads (ESALs). An ESAL is defined as equivalent to a single axle with dual wheels and a load of 18 kips (one kip = 1,000 pounds). The ESALs for each Class of traffic were estimated using the Washington Department of Transportation (WSDOT) simplified load factors presented in Table 5. The FHWA vehicle classifications are further defined in Figure 1.

Table 5: Vehicle Classifications and Load Factors

Vehicle Class	FHWA Vehicle Classifications	Assumed Load Factor
1	1, 2 & 3	0.0008
2	4, 5, 6 & 7	0.40
3	8, 9 & 10	1.00
4	11, 12 & 13	1.75

Figure 1: FHWA Vehicle Classifications



The traffic counts were completed at roadway locations with two lanes in each direction, and it was assumed that the directional distribution was 50%. A lane distribution factor of 90% was assigned.

The estimated ESAL calculations are presented in Tables B-1 through B-6 in Appendix B. For each roadway and the selected time period of 5 years (2021 to 2026), the ESALs were estimated both with and without the additional traffic generated by the project. The results are summarized in Table 6.

Table 6: ESAL Calculation Summary

Traffic Count Site	Roadway	ESALs No Build Option	ESALs with Project	Estimated Additional ESALs from Project
A	Shaw Road E, north of E. Pioneer Ave.	1,057,272	1,180,088	122,816
C	E. Pioneer Ave., east of 13th St. SE	647,738	763,408	115,669
D	E. Main Ave., north of 5th Ave. NE	1,470,527	1,619,657	149,130

Based on the above analysis, it is estimated that the Knutson Farms project will increase the pavement loading (in terms of additional ESALs) on the subject roadways by approximately 10%.

Condition Factor and Remaining Life Analysis

The pavement coring and FWD data were analyzed together to determine the pavement condition factor and remaining life of the existing pavement. The core thickness measurements and a summary of this analysis are provided in Tables C-1 through C-3 in Appendix C.

The structural number for each core location, assuming it was new pavement, was estimated with the following layer coefficients based on WSDOT design procedures:

- AC layer coefficient of 0.44
- CB layer coefficient of 0.13

The structural number was not estimated for the two locations where PCCP was encountered within the base layer.

The FWD analysis includes estimation of the structural number. The estimated structural number at the core locations was added to Tables C-1 through C-3. The structural numbers were obtained from Figures 5, 8 and 11 in the HWA report based on the roadway station and direction/lane recorded for each core location.

Section 5.3.3 of the AASHTO Guide for Design of Pavement Structures defines the condition factor (CF) as the pavement structural capacity after N number of ESALs divided by the original structural number (AASHTO, 1993). The CF of 1.00 is equivalent to new pavement with 100% remaining life and a CF of 0.5 is equivalent to pavement that has reached the end of its life (0% remaining life). The CF at each core location was estimated by dividing the structural number from the FWD results by the structural number from the core thickness, as shown in Tables C-1 through C-3.

Figure 5.2 in the AASHTO guide provides a relationship of the condition factor to the remaining life (RL) of pavement. Based on the estimated CF the remaining life was estimated from Figure 5.2 in AASHTO (1993) for each core location.

The purpose of this analysis is to compare the structural number of a new pavement to what is existing to determine how much life is remaining. The results of this analysis indicate the following:

- E. Main Avenue
    - Remaining Life (RL), ranges from 0% to 23% with an average of 9%
- Shaw Road E
    - RL ranges from 18% to 68% with an average of 38%
- E. Pioneer Avenue
    - The estimated structural number from the FWD was greater than the structural number estimated from the core thickness at five locations. The reason for this is unknown; it may be due to the presence of an unreported crushed base layer beneath the asphaltic concrete.
    - RL from the other six data points ranges from 8% to 63% with an average of 32%

Based on this analysis, E. Main Avenue has already reached the end of its service life, it is unknown if pavement rehabilitation work is planned. The increased traffic loading due to the project will cause Shaw Road E and E. Pioneer Avenue pavements to reach the end of service life approximately 10% sooner than for the no-build option.

References

American Association of State Highway and Transportation Officials (AASHTO), 1993, AASHTO Guide for Design of Pavement Structures, American Association of State Highway and Transportation Officials, Washington, D.C.

Appendix A

HWA GeoSciences Inc. Pavement Investigation Report

August 4, 2021
HWA Project No. 2020-051-21

HDR Engineering Inc.
929 108th Avenue NE, Suite 1300
Bellevue, Washington 98004-4361

Attn: **Jake S. Pi, P.E.**

Subject: **City of Puyallup Knutson Farm EIS**
Pavement Investigation
Puyallup, Washington

Mr. Pi:

In accordance with your request, HWA GeoSciences Inc. (HWA) completed a pavement engineering investigation in support of the City of Puyallup Knutson Farm EIS Project. The purpose of our investigation was to assess pavement layer thicknesses and subgrade support conditions along the alignment.

PROJECT DESCRIPTION

As requested, HWA performed Falling Weight Deflectometer (FWD) testing and pavement coring to evaluate existing pavement layer thicknesses and subgrade support conditions along the following three alignments:

- E Main Avenue, from Shaw Road E to the Puyallup River bridge
- Shaw Road E, from E Pioneer Avenue to E Main Avenue
- E Pioneer Avenue, from the SR 512 interchange to Shaw Road E.

The locations of the project alignments are shown on Figure 1, Vicinity Map. The locations of the pavement cores and stationing used for FWD testing are shown on Figures 2A through 2K. All stationing was set by HWA during FWD testing, as no project stationing was provided. The stationing should be considered approximate, as it was measured in the first lane tested and extrapolated to the other lanes and discrepancy exists given geometry of each alignment.

SITE CONDITIONS

E Main Avenue

The portion of E Main Avenue included in our study trends northeast-southwest across the Puyallup River floodplain and crosses the Puyallup River at the north end of the alignment. The alignment is relatively flat. The roadway is paved with Hot Mix Asphalt (HMA).

Channelization consists of two travel lanes in each direction, with a center turn lane along most of the alignment. At the south end of the alignment, two southbound travel lanes become left turn lanes and a third (outside) lane is used for through traffic on the north side of the road. The BNSF railroad runs along the south side of the alignment and several businesses are located on the south side of the road at the southwest end of the alignment.

SHAW ROAD E

Shaw Road E is oriented roughly north-south and is located in the flood plain of the Puyallup River. The roadway is relatively flat, except for a bridge that crosses over the BNSF rail line and Inter Avenue at the north end of the alignment. The roadway is paved with Hot Mix Asphalt, with two travel lanes in each direction along with a center/left turn lane along most of the alignment, with the exception of the bridge. Curb, gutter and sidewalk exist along both sides of the alignment. Surrounding land use is primarily agricultural with a large warehouse located southwest of the bridge.

E PIONEER AVENUE

E Pioneer Avenue runs roughly east-west along the Puyallup River floodplain, located just south of the BNSF rail line most of the alignment. The roadway is paved with HMA and the channelization consists of two travel lanes in each direction. Curb and gutter exist along both sides of the roadway, while sidewalk exists on the south side of the roadway only. Land use is primarily residential, with the exception of a new business development at the east end of the alignment.

PAVEMENT CORES

Pavement layer thicknesses and shallow subgrade support conditions were investigated in twenty-eight (28), 4-inch diameter pavement cores, designated Core-01 through Core-28. The pavement cores were completed between June 2 and June 10, 2021.

Approximate locations of the pavement cores are indicated on Figures 2A through 2K, Site and Exploration Plans. Appendix A provides photographic logs of each pavement core. Pavement coring and subsurface explorations through each core hole were performed by two geologists from HWA. All core holes were backfilled with compacted gravel and patched with Aquaphalt water-activated cold patch.

E MAIN AVENUE

Pavement cores Core-01 through Core-08 were completed along E Main Avenue, with two cores performed in each travel lane. The worst pavement distresses were observed in the outside wheel path of the southbound (SB) lane, where medium to high severity alligator/longitudinal/transverse cracking was observed. This distress appears to be related to thinner pavement and poor quality backfill associated with the storm drain along the north side of the alignment. Only one core, Core-03, encountered Portland Cement Concrete pavement below the HMA. This core, located in the southbound inside lane, encountered 7.25-inches of

Portland cement concrete (PCC) below the HMA. The extent of PCC below HMA could not be determined from coring, although FWD testing indicated lower deflections and higher AASHTO SN values for this lane from Station 5+97 to 18+03 and could be indicative of PCC below HMA. Table 1 summarizes the conditions encountered in Core-01 through Core-08.

Table 1. Pavement Core Results – E Main Avenue

Designation	Lane / Sta	HMA Thickness, in.	PCC Thickness, in.	Crushed Base Thickness, in.	Subgrade Notes
Core-01	SB IL / 21+65	10.0	-	7	Dense, silty sand with gravel
Core-02	SB OL / 17+86	4.0	-	2.5	Dense, silty sand with gravel
Core-03	SB IL / 14+29	6.5	7.25	-	Medium dense, silty sand with gravel
Core-04	SB OL / 10+46	6.0	-	7.0	Dense, silty sand with gravel
Core-05	NB OL / 5+34	9.5	-	11.5+	Terminated in CSBC
Core-06	NB IL / 11+29	8.5	-	1	Dense sand with silt and gravel
Core-07	NB OL / 15+16	9.5	-	8.5	Very dense, coarse crushed gravel (ballast)
Core-08	NB IL / 18+19	7.0	-	3.0	Very dense sand with silt, gravel and cobbles

SHAW ROAD E

Pavement cores Core-09 through Core-16 were completed along Shaw Road E, south of the BNSF bridge approach. No coring was performed north of the bridge due to the proximity to the intersection with E Main Avenue. Pavement layer thicknesses were relatively uniform, consisting of 6.5 to 7.75-inches of HMA underlain by 3.0 to 5.5-inches of dense crushed base. Dense to very dense, sand with silt and gravel fill was encountered below crushed base at all core locations. Table 2 presents a summary of pavement cores performed along Shaw Road E.

Table 2. Pavement Core Results – Shaw Road E

Designation	Lane / Sta	HMA Thickness, in.	PCC Thickness, in.	Crushed Base Thickness, in.	Subgrade Notes
Core-09	SB OL / 8+89	7.0	-	3.5	Very dense sand with silt, gravel and cobbles
Core-10	SB IL / 7+87	7.5	-	3.5	Dense sand with silt and gravel
Core-11	SB OL / 6+05	7.0	-	3.0	Dense sand with silt, gravel and cobbles
Core-12	SB IL / 4+15	7.75	-	4.25	Very dense sand with silt and gravel
Core-13	NB OL / 4+31	6.75	-	4.25	Dense sand with silt, gravel and cobbles
Core-14	NB IL / 5+85	7.5	-	4.5	Very dense sand with silt and gravel
Core-15	NB OL / 7+31	6.5	-	5.5	Very dense sand with silt and gravel
Core-16	NB IL / 8+47	7.25	-	3.75	Very dense sand with silt and gravel

E Pioneer Avenue

Pavement cores Core-17 through Core-28 were completed along E Pioneer Avenue. Core-17 was the only location that encountered PCC (5.75-inches) below the HMA. Organic silt was found below the pavement at this location, as opposed to dense, granular fill encountered at all other locations. In general, pavement in the outside lanes of E Pioneer Avenue was thinner than the inside lanes, consisting of 4.5 to 5.5-inches of HMA. Crushed base was found at three of the six locations cored in the outside lanes and ranged in thickness from 1.5 to 3.0-inches. Dense to very dense fill consisting of sand with varying amounts of silt and gravel was encountered below the pavement section at all core locations, except at the location of Core-17.

Pavement along the inside lanes, between Shaw Road E and 15th Street SE, was considerably thicker and ranged from 8.25 to 12.0-inches. Core-19 and Core-25 encountered crushed aggregate without a sand matrix similar to the ballast material used below rail tracks.

West of 15th Street SE, the pavement section at all core locations was thinner and ranged from 4.25 to 5.0-inches in thickness with no crushed base. Very dense sand with silt and gravel fill was encountered below the pavement section in this area. Table 3 presents a summary of pavement coring results along E Pioneer Avenue.

Table 3. Pavement Core Results

Designation	Lane / Sta	HMA Thickness, in.	PCC Thickness, in.	Crushed Base Thickness, in.	Subgrade Notes
Core-17	WB IL / 66+05	9.75	5.75	-	Medium stiff organic silt
Core-18	WB OL / 58+09	5.5	-	1.5	Dense, sand with silt and gravel
Core-19	WB IL / 40+13	10.25	-	-	Very dense crushed rock (ballast)
Core-20	WB OL / 50+08	5.0	-	3.0	Dense sand with silt and gravel
Core-21	WB OL / 23+40	5.0	-	-	Very dense sand with silt and gravel
Core-22	WB IL / 22+67	5.0	-	-	Very dense sand with silt and gravel
Core-23	EB IL / 20+16	4.25	-	-	Very dense sand with silt and gravel
Core-24	EB OL / 22+88	4.5	-	-	Very dense sand with silt and gravel
Core-25	EB IL / 42+44	12.0	-	-	Very dense crushed rock (ballast)
Core-26	EB OL / 43+38	5.0	-	3.0	Dense sand with silt and gravel
Core-27	EB IL / 55+87	8.25	-	4.75	Dense, recycled asphalt and crushed gravel
Core-28	EB OL / 58+06	5.75	-	-	Very dense silty sand with gravel

FWD TESTING

Falling Weight Deflectometer (FWD) testing was conducted on May 26, 2021, along all travel lanes of E Pioneer Avenue and along Shaw Road E and E Main Avenue on May 27, 2021. Test spacing was approximately 100-feet along each alignment. FWD test stationing was determined by HWA during testing and is displayed along the center line of the Site and Exploration Plans, Figures 2A through 2K. The FWD testing was undertaken using a Dynatest Model 8081 Heavy Falling Weight Deflectometer. This FWD allows the pavement to be tested under a wide range of loading conditions (6,500 to 54,000 pounds) to simulate a variety of traffic loads.

For this project, pulse loads of approximately 6,000, 9,000 and 12,000 pounds were applied to the pavement surface at each test location. The corresponding pavement surface deflections

were measured with velocity transducers located directly under the loaded area, and at 12, 24, 36, 48, 60, and 72-inches from the center of the loaded area.

E Main Avenue

Figure 3 presents the maximum deflections (immediately under the applied load) normalized to a load of 9,000 pounds for all lanes tested. Figure 4 presents the backcalculated resilient modulus for each point tested. Figure 5 presents the backcalculated AASHTO structural number (SN) using the YONAPAVE method for each point tested.

Table 4 summarizes the FWD deflection data for E Main Avenue.

Table 4. FWD Test Results – Maximum Deflection Normalized to 9,000-pound Load

Test Lane	Number of Tests Included	Average Maximum Deflection, mils	Standard Deviation	Highest Deflection in Segment, mils	Lowest Deflection in Segment, mils
NB OL	11	10.1	2.3	14.8	7.1
NB IL	12	13.9	4.2	24.2	9.6
SB OL	12	28.0	17.0	67.3	10.6
SB IL	11	8.5	3.4	16.2	5.3

Table 5 summarizes the backcalculated resilient moduli values for E Main Avenue. The computer program Elmod, by Dynatest, was used for the backcalculation.

Table 5. FWD Test Results – Backcalculated Parameters – Subgrade Resilient Modulus

Test Lane	Number of Tests Included	Average Subgrade Resilient Modulus, ksi	Standard Deviation	Highest Value, ksi	Lowest Value, ksi
NB OL	11	13.5	4.3	19.9	6.7
NB IL	12	12.0	2.8	15.6	7.8
SB OL	12	7.2	3.6	11.7	1.8
SB IL	11	14.6	3.4	20.3	7.7

Table 6 summarizes the backcalculated AASHTO SN for E Main Avenue, using the YONAPAVE method (Hoffman, 2002).

Table 6. FWD Test Results – Backcalculated Parameters – Existing AASHTO SN

Test Lane	Number of Tests Included	Average Existing AASHTO SN	Standard Deviation	Highest Value, ksi	Lowest Value, ksi
NB OL	11	4.0	0.6	4.6	2.5
NB IL	12	3.3	0.7	4.2	2.0
SB OL	12	2.4	0.9	4.2	1.1
SB IL	11	4.6	0.8	5.8	3.0

As the tables and figures indicate, the northbound outside lane and southbound inside lane had the lowest deflections, highest resilient modulus and highest corresponding structural number for this alignment. The southbound outside lane had significantly higher deflections and lower structural number, as evidenced by the thinner section encountered in the pavement cores along with visible pavement distress.

SHAW ROAD E

Figure 6 presents the maximum deflections (immediately under the applied load) normalized to a load of 9,000 pounds for all lanes tested. Figure 7 presents the backcalculated resilient modulus for each point tested. Figure 8 presents the backcalculated AASHTO structural number (SN) using the YONAPAVE method for each point tested.

Table 7 summarizes the FWD deflection data for Shaw Road E.

Table 7. FWD Test Results – Maximum Deflection Normalized to 9,000-pound Load

Test Lane	Number of Tests Included	Average Maximum Deflection, mils	Standard Deviation	Highest Deflection in Segment, mils	Lowest Deflection in Segment, mils
NB OL	9	7.7	1.3	9.4	5.0
NB IL	9	6.7	0.8	7.8	5.4
SB OL	9	7.8	0.8	8.7	6.3
SB IL	9	6.5	0.5	7.5	6.1

Table 8 summarizes the backcalculated resilient moduli values for Shaw Road E. The computer program Elmod, by Dynatest, was used for the backcalculation.

Table 8. FWD Test Results – Backcalculated Parameters – Subgrade Resilient Modulus

Test Lane	Number of Tests Included	Average Subgrade Resilient Modulus, ksi	Standard Deviation	Highest Value, ksi	Lowest Value, ksi
NB OL	9	23.2	7.2	34.8	12.6
NB IL	9	30.3	8.8	42.3	13.9
SB OL	9	22.9	3.6	29.7	16.8
SB IL	9	30.1	6.7	39.3	20.1

Table 9 summarizes the backcalculated AASHTO SN for Shaw Road E, using the YONAPAVE method (Hoffman, 2002).

Table 9. FWD Test Results – Backcalculated Parameters – Existing AASHTO SN

Test Lane	Number of Tests Included	Average Existing AASHTO SN	Standard Deviation	Highest Value, ksi	Lowest Value, ksi
NB OL	9	3.3	0.3	3.9	2.9
NB IL	9	3.2	0.2	3.3	2.7
SB OL	9	3.0	0.3	3.5	2.7
SB IL	9	3.1	0.2	3.5	2.8

As indicated in the figures and tables, the inside lanes along this alignment had slightly lower deflections; however, the results are very consistent in general. The southbound outside lane appears to be the weakest lane along this alignment, with the highest average deflections, lowest average resilient modulus, and lowest structural number.

E Pioneer Avenue

Figure 9 presents the maximum deflections (immediately under the applied load) normalized to a load of 9,000 pounds for all lanes tested. Figure 10 presents the backcalculated resilient modulus for each point tested. Figure 11 presents the backcalculated AASHTO structural number (SN) using the YONAPAVE method for each point tested.

Table 10 summarizes the FWD deflection data for E Pioneer Avenue.

Table 10. FWD Test Results – Maximum Deflection Normalized to 9,000-pound Load

Test Lane	Number of Tests Included	Average Maximum Deflection, mils	Standard Deviation	Highest Deflection in Segment, mils	Lowest Deflection in Segment, mils
EB OL	36	14.5	4.5	25.8	6.9
EB IL	32	13.1	4.2	25.8	7.0
WB OL	34	15.4	5.3	22.8	2.9
WB IL	34	13.5	4.5	23.8	2.0

Table 11 summarizes the backcalculated resilient moduli values for E Pioneer Avevue. The computer program Elmod, by Dynatest, was used for the backcalculation.

Table 11. FWD Test Results – Backcalculated Parameters – Subgrade Resilient Modulus

Test Lane	Number of Tests Included	Average Subgrade Resilient Modulus, ksi	Standard Deviation	Highest Value, ksi	Lowest Value, ksi
EB OL	36	14.7	4.7	31.3	7.2
EB IL	32	12.2	5.3	22.7	4.3
WB OL	34	15.0	6.5	39.5	9.0
WB IL	34	12.2	5.3	28.9	4.7

Table 12 summarizes the backcalculated AASHTO SN for E Pioneer Avenue, using the YONAPAVE method (Hoffman, 2002).

Table 12. FWD Test Results – Backcalculated Parameters – Existing AASHTO SN

Test Lane	Number of Tests Included	Average Existing AASHTO SN	Standard Deviation	Highest Value, ksi	Lowest Value, ksi
EB OL	36	2.8	0.6	4.4	1.9
EB IL	32	3.3	0.7	4.4	1.9
WB OL	34	2.8	1.0	6.2	1.9
WB IL	34	3.3	1.0	7.5	1.8

As indicated in the figures and tables, deflections were lower between Station 0+00 and 33+00. Although the pavement was thinner in this area where pavement cores were performed, the data shows that the subgrade support conditions are stronger due to very dense subgrade. Based on the FWD test results, thicker pavement may exist near the intersection with SR 512. East of Station 33+00, the outside lanes appear to have better subgrade support but a thinner pavement section. The inside lanes, east of Station 33+00, have a thicker pavement section, but slightly weaker subgrade support conditions. The inside lanes along this alignment have a slightly higher structural number.

CONDITIONS AND LIMITATIONS

Within the limitations of scope, schedule and budget, HWA attempted to execute these services in accordance with generally accepted professional principles and practices in the fields of geotechnical and pavement engineering at the time the report was prepared. No warranty, express or implied, is made. The scope of our work did not include environmental assessments or evaluations regarding the presence or absence of wetlands or hazardous or toxic substances in the soil, surface water, or ground water at this site.

We appreciate this opportunity to provide geotechnical and pavement engineering services on this project. If you have any questions or if we may be of further assistance, please contact the undersigned at (425) 774-0106.

Sincerely,

HWA GEOSCIENCES INC.

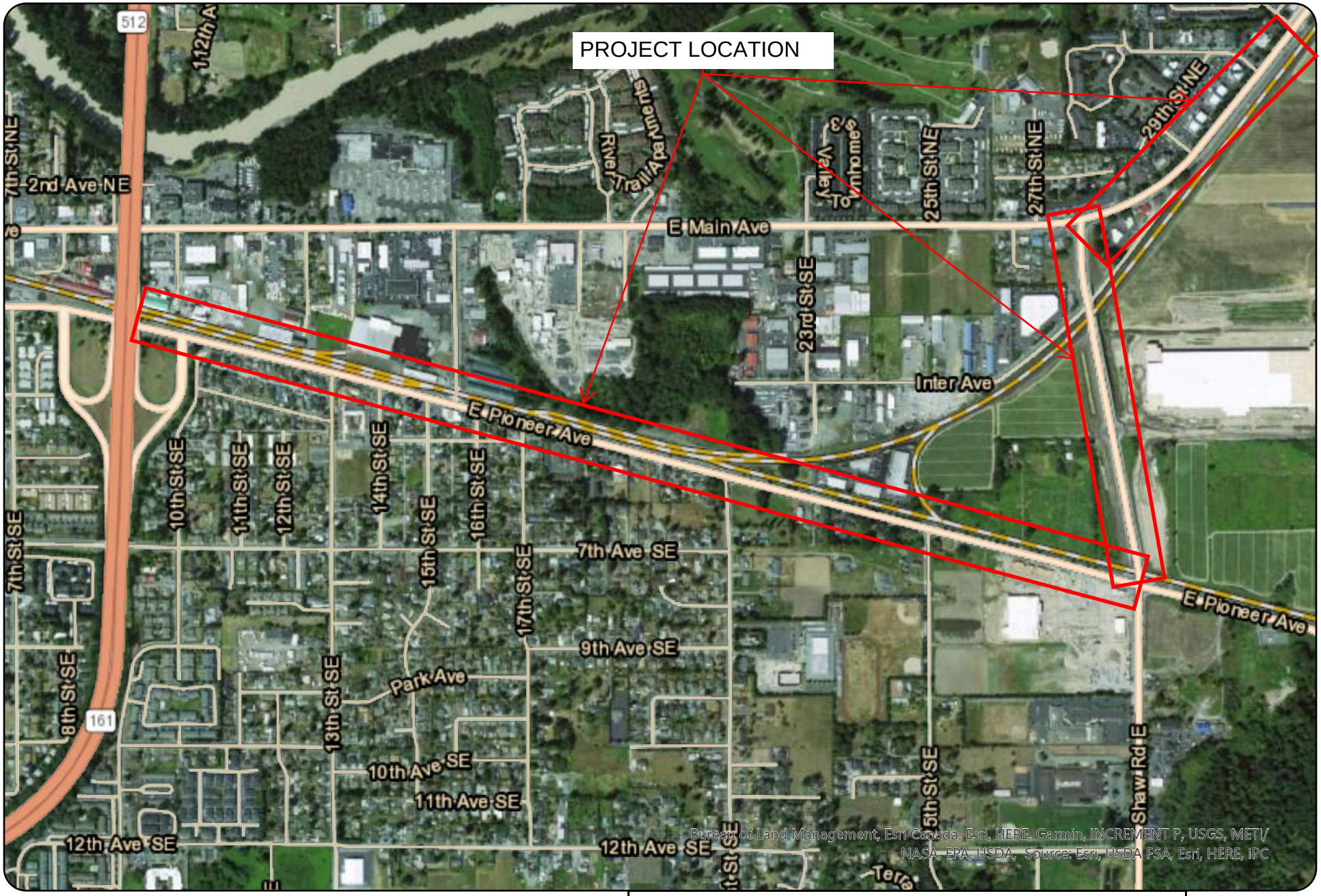
Bryan K. Hawkins, P.E.
Senior Geotechnical Engineer

ATTACHMENTS:

Figure 1	Vicinity Map
Figures 2A – 2K	Site and Exploration Plans
Figures 3 – 5	FWD Test Results – E Main Avenue
Figures 6 – 8	FWD Test Results – Shaw Road E
Figures 9 – 11	FWD Test Results – E Pioneer Avenue
Appendix A	Pavement Core Logs

REFERENCES:

Hoffman, 2002, *YONAPAVE – A Direct Method for Determining the Effective Structural Number of Flexible Pavements Based on FWD Deflections*.



GEOSCIENCES INC.
DBE/MWBE

VICINITY MAP

CITY OF PUYALLUP KNUTSON FARMS EIS
PAVEMENT INVESTIGATION
PUYALLUP, WASHINGTON

FIGURE NO.
1

PROJECT NO.
2020-051-21

Legend

0 50 100 200 Feet

Core-# PAVEMENT CORE DESIGNATION AND APPROXIMATE LOCATION

HWA GEOSCIENCES INC.
DBE/MWBE

SITE & EXPLORATION PLAN
E MAIN

CITY OF PUYALLUP KNUTSON FARM EIS
PAVEMENT INVESTIGATION
PUYALLUP, WASHINGTON

FIGURE NO.
2A

PROJECT NO.
2020-051-21

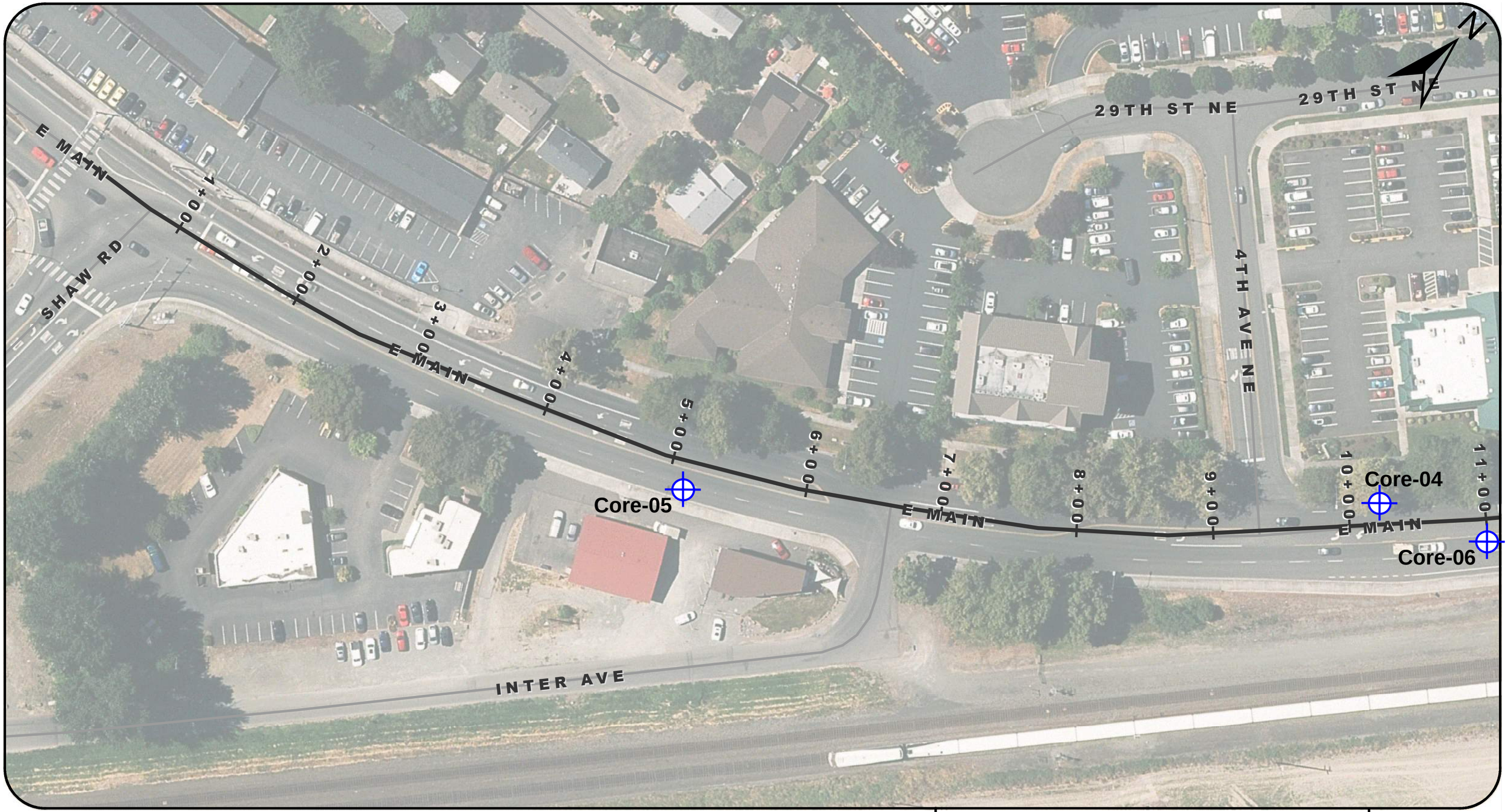
Legend

0 50 100 200 Feet

Core-# PAVEMENT CORE DESIGNATION AND APPROXIMATE LOCATION

HWA GEOSCIENCES INC. DBE/MWBE

SITE & EXPLORATION PLAN **E MAIN**	FIGURE NO. **2B**
CITY OF PUYALLUP KNUTSON FARM EIS PAVEMENT INVESTIGATION PUYALLUP, WASHINGTON	PROJECT NO. 2020-051-21



Legend

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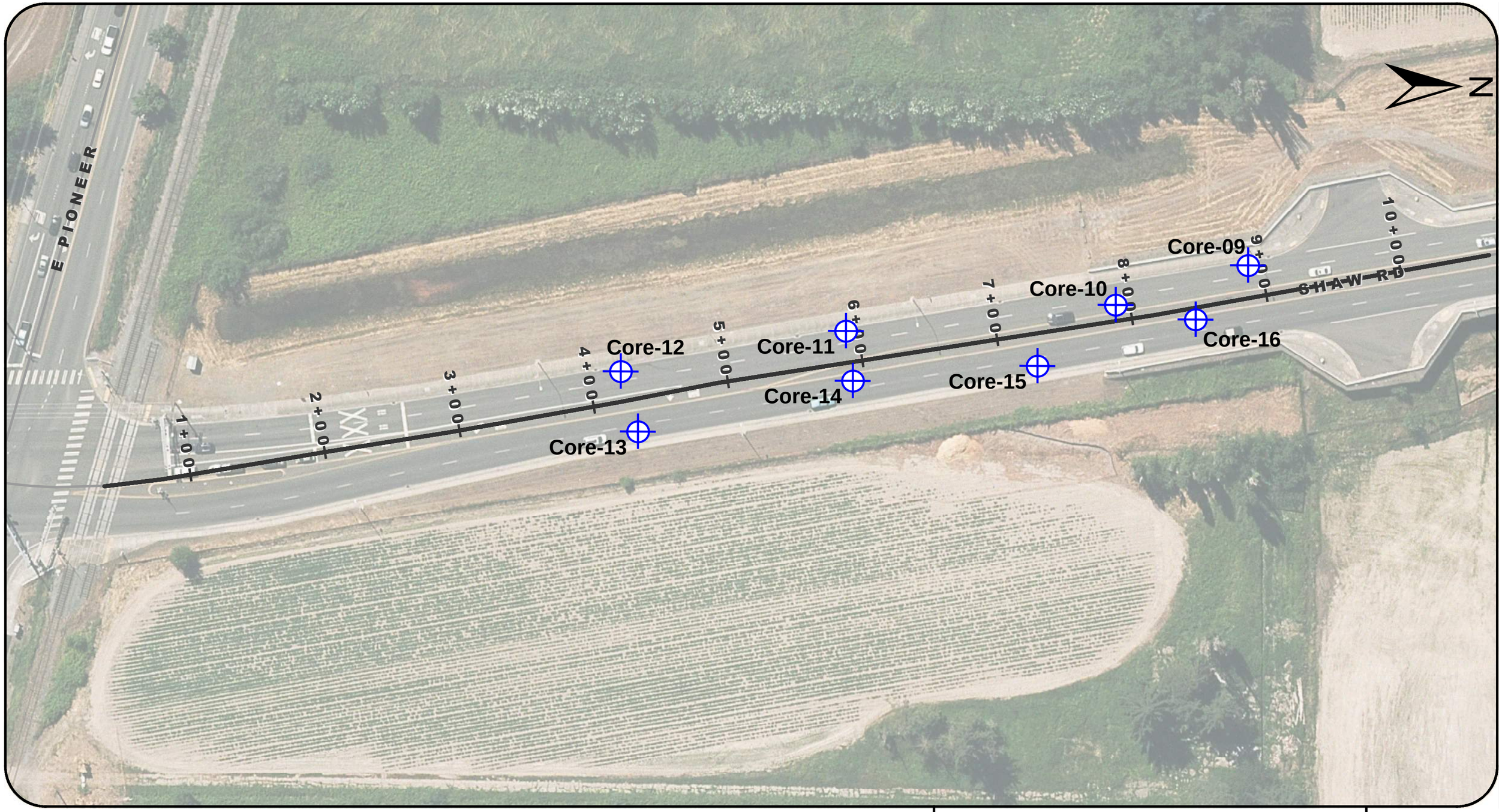
Core-# PAVEMENT CORE DESIGNATION AND APPROXIMATE LOCATION

HWA GEOSCIENCES INC. DBE/MWBE

SITE & EXPLORATION PLAN E MAIN	FIGURE NO. 2C
CITY OF PUYALLUP KNUTSON FARM EIS PAVEMENT INVESTIGATION PUYALLUP, WASHINGTON	PROJECT NO. 2020-051-21



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Core-# PAVEMENT CORE DESIGNATION AND APPROXIMATE LOCATION

HWA GEOSCIENCES INC. DBE/MWBE

SITE & EXPLORATION PLAN **SHAW RD**	FIGURE NO. **2D**
CITY OF PUYALLUP KNUTSON FARM EIS PAVEMENT INVESTIGATION PUYALLUP, WASHINGTON	PROJECT NO. 2020-051-21

Legend

0 50 100 200 Feet

Core-# PAVEMENT CORE DESIGNATION AND APPROXIMATE LOCATION

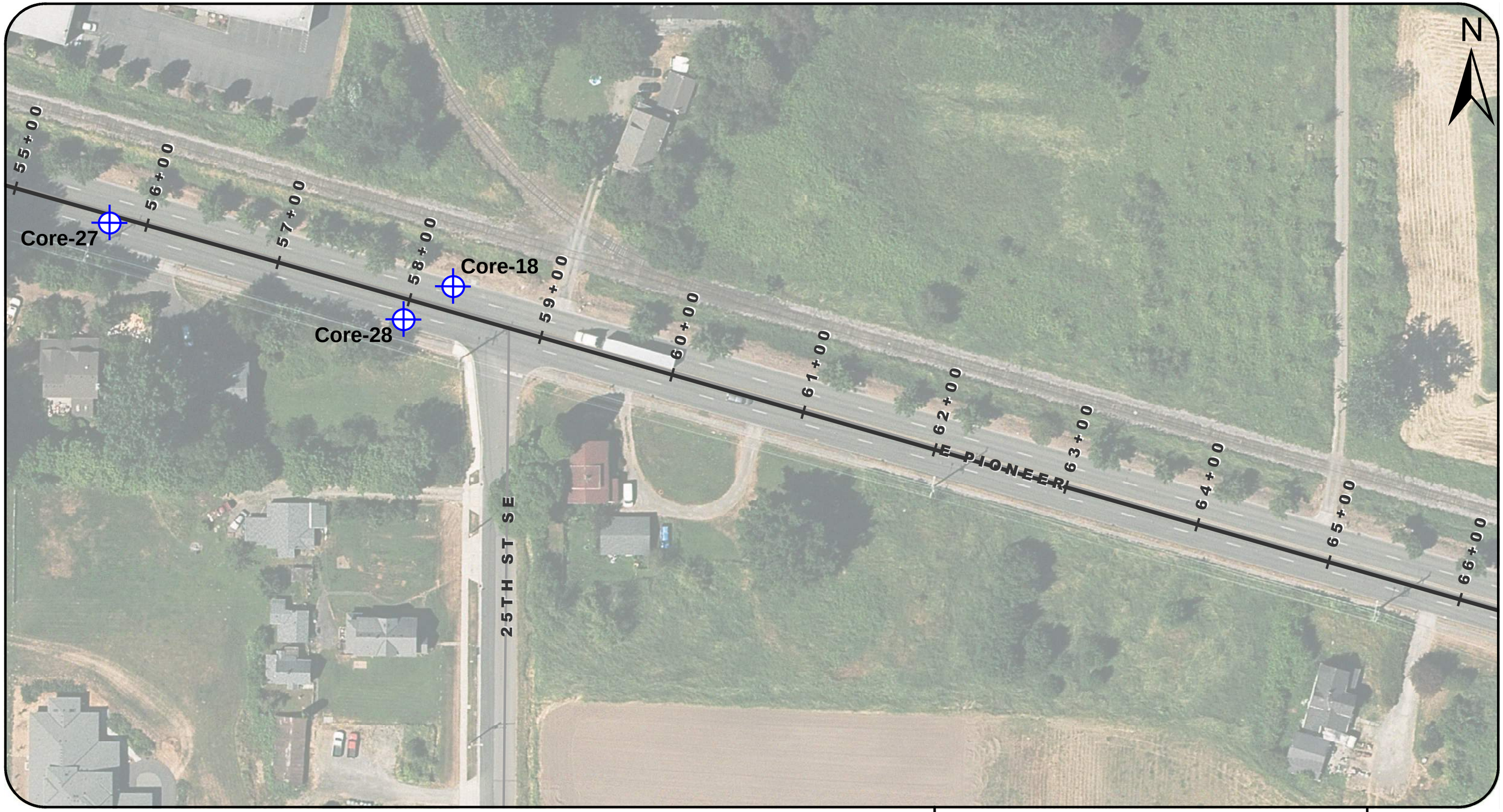
HWA GEOSCIENCES INC.
DBE/MWBE

SITE & EXPLORATION PLAN
E PIONEER / SHAW RD

FIGURE NO.
2E

CITY OF PUYALLUP KNUTSON FARM EIS
PAVEMENT INVESTIGATION
PUYALLUP, WASHINGTON

PROJECT NO.
2020-051-21



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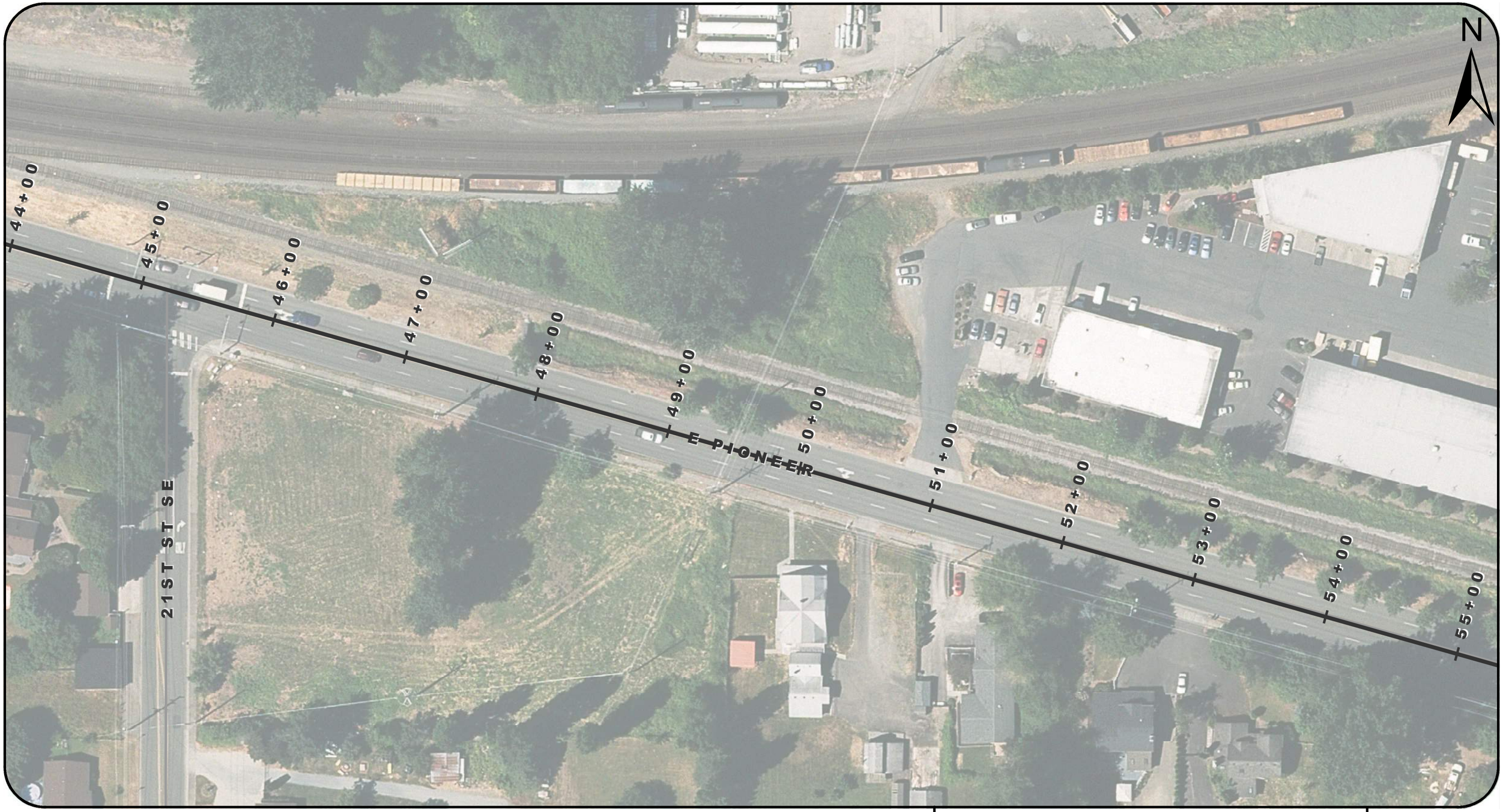
Core-# PAVEMENT CORE DESIGNATION AND APPROXIMATE LOCATION

HWA GEOSCIENCES INC.
DBE/MWBE

SITE & EXPLORATION PLAN **E PIONEER**	FIGURE NO. **2F**
CITY OF PUYALLUP KNUTSON FARM EIS PAVEMENT INVESTIGATION PUYALLUP, WASHINGTON	PROJECT NO. 2020-051-21



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Core-# PAVEMENT CORE DESIGNATION AND APPROXIMATE LOCATION

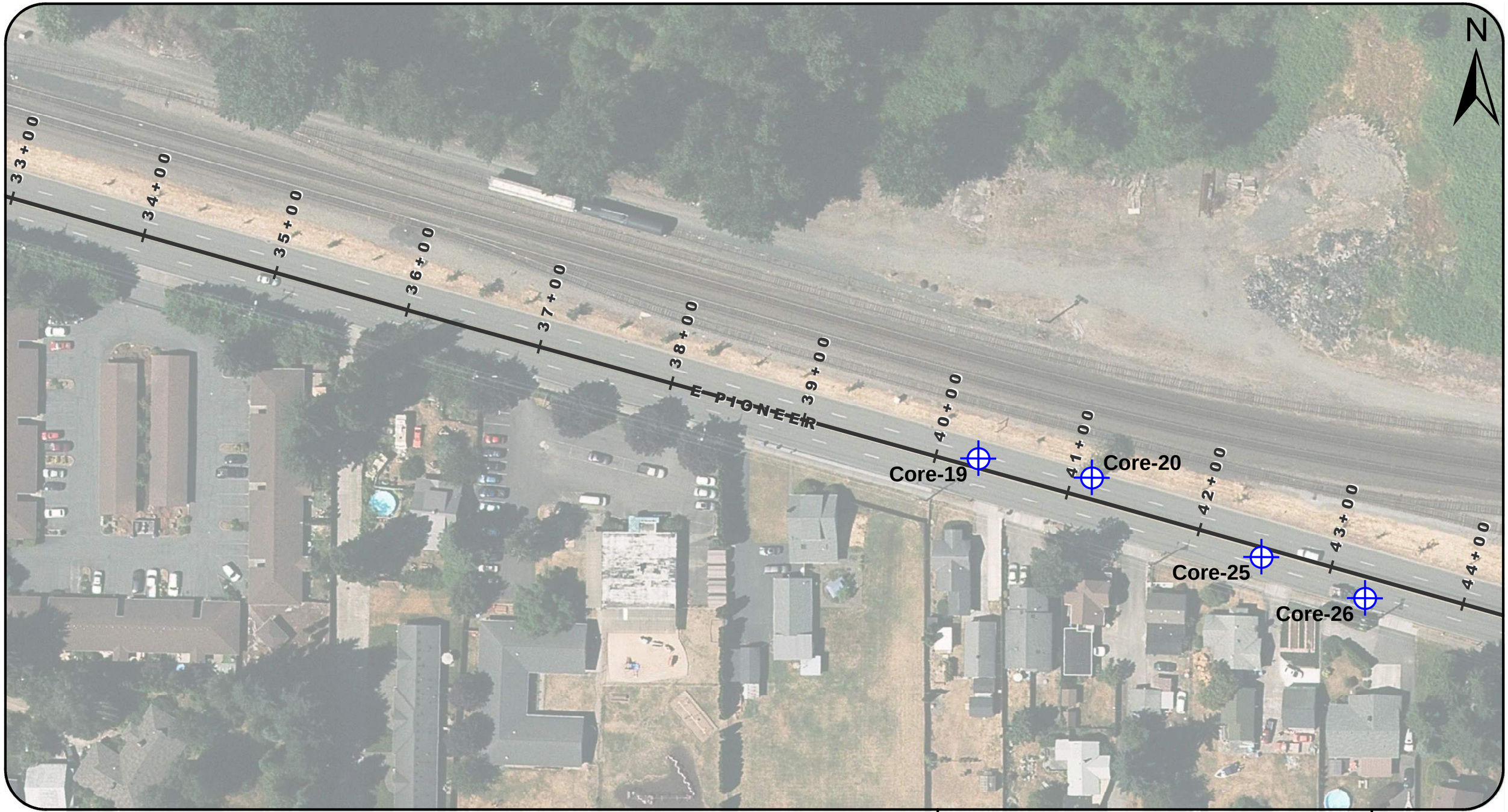
HWA GEOSCIENCES INC.
DBE/MWBE

SITE & EXPLORATION PLAN
E PIONEER

CITY OF PUYALLUP KNUTSON FARM EIS
PAVEMENT INVESTIGATION
PUYALLUP, WASHINGTON

FIGURE NO.
2G

PROJECT NO.
2020-051-21



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Core-# PAVEMENT CORE DESIGNATION AND APPROXIMATE LOCATION

HWA GEOSCIENCES INC.
DBE/MWBE

SITE & EXPLORATION PLAN **E PIONEER**	FIGURE NO. **2H**
CITY OF PUYALLUP KNUTSON FARM EIS PAVEMENT INVESTIGATION PUYALLUP, WASHINGTON	PROJECT NO. 2020-051-21

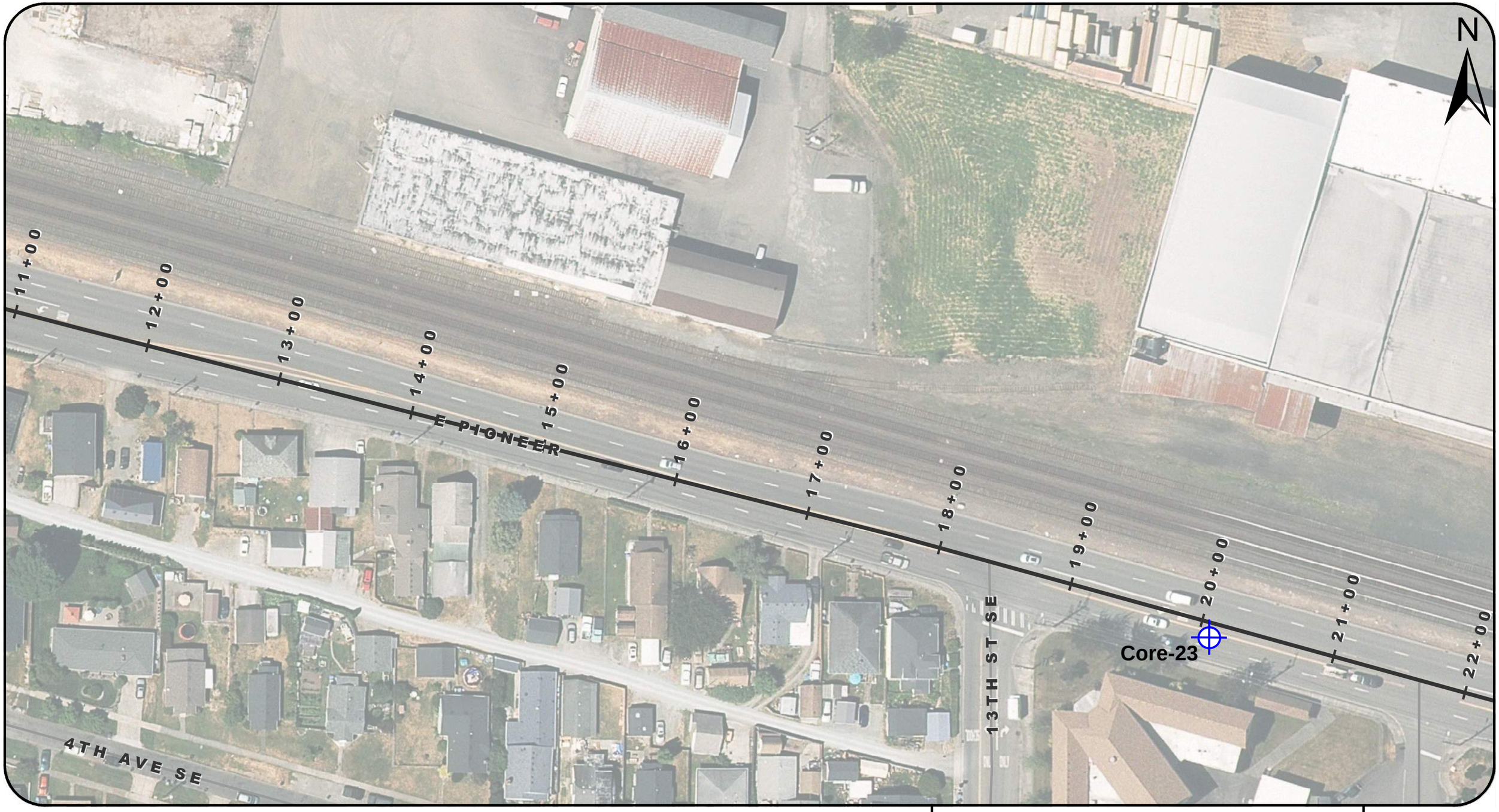
Legend

0 50 100 200 Feet

Core-# PAVEMENT CORE DESIGNATION AND APPROXIMATE LOCATION

HWA GEOSCIENCES INC.
DBE/MWBE

SITE & EXPLORATION PLAN **E PIONEER**	FIGURE NO. **2I**
CITY OF PUYALLUP KNUTSON FARM EIS PAVEMENT INVESTIGATION PUYALLUP, WASHINGTON	PROJECT NO. 2020-051-21



Legend

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Core-# PAVEMENT CORE DESIGNATION AND APPROXIMATE LOCATION

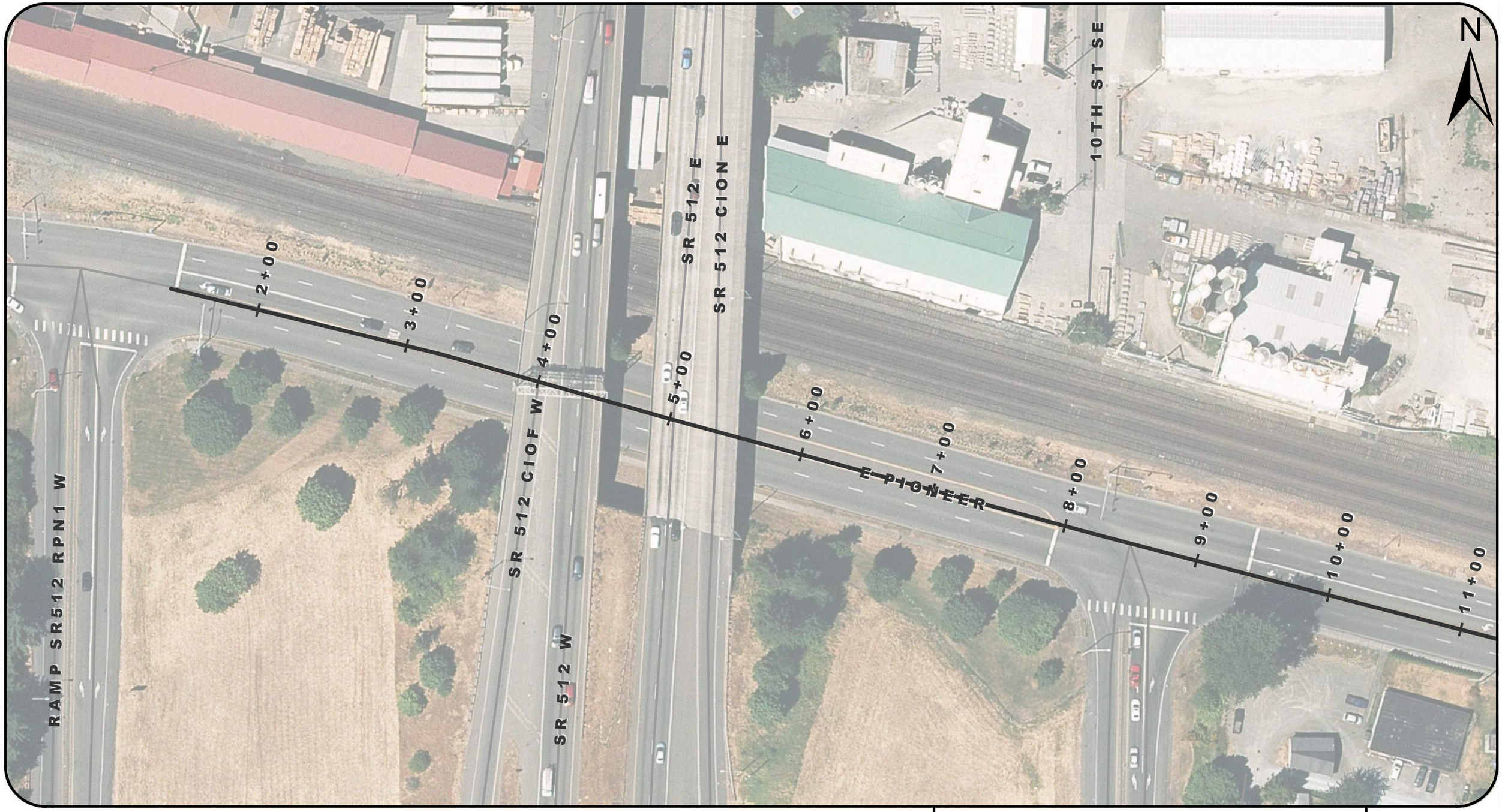
HWA GEOSCIENCES INC.
DBE/MWBE

SITE & EXPLORATION PLAN
E PIONEER

CITY OF PUYALLUP KNUTSON FARM EIS
PAVEMENT INVESTIGATION
PUYALLUP, WASHINGTON

FIGURE NO.
2J

PROJECT NO.
2020-051-21



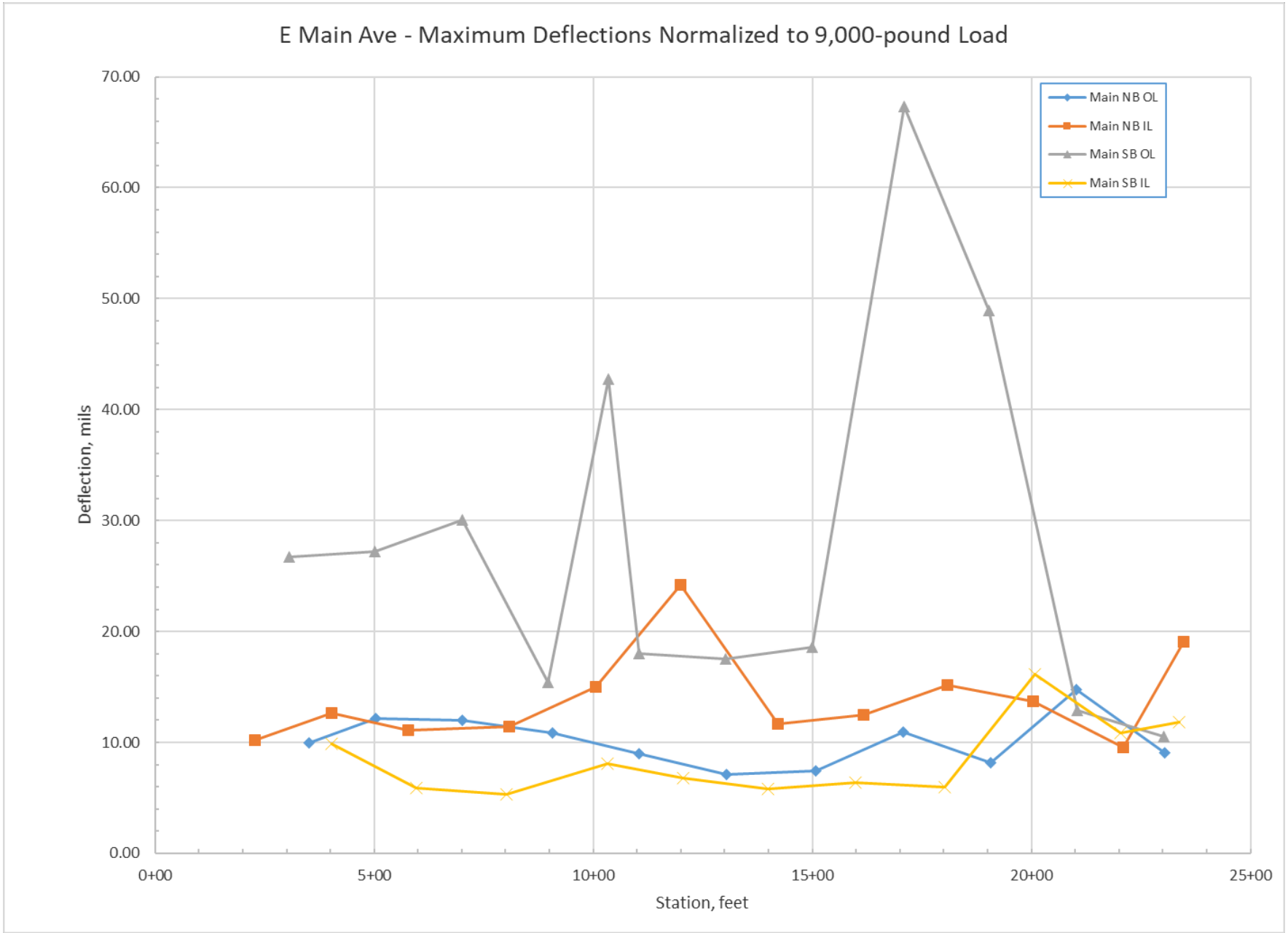
Legend

0 50 100 200 Feet

Core-# PAVEMENT CORE DESIGNATION AND APPROXIMATE LOCATION

HWA GEOSCIENCES INC.
DBE/MWBE

SITE & EXPLORATION PLAN **E PIONEER**	FIGURE NO. **2K**
CITY OF PUYALLUP KNUTSON FARM EIS PAVEMENT INVESTIGATION PUYALLUP, WASHINGTON	PROJECT NO. 2020-051-21



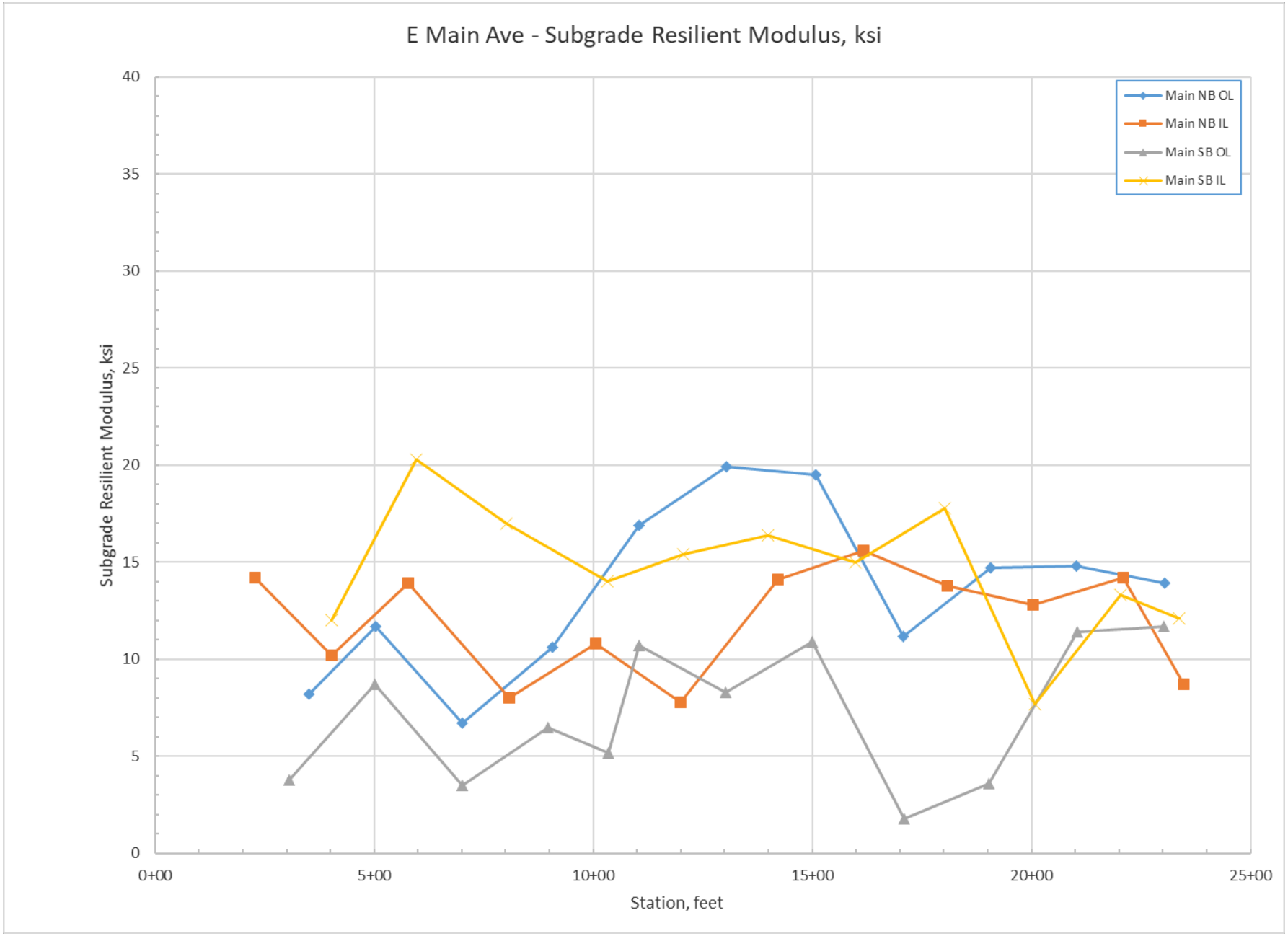
GeoSciences Inc.
DBE/MWBE

MAXIMUM DEFLECTIONS AT 9,000 LB LOAD

CITY OF PUYALLUP KNUTSON FARMS EIS
PAVEMENT INVESTIGATION
PUYALLUP, WASHINGTON

FIGURE NO.
3

PROJECT NO.
2020-051



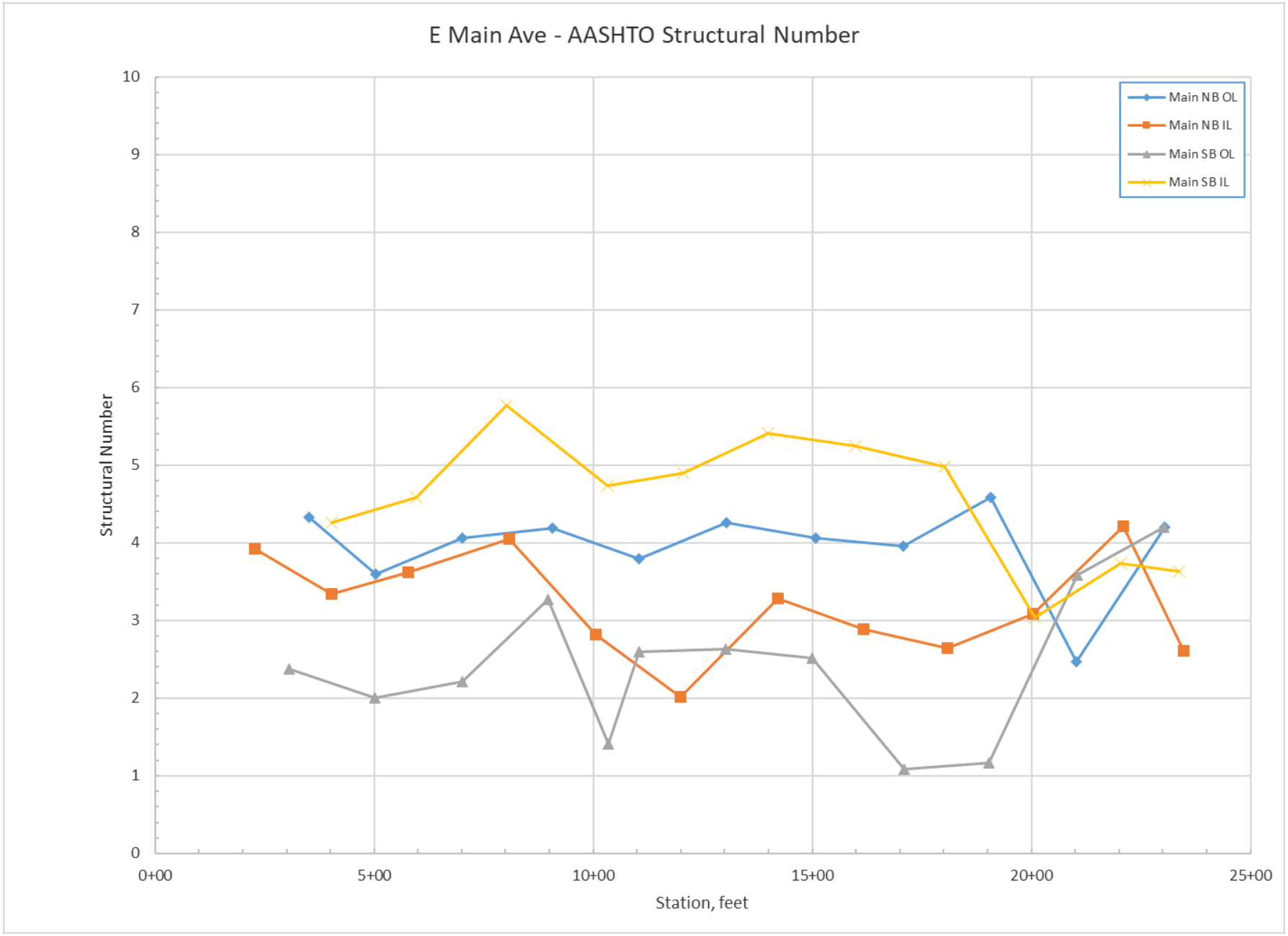
GeoSciences Inc.
DBE/MWBE

SUBGRADE RESILIENT MODULI, KSI

CITY OF PUYALLUP KNUTSON FARMS EIS
PAVEMENT INVESTIGATION
PUYALLUP, WASHINGTON

FIGURE NO.
4

PROJECT NO.
2020-051



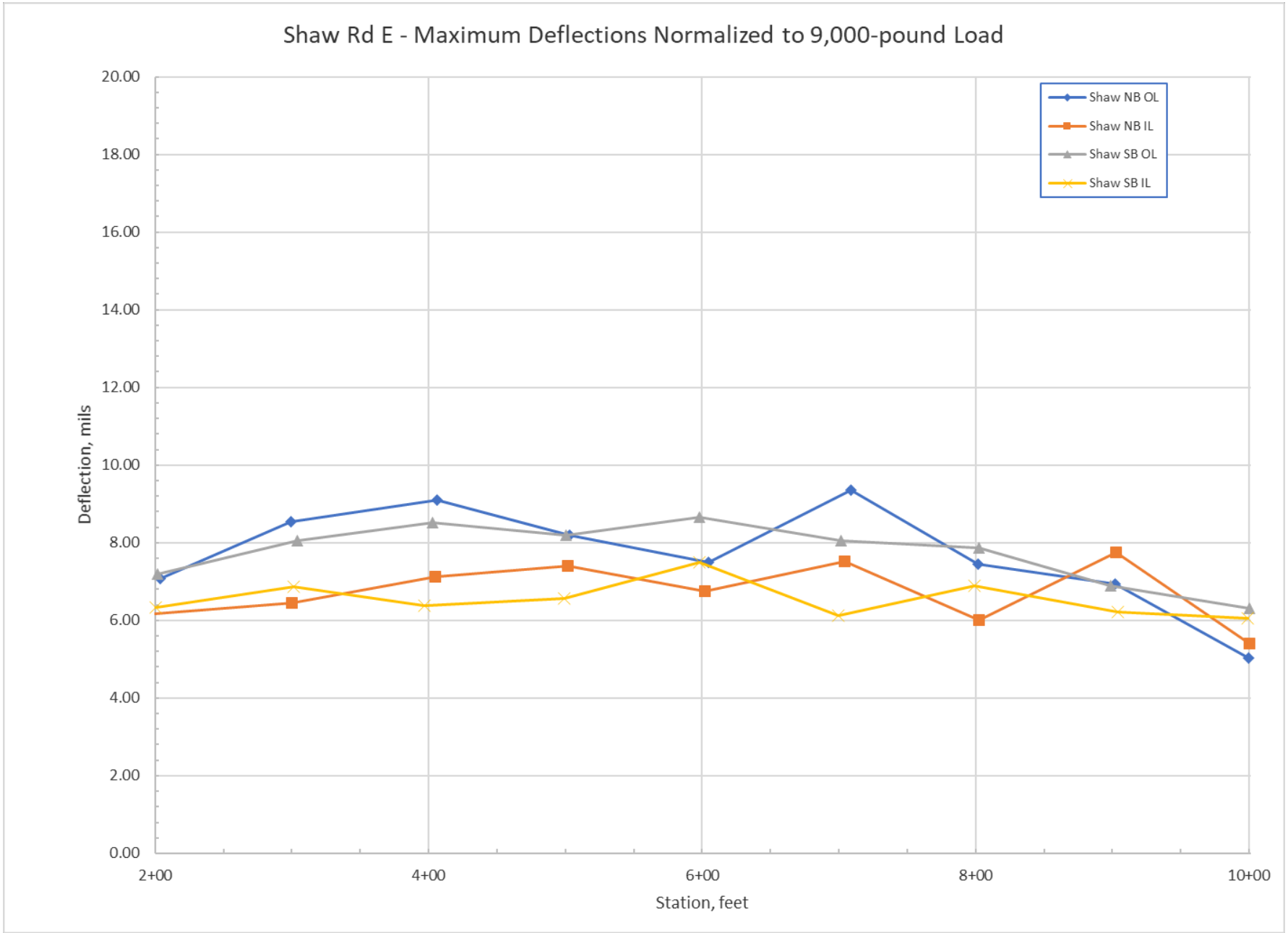
GeoSciences Inc.
DBE/MWBE

AASHTO STRUCTURAL NUMBER

CITY OF PUYALLUP KNUTSON FARMS EIS
PAVEMENT INVESTIGATION
PUYALLUP, WASHINGTON

FIGURE NO.
5

PROJECT NO.
2020-051



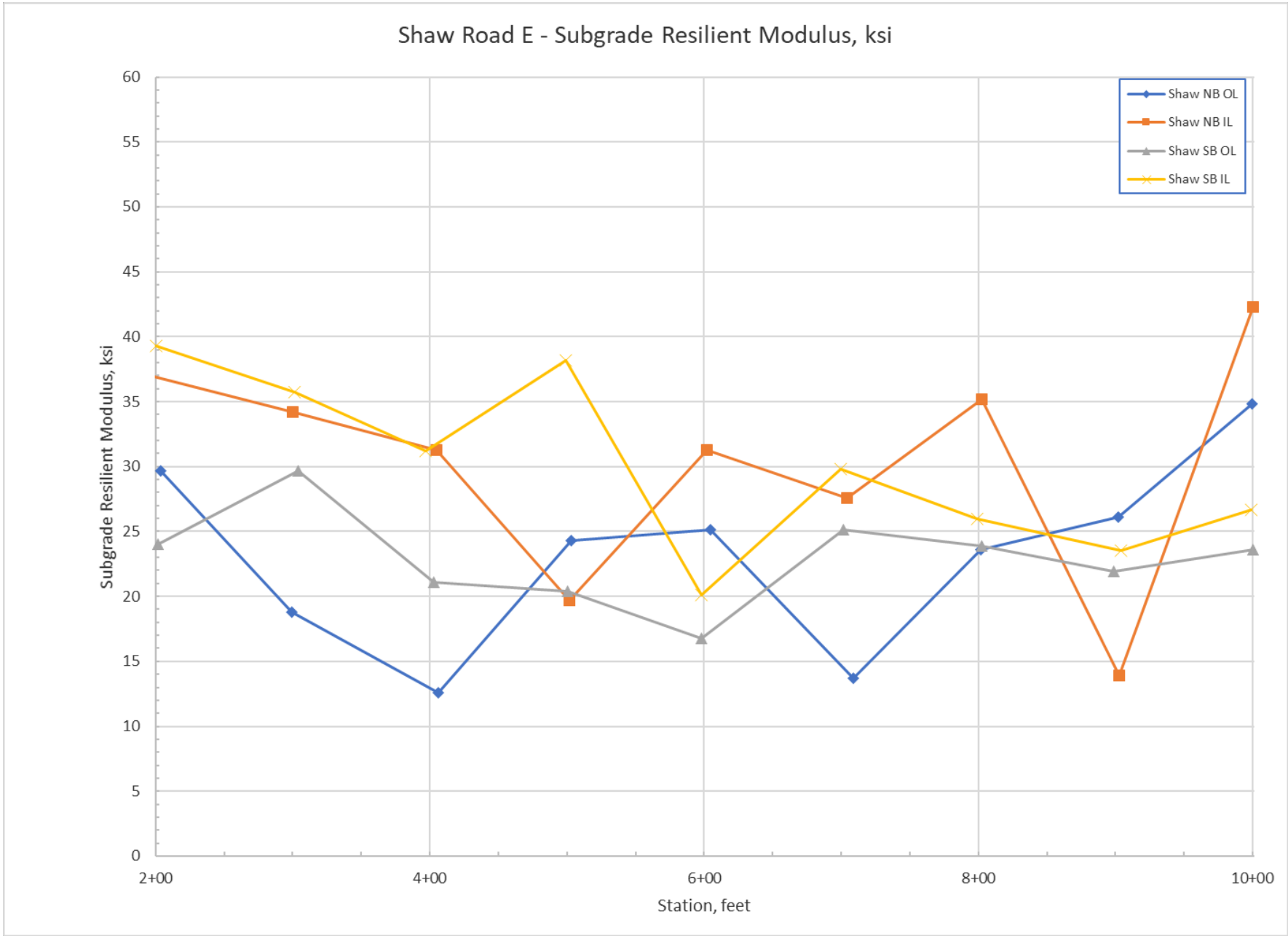
HWA GEOSCIENCES INC.
DBE/MWBE

MAXIMUM DEFLECTIONS AT 9,000 LB LOAD

CITY OF PUYALLUP KNUTSON FARMS EIS
PAVEMENT INVESTIGATION
PUYALLUP, WASHINGTON

FIGURE NO.
6

PROJECT NO.
2020-051



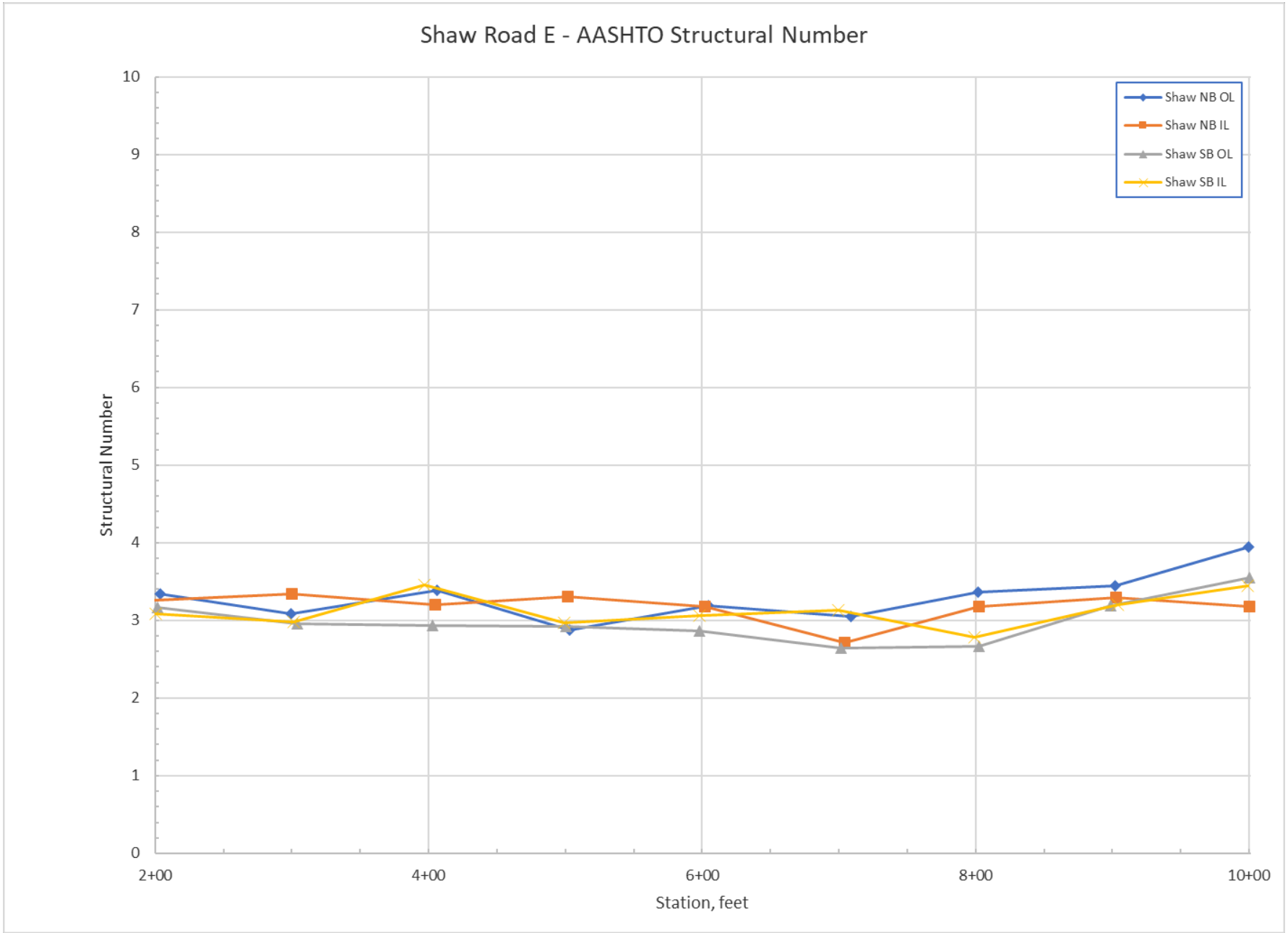
GeoSciences Inc.
DBE/MWBE

SUBGRADE RESILIENT MODULI, KSI

CITY OF PUYALLUP KNUTSON FARMS EIS
PAVEMENT INVESTIGATION
PUYALLUP, WASHINGTON

FIGURE NO.
7

PROJECT NO.
2020-051



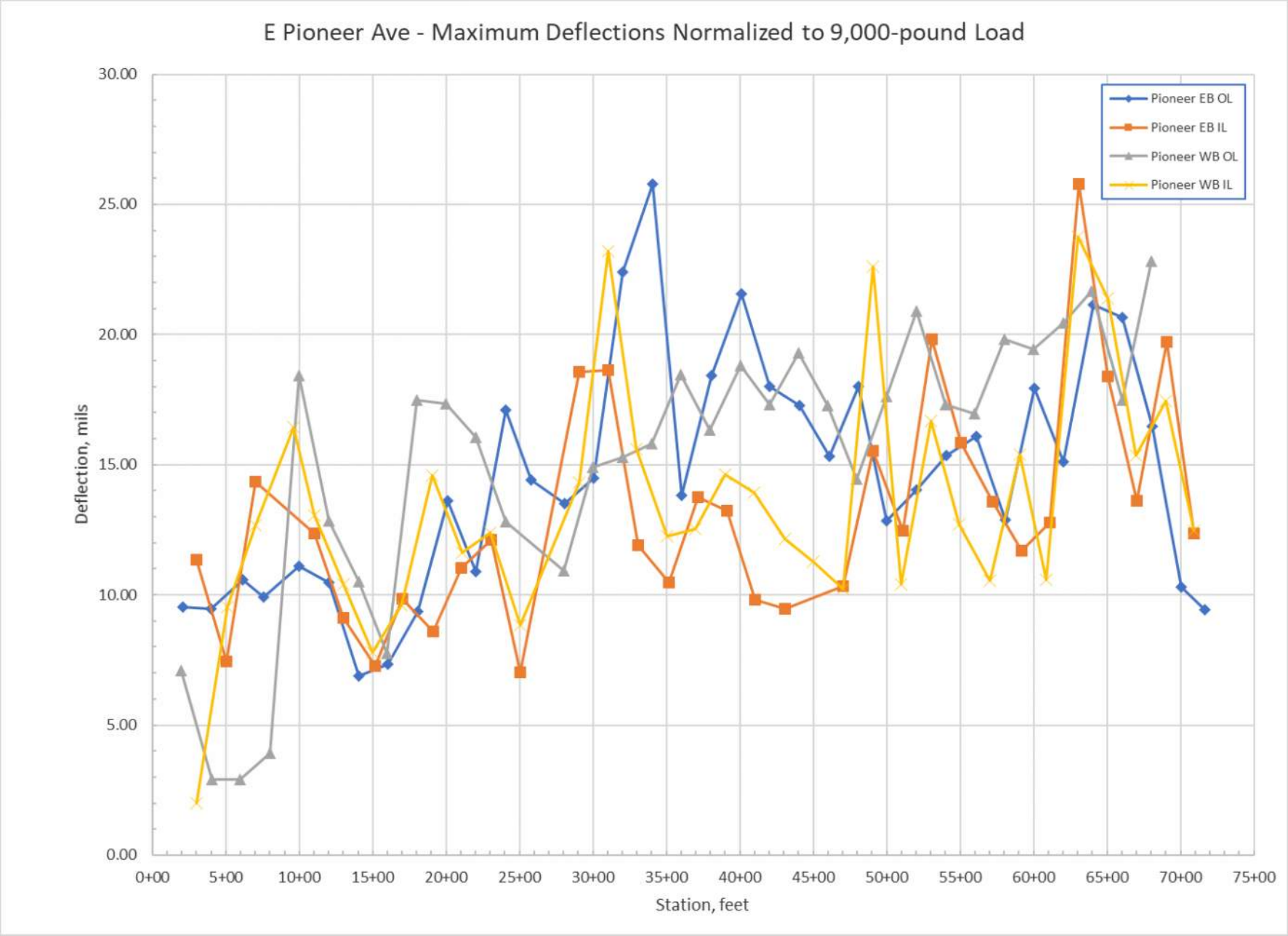
GeoSciences Inc.
DBE/MWBE

AASHTO STRUCTURAL NUMBER

CITY OF PUYALLUP KNUTSON FARMS EIS
PAVEMENT INVESTIGATION
PUYALLUP, WASHINGTON

FIGURE NO.
8

PROJECT NO.
2020-051



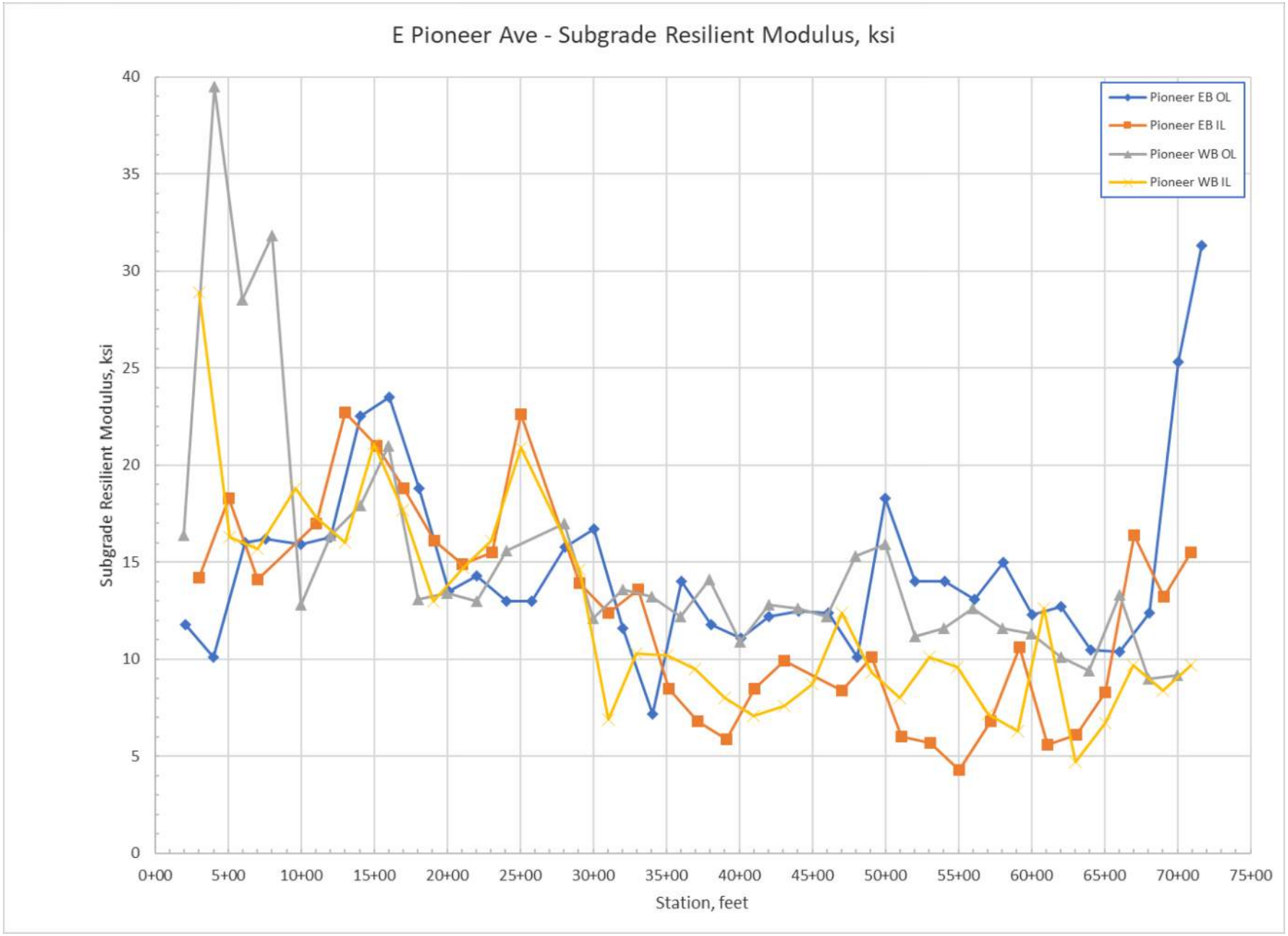
GEOSCIENCES INC.
DBE/MWBE

MAXIMUM DEFLECTIONS AT 9,000 LB LOAD

CITY OF PUYALLUP KNUTSON FARMS EIS
PAVEMENT INVESTIGATION
PUYALLUP, WASHINGTON

FIGURE NO.
9

PROJECT NO.
2020-051



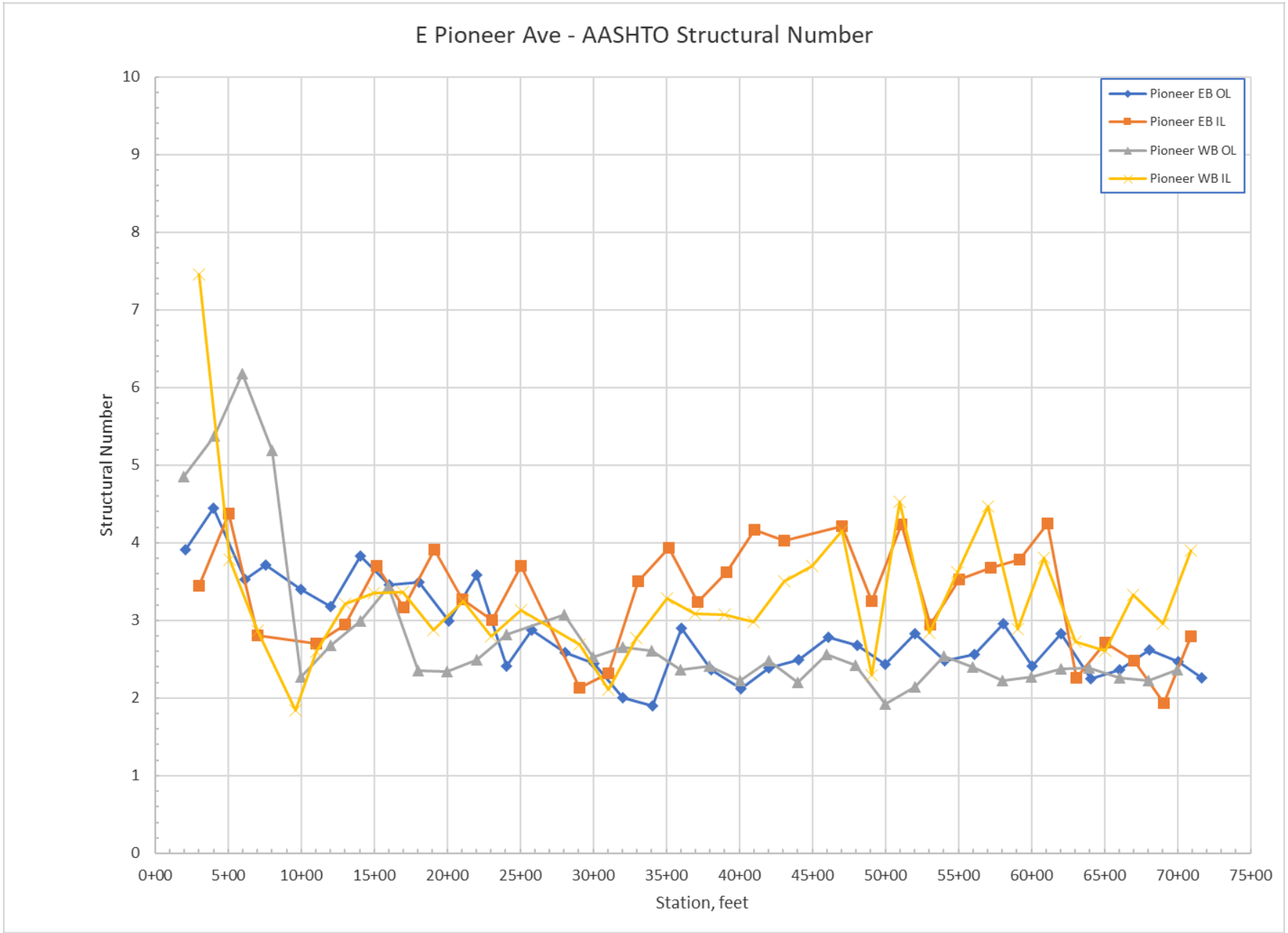
GEOSCIENCES INC.
DBE/MWBE

SUBGRADE RESILIENT MODULI, KSI

CITY OF PUYALLUP KNUTSON FARMS EIS
PAVEMENT INVESTIGATION
PUYALLUP, WASHINGTON

FIGURE NO.
10

PROJECT NO.
2020-051



GeoSciences Inc.
DBE/MWBE

AASHTO STRUCTURAL NUMBER

CITY OF PUYALLUP KNUTSON FARMS EIS
PAVEMENT INVESTIGATION
PUYALLUP, WASHINGTON

FIGURE NO.
11

PROJECT NO.
2020-051

Appendix A

Pavement Core Logs

EXCAVATION COMPANY: HWA GeoSciences Inc.
EXCAVATING EQUIPMENT: 4-inch Diameter Core Barrel
STREET: E Main Ave., Westbound/Southbound inside lane, Sta 21+65, 4.5' from centerline.

LOCATION: See Figure 2A/2B
DATE COMPLETED: 6/2/21
LOGGED BY: S. Pemble

DEPTH (feet)	SYMBOL	USCS SOIL CLASS.	DESCRIPTION	SAMPLE TYPE	SAMPLE NUMBER	MOISTURE CONTENT(%)	OTHER TESTS
0			10.0-inches Hot Mix Asphalt. 4 lifts: 2.0" x 3.0" x 2.25" x 2.75" No cracking at core location. Upper lift is unbonded. **(HMA)**				
			7.0-inches Crushed Surfacing Base Course. Dense, olive gray, fine to coarse crushed GRAVEL, with sand, moist. **(CSBC)**				
		SM	Dense, dark grayish brown, silty SAND, with gravel, moist. **(FILL)**				
3			Corehole terminated at 1.5-feet below ground surface. No groundwater seepage was observed.				

PAVEMENT CORE PHOTO

NOTE: This log of subsurface conditions applies only at the specified location and on the date indicated and therefore may not necessarily be indicative of other times and/or locations.

HWA GEOSCIENCES INC.

City of Puyallup Knutson Farms EIS
Pavement Investigation
Puyallup, WA

PAVEMENT CORE
Core-01

PROJECT NO.: 2020-051 FIGURE: A-1

EXCAVATION COMPANY: HWA GeoSciences Inc.
EXCAVATING EQUIPMENT: 4-inch Diameter Core Barrel
STREET: E Main Ave., Westbound/Southbound outside lane, Sta 17+86, 4.75' from curb.

LOCATION: See Figure 2A/2B
DATE COMPLETED: 6/2/21
LOGGED BY: S. Pemble

DEPTH (feet)	SYMBOL	USCS SOIL CLASS.	DESCRIPTION	SAMPLE TYPE	SAMPLE NUMBER	MOISTURE CONTENT(%)	OTHER TESTS
0			4.0-inches Hot Mix Asphalt. 2 lifts: 1.5" x 2.5" Cored on alligator cracking in outside wheel path. Both lifts are unbonded. Core crumbled during drilling. **(HMA)**				
		SM	2.5-inches Crushed Surfacing Top Course. Dense, brown, silty, fine crushed GRAVEL, with sand, moist. **(CSTC)**				
			Dense, brown, silty SAND, with gravel, moist. **(FILL)**				
3			Corehole terminated at 1.0-foot below ground surface. No groundwater seepage was observed.				

PAVEMENT CORE PHOTO

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HWA GEOSCIENCES INC.

City of Puyallup Knutson Farms EIS
Pavement Investigation
Puyallup, WA

PAVEMENT CORE
Core-02

PROJECT NO.: 2020-051 FIGURE: A-2

EXCAVATION COMPANY: HWA GeoSciences Inc.
EXCAVATING EQUIPMENT: 4-inch Diameter Core Barrel
STREET: E Main Ave., Westbound/Southbound inside lane, Sta 14+29, 5' from centerline.

LOCATION: See Figure 2B
DATE COMPLETED: 6/2/21
LOGGED BY: S. Pemble

DEPTH (feet)	SYMBOL	USCS SOIL CLASS.	DESCRIPTION	SAMPLE TYPE	SAMPLE NUMBER	MOISTURE CONTENT(%)	OTHER TESTS
0			6.5-inches Hot Mix Asphalt. 4 lifts: 1.75" x 1.75" x 1.75" x 1.25" No cracking at core location. First and second lifts are unbonded. Third and fourth lifts are unbonded. **(HMA)**				
			7.25-inches Portland Cement Concrete. Horizontal crack in concrete 1.5-inches from bottom. **(PCC)**				
		SM	Medium dense, dark grayish brown, silty SAND, with scattered gravel, moist. **(FILL)**				
3			Corehole terminated at 1.5-feet below ground surface. No groundwater seepage was observed.				

PAVEMENT CORE PHOTO

NOTE: This log of subsurface conditions applies only at the specified location and on the date indicated and therefore may not necessarily be indicative of other times and/or locations.

HWA GEOSCIENCES INC.

City of Puyallup Knutson Farms EIS
Pavement Investigation
Puyallup, WA

PAVEMENT CORE
Core-03

PROJECT NO.: 2020-051 FIGURE: A-3

EXCAVATION COMPANY: HWA GeoSciences Inc.
EXCAVATING EQUIPMENT: 4-inch Diameter Core Barrel
STREET: E Main Ave., Westbound/Southbound outside lane, Sta 10+46, 4' from curb.

LOCATION: See Figure 2C
DATE COMPLETED: 6/2/21
LOGGED BY: S. Pemble

DEPTH (feet)	SYMBOL	USCS SOIL CLASS.	DESCRIPTION	SAMPLE TYPE	SAMPLE NUMBER	MOISTURE CONTENT(%)	OTHER TESTS
0			6.0-inches Hot Mix Asphalt. 2 lifts: 3.0" x 3.0" Cored on alligator cracking. Cracked through both lifts. Both lifts are unbonded. **(HMA)**				
			7.0-inches Crushed Surfacing Base Course. Dense, olive gray, fine to coarse crushed GRAVEL, with sand, moist. **(CSBC)**				
		SM	Dense, dark grayish brown, silty SAND, with gravel, moist. **(FILL)**				
3			Corehole terminated at 1.5-feet below ground surface. No groundwater seepage was observed.				

PAVEMENT CORE PHOTO

NOTE: This log of subsurface conditions applies only at the specified location and on the date indicated and therefore may not necessarily be indicative of other times and/or locations.

HWA GEOSCIENCES INC.

City of Puyallup Knutson Farms EIS
Pavement Investigation
Puyallup, WA

PAVEMENT CORE
Core-04

PROJECT NO.: 2020-051 FIGURE: A-4

EXCAVATION COMPANY: HWA GeoSciences Inc.
EXCAVATING EQUIPMENT: 4-inch Diameter Core Barrel
STREET: E Main Ave., Eastbound/Northbound outside lane, Sta 5+34, 6' from curb.

LOCATION: See Figure 2C
DATE COMPLETED: 6/2/21
LOGGED BY: S. Pemble

DEPTH (feet)	SYMBOL	USCS SOIL CLASS.	DESCRIPTION	SAMPLE TYPE	SAMPLE NUMBER	MOISTURE CONTENT(%)	OTHER TESTS
0			9.5-inches Hot Mix Asphalt. 4 lifts: 2.0" x 2.5" x 2.25" x 2.75" No cracking at core location. All lifts are bonded. Core broken during extraction. **(HMA)**				
			Crushed Surfacing Base Course. Very dense, olive brown, fine to coarse crushed GRAVEL, with sand, moist. **(CSBC)**				
3			Corehole terminated at 1.75-feet below ground surface due to refusal on very dense gravel. No groundwater seepage was observed.				

PAVEMENT CORE PHOTO

NOTE: This log of subsurface conditions applies only at the specified location and on the date indicated and therefore may not necessarily be indicative of other times and/or locations.

HWA GEOSCIENCES INC.

City of Puyallup Knutson Farms EIS
Pavement Investigation
Puyallup, WA

PAVEMENT CORE
Core-05

PROJECT NO.: 2020-051 FIGURE: A-5

EXCAVATION COMPANY: HWA GeoSciences Inc.
EXCAVATING EQUIPMENT: 4-inch Diameter Core Barrel
STREET: E Main Ave., Eastbound/Northbound inside lane, Sta 11+29, 8' from centerline.

LOCATION: See Figure 2B/2C
DATE COMPLETED: 6/3/21
LOGGED BY: S. Pemble

DEPTH (feet)	SYMBOL	USCS SOIL CLASS.	DESCRIPTION	SAMPLE TYPE	SAMPLE NUMBER	MOISTURE CONTENT(%)	OTHER TESTS
0			8.5-inches Hot Mix Asphalt. 4 lifts: 2.5" x 2.0" x 2.0" x 2.0" Cored on high severity longitudinal crack. Cracked through all lifts. Upper three lifts are unbonded. **(HMA)**				
			1.0-inches Crushed Surfacing Top Course.				
		SP SM	Dense, olive gray, fine crushed GRAVEL, with sand, moist. **(CSTC)**				
			Dense, brown, SAND, with silt and gravel, moist. **(FILL)**				
3			Corehole terminated at 1.25-feet below ground surface. No groundwater seepage was observed.				

PAVEMENT CORE PHOTO

NOTE: This log of subsurface conditions applies only at the specified location and on the date indicated and therefore may not necessarily be indicative of other times and/or locations.

HWA GEOSCIENCES INC.

City of Puyallup Knutson Farms EIS
Pavement Investigation
Puyallup, WA

PAVEMENT CORE
Core-06

PROJECT NO.: 2020-051 FIGURE: A-6

EXCAVATION COMPANY: HWA GeoSciences Inc.
EXCAVATING EQUIPMENT: 4-inch Diameter Core Barrel
STREET: E Main Ave., Eastbound/Northbound outside lane, Sta 15+16, 8' from curb.

LOCATION: See Figure 2B
DATE COMPLETED: 6/3/21
LOGGED BY: S. Pemble

DEPTH (feet)	SYMBOL	USCS SOIL CLASS.	DESCRIPTION	SAMPLE TYPE	SAMPLE NUMBER	MOISTURE CONTENT(%)	OTHER TESTS
0			9.5-inches Hot Mix Asphalt. 4 lifts: 2.5" x 3.0" x 2.0" x 2.0" No cracking at core location. All lifts are bonded. **(HMA)**				
			8.5-inches Crushed Surfacing Top Course. Dense, gray, fine crushed GRAVEL, with sand, moist. **(CSTC)**				
		GP	Very dense, coarse crushed GRAVEL, moist. **(BALLAST)**				
3			Corehole terminated at 1.7-feet below ground surface. No groundwater seepage was observed.				

PAVEMENT CORE PHOTO

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HWA GEOSCIENCES INC.

City of Puyallup Knutson Farms EIS
Pavement Investigation
Puyallup, WA

PAVEMENT CORE
Core-07

PROJECT NO.: 2020-051 FIGURE: A-7

EXCAVATION COMPANY: HWA GeoSciences Inc.
EXCAVATING EQUIPMENT: 4-inch Diameter Core Barrel
STREET: E Main Ave., Eastbound/Northbound inside lane, Sta 18+19, 5' from centerline.

LOCATION: See Figure 2A/2B
DATE COMPLETED: 6/3/21
LOGGED BY: S. Pemble

DEPTH (feet)	SYMBOL	USCS SOIL CLASS.	DESCRIPTION	SAMPLE TYPE	SAMPLE NUMBER	MOISTURE CONTENT(%)	OTHER TESTS
0			7.0-inches Hot Mix Asphalt. 4 lifts: 1.25" x 1.5" x 2.0" x 2.25" No cracking at core location. All lifts are bonded. Core broken during extraction. **(HMA)**				
			3.0-inches Crushed Surfacing Top Course. Dense, brown, fine crushed GRAVEL, with sand, moist. **(CSTC)**				
		SP SM	Very dense, brown, SAND, with silt, gravel, and cobbles, moist. **(FILL)**				
3			Corehole terminated at 1.0-foot below ground surface. No groundwater seepage was observed.				

PAVEMENT CORE PHOTO

NOTE: This log of subsurface conditions applies only at the specified location and on the date indicated and therefore may not necessarily be indicative of other times and/or locations.

HWA GEOSCIENCES INC.

City of Puyallup Knutson Farms EIS
Pavement Investigation
Puyallup, WA

PAVEMENT CORE
Core-08

PROJECT NO.: 2020-051 FIGURE: A-8

EXCAVATION COMPANY: HWA GeoSciences Inc.
EXCAVATING EQUIPMENT: 4-inch Diameter Core Barrel
STREET: Shaw Road E, Southbound outside lane, Sta 8+89, 5.5' from curb.

LOCATION: See Figure 2D
DATE COMPLETED: 6/8/21
LOGGED BY: S. Pemble

DEPTH (feet)	SYMBOL	USCS SOIL CLASS.	DESCRIPTION	SAMPLE TYPE	SAMPLE NUMBER	MOISTURE CONTENT(%)	OTHER TESTS
0			7.0-inches Hot Mix Asphalt. 4 lifts: 2.25" x 1.75" x 1.5" x 1.5" No cracking at core location. All lifts are bonded. **(HMA)**				
			3.5-inches Crushed Surfacing Top Course. Dense, olive brown, fine crushed GRAVEL, with sand, moist. **(CSTC)**				
		SP SM	Very dense, brown, SAND, with silt, gravel, and cobbles, moist. **(FILL)**				
3			Corehole terminated at 1.0-foot below ground surface. No groundwater seepage was observed.				

PAVEMENT CORE PHOTO

NOTE: This log of subsurface conditions applies only at the specified location and on the date indicated and therefore may not necessarily be indicative of other times and/or locations.

HWA GEOSCIENCES INC.

City of Puyallup Knutson Farms EIS
Pavement Investigation
Puyallup, WA

PAVEMENT CORE
Core-09

PROJECT NO.: 2020-051 FIGURE: A-9

EXCAVATION COMPANY: HWA GeoSciences Inc.
EXCAVATING EQUIPMENT: 4-inch Diameter Core Barrel
STREET: Shaw Road E, Southbound inside lane, Sta 7+87, 6' from centerline striping.

LOCATION: See Figure 2D
DATE COMPLETED: 6/8/21
LOGGED BY: S. Pemble

DEPTH (feet)	SYMBOL	USCS SOIL CLASS.	DESCRIPTION	SAMPLE TYPE	SAMPLE NUMBER	MOISTURE CONTENT(%)	OTHER TESTS
0			7.5-inches Hot Mix Asphalt. 4 lifts: 2.0" x 2.5" x 1.0" x 2.0" No cracking at core location. All lifts are bonded. **(HMA)**				
			3.5-inches Crushed Surfacing Top Course. Dense, olive brown, fine crushed GRAVEL, with sand, moist. **(CSTC)**				
		SP SM	Dense, olive brown, SAND, with silt, gravel, and scattered wood fragments, moist. **(FILL)**				
3			Corehole terminated at 1.1-feet below ground surface. No groundwater seepage was observed.				

PAVEMENT CORE PHOTO

NOTE: This log of subsurface conditions applies only at the specified location and on the date indicated and therefore may not necessarily be indicative of other times and/or locations.

HWA GEOSCIENCES INC.

City of Puyallup Knutson Farms EIS
Pavement Investigation
Puyallup, WA

PAVEMENT CORE
Core-10

PROJECT NO.: 2020-051 FIGURE: A-10

EXCAVATION COMPANY: HWA GeoSciences Inc.
EXCAVATING EQUIPMENT: 4-inch Diameter Core Barrel
STREET: Shaw Road E, Southbound outside lane, Sta 6+05, 7' from curb.

LOCATION: See Figure 2D
DATE COMPLETED: 6/8/21
LOGGED BY: S. Pemble

DEPTH (feet)	SYMBOL	USCS SOIL CLASS.	DESCRIPTION	SAMPLE TYPE	SAMPLE NUMBER	MOISTURE CONTENT(%)	OTHER TESTS
0			7.0-inches Hot Mix Asphalt. 4 lifts: 2.25" x 2.75" x 1.0" x 1.0" No cracking at core location. Upper lift is unbonded. **(HMA)**				
			3.0-inches Crushed Surfacing Top Course. Dense, olive brown, fine crushed GRAVEL, with sand, moist. **(CSTC)**				
		SP SM	Dense, olive brown, SAND, with silt, gravel, and cobbles, moist. **(FILL)**				
			Corehole terminated at 1.1-feet below ground surface. No groundwater seepage was observed.				
3							

PAVEMENT CORE PHOTO

NOTE: This log of subsurface conditions applies only at the specified location and on the date indicated and therefore may not necessarily be indicative of other times and/or locations.

HWA GEOSCIENCES INC.

City of Puyallup Knutson Farms EIS
Pavement Investigation
Puyallup, WA

PAVEMENT CORE
Core-11

PROJECT NO.: 2020-051 FIGURE: A-11

EXCAVATION COMPANY: HWA GeoSciences Inc.
EXCAVATING EQUIPMENT: 4-inch Diameter Core Barrel
STREET: Shaw Road E, Southbound inside lane, Sta 4+15, 5' from left turn lane striping.

LOCATION: See Figure 2D
DATE COMPLETED: 6/8/21
LOGGED BY: S. Pemble

DEPTH (feet)	SYMBOL	USCS SOIL CLASS.	DESCRIPTION	SAMPLE TYPE	SAMPLE NUMBER	MOISTURE CONTENT(%)	OTHER TESTS
0			7.75-inches Hot Mix Asphalt. 4 lifts: 2.5" x 2.5" x 1.5" x 1.25" No cracking at core location. All lifts are bonded. **(HMA)**				
			4.25-inches Crushed Surfacing Top Course. Dense, olive brown, fine crushed GRAVEL, with sand, moist. **(CSTC)**				
		SP SM	Very dense, olive brown, SAND, with silt and gravel, moist. **(FILL)**				
3			Corehole terminated at 1.2-feet below ground surface. No groundwater seepage was observed.				

PAVEMENT CORE PHOTO

NOTE: This log of subsurface conditions applies only at the specified location and on the date indicated and therefore may not necessarily be indicative of other times and/or locations.

HWA GEOSCIENCES INC.

City of Puyallup Knutson Farms EIS
Pavement Investigation
Puyallup, WA

PAVEMENT CORE
Core-12

PROJECT NO.: 2020-051 FIGURE: A-12

EXCAVATION COMPANY: HWA GeoSciences Inc.
EXCAVATING EQUIPMENT: 4-inch Diameter Core Barrel
STREET: Shaw Road E, Northbound outside lane, Sta 4+31, 10' from curb.

LOCATION: See Figure 2D
DATE COMPLETED: 6/3/21
LOGGED BY: S. Pemble

DEPTH (feet)	SYMBOL	USCS SOIL CLASS.	DESCRIPTION	SAMPLE TYPE	SAMPLE NUMBER	MOISTURE CONTENT(%)	OTHER TESTS
0			6.75-inches Hot Mix Asphalt. 3 lifts: 2.25" x 2.5" x 2.0" Cored on high severity longitudinal crack. Crack extends through upper lift. Upper lift is unbonded. **(HMA)**				
			4.25-inches Crushed Surfacing Top Course. Dense, olive gray, fine crushed GRAVEL, with sand, moist. **(CSTC)**				
		SP SM	Dense, olive gray, SAND, with silt, gravel, and cobbles, moist. **(FILL)**				
3			Corehole terminated at 1.25-feet below ground surface. No groundwater seepage was observed.				

PAVEMENT CORE PHOTO

NOTE: This log of subsurface conditions applies only at the specified location and on the date indicated and therefore may not necessarily be indicative of other times and/or locations.

HWA GEOSCIENCES INC.

City of Puyallup Knutson Farms EIS
Pavement Investigation
Puyallup, WA

PAVEMENT CORE
Core-13

PROJECT NO.: 2020-051 FIGURE: A-13

EXCAVATION COMPANY: HWA GeoSciences Inc.
EXCAVATING EQUIPMENT: 4-inch Diameter Core Barrel
STREET: Shaw Road E, Northbound inside lane, Sta 5+85, 5' from centerline striping.

LOCATION: See Figure 2D
DATE COMPLETED: 6/7/21
LOGGED BY: S. Pemble

DEPTH (feet)	SYMBOL	USCS SOIL CLASS.	DESCRIPTION	SAMPLE TYPE	SAMPLE NUMBER	MOISTURE CONTENT(%)	OTHER TESTS
0			7.5-inches Hot Mix Asphalt. 3 lifts: 2.5" x 2.0" x 3.0" No cracking at core location. All lifts are bonded. **(HMA)**				
			4.5-inches Crushed Surfacing Top Course. Very dense, olive gray, fine crushed GRAVEL, with sand, moist. **(CSTC)**				
		SP SM	Very dense, olive gray, SAND, with silt and gravel, moist. **(FILL)**				
3			Corehole terminated at 1.2-feet below ground surface. No groundwater seepage was observed.				

PAVEMENT CORE PHOTO

NOTE: This log of subsurface conditions applies only at the specified location and on the date indicated and therefore may not necessarily be indicative of other times and/or locations.

HWA GEOSCIENCES INC.

City of Puyallup Knutson Farms EIS
Pavement Investigation
Puyallup, WA

PAVEMENT CORE
Core-14

PROJECT NO.: 2020-051 FIGURE: A-14

EXCAVATION COMPANY: HWA GeoSciences Inc.
EXCAVATING EQUIPMENT: 4-inch Diameter Core Barrel
STREET: Shaw Road E, Northbound outside lane, Sta 7+31, 10' from curb.

LOCATION: See Figure 2D
DATE COMPLETED: 6/3/21
LOGGED BY: S. Pemble

DEPTH (feet)	SYMBOL	USCS SOIL CLASS.	DESCRIPTION	SAMPLE TYPE	SAMPLE NUMBER	MOISTURE CONTENT(%)	OTHER TESTS
0			6.5-inches Hot Mix Asphalt. 3 lifts: 2.0" x 2.25" x 2.25" Cored on low severity longitudinal crack with crack sealer. Crack doesn't appear to extend into core. All lifts are bonded. **(HMA)**				
			5.5-inches Crushed Surfacing Top Course. Very dense, olive gray, fine crushed GRAVEL, with sand, moist. **(CSTC)**				
		SP SM	Very dense, olive gray, SAND, with silt and gravel, moist. **(FILL)**				
3			Corehole terminated at 1.2-feet below ground surface. No groundwater seepage was observed.				

PAVEMENT CORE PHOTO

NOTE: This log of subsurface conditions applies only at the specified location and on the date indicated and therefore may not necessarily be indicative of other times and/or locations.

HWA GEOSCIENCES INC.

City of Puyallup Knutson Farms EIS
Pavement Investigation
Puyallup, WA

PAVEMENT CORE
Core-15

PROJECT NO.: 2020-051 FIGURE: A-15

EXCAVATION COMPANY: HWA GeoSciences Inc.
EXCAVATING EQUIPMENT: 4-inch Diameter Core Barrel
STREET: Shaw Road E, Northbound inside lane, Sta 8+47, 5' from centerline striping.

LOCATION: See Figure 2D
DATE COMPLETED: 6/7/21
LOGGED BY: S. Pemble

DEPTH (feet)	SYMBOL	USCS SOIL CLASS.	DESCRIPTION	SAMPLE TYPE	SAMPLE NUMBER	MOISTURE CONTENT(%)	OTHER TESTS
0			7.25-inches Hot Mix Asphalt. 3 lifts: 2.5" x 2.25" x 2.5" No cracking at core location. Upper lift is unbonded. **(HMA)**				
			3.75-inches Crushed Surfacing Top Course. Very dense, olive gray, fine crushed GRAVEL, with sand, moist. **(CSTC)**				
		SP SM	Very dense, olive gray, SAND, with silt and gravel, moist. **(FILL)**				
			Corehole terminated at 1.1-feet below ground surface. No groundwater seepage was observed.				
3							

PAVEMENT CORE PHOTO

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HWA GEOSCIENCES INC.

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Pavement Investigation
Puyallup, WA

PAVEMENT CORE
Core-16

PROJECT NO.: 2020-051 FIGURE: A-16

EXCAVATION COMPANY: HWA GeoSciences Inc.
EXCAVATING EQUIPMENT: 4-inch Diameter Core Barrel
STREET: E Pioneer Ave., Westbound inside lane, Sta 66+05, 4' from centerline.

LOCATION: See Figure 2E
DATE COMPLETED: 6/8/21
LOGGED BY: S. Pemble

DEPTH (feet)	SYMBOL	USCS SOIL CLASS.	DESCRIPTION	SAMPLE TYPE	SAMPLE NUMBER	MOISTURE CONTENT(%)	OTHER TESTS
0			6.5-inches Hot Mix Asphalt. 4 lifts: 2.0" x 1.25" x 1.75" x 1.5" No cracking at core location. All lifts are bonded. **(HMA)**				
			2.25-inches Bituminous Sand. Bonded to HMA above and below. **(BS)**				
			1.0-inch Hot Mix Asphalt. 1 lift: 1.0" **(HMA)**				
			5.75-inches Portland Cement Concrete. **(PCC)**				
		OL	Medium stiff, brown, organic SILT, with sand, moist. **(QUATERNARY ALLUVIUM)**				
3			Corehole terminated at 2.0-feet below ground surface. No groundwater seepage was observed.				

PAVEMENT CORE PHOTO

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HWA GEOSCIENCES INC.

City of Puyallup Knutson Farms EIS
Pavement Investigation
Puyallup, WA

PAVEMENT CORE
Core-17

PROJECT NO.: 2020-051 FIGURE: A-17

EXCAVATION COMPANY: HWA GeoSciences Inc.
EXCAVATING EQUIPMENT: 4-inch Diameter Core Barrel
STREET: E Pioneer Ave., Westbound outside lane, Sta 58+09, 5' from curb.

LOCATION: See Figure 2F
DATE COMPLETED: 6/7/21
LOGGED BY: S. Pemble

DEPTH (feet)	SYMBOL	USCS SOIL CLASS.	DESCRIPTION	SAMPLE TYPE	SAMPLE NUMBER	MOISTURE CONTENT(%)	OTHER TESTS
0			5.5-inches Hot Mix Asphalt. 2 lifts: 2.75" x 2.75" No cracking at core location. Both lifts are unbonded. Chip seal at the top of each lift. **(HMA)**				
			1.5-inches Crushed Surfacing Top Course.				
		SP SM	Dense, olive gray, fine crushed GRAVEL, with sand, moist. **(CSTC)**				
			Dense, olive brown, SAND, with silt and gravel, moist. **(FILL)**				
3			Corehole terminated at 1.0-foot below ground surface. No groundwater seepage was observed.				

PAVEMENT CORE PHOTO

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HWA GEOSCIENCES INC.

City of Puyallup Knutson Farms EIS
Pavement Investigation
Puyallup, WA

PAVEMENT CORE
Core-18

PROJECT NO.: 2020-051 FIGURE: A-18

EXCAVATION COMPANY: HWA GeoSciences Inc.
EXCAVATING EQUIPMENT: 4-inch Diameter Core Barrel
STREET: E Pioneer Ave., Westbound inside lane, Sta 40+13, 4.5' from curb.

LOCATION: See Figure 2H
DATE COMPLETED: 6/9/21
LOGGED BY: S. Pemble

DEPTH (feet)	SYMBOL	USCS SOIL CLASS.	DESCRIPTION	SAMPLE TYPE	SAMPLE NUMBER	MOISTURE CONTENT(%)	OTHER TESTS
0			10.25-inches Hot Mix Asphalt. 4 lifts: 2.0" x 2.0" x 2.0" x 4.25" No cracking at core location. Third and fourth lifts are unbonded. Chip seal at surface. **(HMA)**				
		GP	Ballast Gravel. Very dense, gray, 2-inch ballast GRAVEL, moist. **(BALLAST)**				
3			Corehole terminated at 1.0-foot below ground surface. No groundwater seepage was observed.				

PAVEMENT CORE PHOTO

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HWA GEOSCIENCES INC.

City of Puyallup Knutson Farms EIS
Pavement Investigation
Puyallup, WA

PAVEMENT CORE
Core-19

PROJECT NO.: 2020-051 FIGURE: A-19

EXCAVATION COMPANY: HWA GeoSciences Inc.
EXCAVATING EQUIPMENT: 4-inch Diameter Core Barrel
STREET: E Pioneer Ave., Westbound outside lane, Sta 50+08, 6' from curb.

LOCATION: See Figure 2H
DATE COMPLETED: 6/9/21
LOGGED BY: S. Pemble

DEPTH (feet)	SYMBOL	USCS SOIL CLASS.	DESCRIPTION	SAMPLE TYPE	SAMPLE NUMBER	MOISTURE CONTENT(%)	OTHER TESTS
0			5.0-inches Hot Mix Asphalt. 2 lifts: 2.5" x 2.5" No cracking at core location. All lifts are bonded. Chip seal at surface. **(HMA)**				
			3.0-inches Crushed Surfacing Top Course. Dense, brown, fine crushed GRAVEL, with sand, moist. **(CSTC)**				
		SP SM	Dense, olive brown, SAND, with silt and gravel, moist. **(FILL)**				
3			Corehole terminated at 1.0-foot below ground surface. No groundwater seepage was observed.				

PAVEMENT CORE PHOTO

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HWA GEOSCIENCES INC.

City of Puyallup Knutson Farms EIS
Pavement Investigation
Puyallup, WA

PAVEMENT CORE
Core-20

PROJECT NO.: 2020-051 FIGURE: A-20

EXCAVATION COMPANY: HWA GeoSciences Inc.
EXCAVATING EQUIPMENT: 4-inch Diameter Core Barrel
STREET: E Pioneer Ave., Westbound outside lane, Sta 23+40, 6' from curb.

LOCATION: See Figure 2I
DATE COMPLETED: 6/9/21
LOGGED BY: S. Pemble

DEPTH (feet)	SYMBOL	USCS SOIL CLASS.	DESCRIPTION	SAMPLE TYPE	SAMPLE NUMBER	MOISTURE CONTENT(%)	OTHER TESTS
0			5.0-inches Hot Mix Asphalt. 3 lifts: 2.0" x 1.0" x 2.0" No cracking at core location. All lifts are bonded. **(HMA)**				
		SP SM	Very dense, dark grayish brown, SAND, with silt and gravel, moist. **(FILL)**				
			Corehole terminated at 1.0-foot below ground surface. No groundwater seepage was observed.				
3							

PAVEMENT CORE PHOTO

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HWA GEOSCIENCES INC.

City of Puyallup Knutson Farms EIS
Pavement Investigation
Puyallup, WA

PAVEMENT CORE
Core-21

PROJECT NO.: 2020-051 FIGURE: A-21

EXCAVATION COMPANY: HWA GeoSciences Inc.
EXCAVATING EQUIPMENT: 4-inch Diameter Core Barrel
STREET: E Pioneer Ave., Westbound inside lane, Sta 22+67, 4' from turn lane striping.

LOCATION: See Figure 2I
DATE COMPLETED: 6/10/21
LOGGED BY: S. Pemble

DEPTH (feet)	SYMBOL	USCS SOIL CLASS.	DESCRIPTION	SAMPLE TYPE	SAMPLE NUMBER	MOISTURE CONTENT(%)	OTHER TESTS
0			5.0-inches Hot Mix Asphalt. 4 lifts: 1.5" x 1.0" x 1.0" x 1.5" No cracking at core location. All lifts are bonded. **(HMA)**				
		SP SM	Very dense, dark grayish brown, SAND, with silt and gravel, moist. **(FILL)**				
3			Corehole terminated at 1.0-foot below ground surface. No groundwater seepage was observed.				

PAVEMENT CORE PHOTO

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HWA GEOSCIENCES INC.

City of Puyallup Knutson Farms EIS
Pavement Investigation
Puyallup, WA

PAVEMENT CORE
Core-22

PROJECT NO.: 2020-051 FIGURE: A-22

EXCAVATION COMPANY: HWA GeoSciences Inc.
EXCAVATING EQUIPMENT: 4-inch Diameter Core Barrel
STREET: E Pioneer Ave., Eastbound inside lane, Sta 20+16, 3.5' from centerline.

LOCATION: See Figure 2J
DATE COMPLETED: 6/10/21
LOGGED BY: S. Pemble

DEPTH (feet)	SYMBOL	USCS SOIL CLASS.	DESCRIPTION	SAMPLE TYPE	SAMPLE NUMBER	MOISTURE CONTENT(%)	OTHER TESTS
0			4.25-inches Hot Mix Asphalt. 3 lifts: 2.0" x 1.0" x 1.25" No cracking at core location. All lifts are bonded. **(HMA)**				
		SP SM	Very dense, dark grayish brown, SAND, with silt and gravel, moist. **(FILL)**				
3			Corehole terminated at 1.0-foot below ground surface. No groundwater seepage was observed.				

PAVEMENT CORE PHOTO

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HWA GEOSCIENCES INC.

City of Puyallup Knutson Farms EIS
Pavement Investigation
Puyallup, WA

PAVEMENT CORE
Core-23

PROJECT NO.: 2020-051 FIGURE: A-23

EXCAVATION COMPANY: HWA GeoSciences Inc.
EXCAVATING EQUIPMENT: 4-inch Diameter Core Barrel
STREET: E Pioneer Ave., Eastbound outside lane, Sta 22+88, 6' from curb.

LOCATION: See Figure 2I
DATE COMPLETED: 6/10/21
LOGGED BY: S. Pemble

DEPTH (feet)	SYMBOL	USCS SOIL CLASS.	DESCRIPTION	SAMPLE TYPE	SAMPLE NUMBER	MOISTURE CONTENT(%)	OTHER TESTS
0			4.5-inches Hot Mix Asphalt. 4 lifts: 1.25" x 1.0" x 1.0" x 1.25" No cracking at core location. All lifts are bonded. **(HMA)**				
		SP SM	Very dense, dark grayish brown, SAND, with silt and gravel, moist. **(FILL)**				
3			Corehole terminated at 1.0-foot below ground surface. No groundwater seepage was observed.				

PAVEMENT CORE PHOTO

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HWA GEOSCIENCES INC.

City of Puyallup Knutson Farms EIS
Pavement Investigation
Puyallup, WA

PAVEMENT CORE
Core-24

PROJECT NO.: 2020-051 FIGURE: A-24

EXCAVATION COMPANY: HWA GeoSciences Inc.
EXCAVATING EQUIPMENT: 4-inch Diameter Core Barrel
STREET: E Pioneer Ave., Eastbound inside lane, Sta 42+44, 5' from centerline.

LOCATION: See Figure 2H
DATE COMPLETED: 6/9/21
LOGGED BY: S. Pemble

DEPTH (feet)	SYMBOL	USCS SOIL CLASS.	DESCRIPTION	SAMPLE TYPE	SAMPLE NUMBER	MOISTURE CONTENT(%)	OTHER TESTS
0			12.0-inches Hot Mix Asphalt. 5 lifts: 2.25" x 2.75" x 1.5" x 1.25" x 4.25" No cracking at core location. Fourth and fifth lifts are unbonded. **(HMA)**				
		GP	Ballast Gravel. Very dense, gray, 2-inch ballast GRAVEL, moist. **(BALLAST)**				
3			Corehole terminated at 1.2-feet below ground surface. No groundwater seepage was observed.				

PAVEMENT CORE PHOTO

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HWA GEOSCIENCES INC.

City of Puyallup Knutson Farms EIS
Pavement Investigation
Puyallup, WA

PAVEMENT CORE
Core-25

PROJECT NO.: 2020-051 FIGURE: A-25

EXCAVATION COMPANY: HWA GeoSciences Inc.
EXCAVATING EQUIPMENT: 4-inch Diameter Core Barrel
STREET: E Pioneer Ave., Eastbound outside lane, Sta 43+38, 6.5' from curb.

LOCATION: See Figure 2H
DATE COMPLETED: 6/9/21
LOGGED BY: S. Pemble

DEPTH (feet)	SYMBOL	USCS SOIL CLASS.	DESCRIPTION	SAMPLE TYPE	SAMPLE NUMBER	MOISTURE CONTENT(%)	OTHER TESTS
0			5.0-inches Hot Mix Asphalt. 2 lifts: 2.0" x 3.0" No cracking at core location. All lifts are bonded. Chip seal at the surface and between lifts. **(HMA)**				
			3.0-inches Crushed Surfacing Top Course. Dense, olive brown, fine crushed GRAVEL, with sand, moist. **(CSTC)**				
		SP SM	Dense, olive brown, SAND, with silt, gravel, and cobbles, moist. **(FILL)**				
3			Corehole terminated at 0.9-feet below ground surface due to refusal on cobble. No groundwater seepage was observed.				

PAVEMENT CORE PHOTO

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HWA GEOSCIENCES INC.

City of Puyallup Knutson Farms EIS
Pavement Investigation
Puyallup, WA

PAVEMENT CORE
Core-26

PROJECT NO.: 2020-051 FIGURE: A-26

EXCAVATION COMPANY: HWA GeoSciences Inc.
EXCAVATING EQUIPMENT: 4-inch Diameter Core Barrel
STREET: E Pioneer Ave., Eastbound inside lane, Sta 55+87, 6.25' from centerline.

LOCATION: See Figure 2F
DATE COMPLETED: 6/7/21
LOGGED BY: S. Pemble

DEPTH (feet)	SYMBOL	USCS SOIL CLASS.	DESCRIPTION	SAMPLE TYPE	SAMPLE NUMBER	MOISTURE CONTENT(%)	OTHER TESTS
0			8.25-inches Hot Mix Asphalt. 4 lifts: 2.0" x 1.5" x 1.5" x 3.25" No cracking at core location. All lifts are bonded. Chip seal at the surface. **(HMA)**				
			4.75-inches Crushed Surfacing Top Course. Dense, olive gray, fine crushed GRAVEL, with sand, moist. **(CSTC)**				
		GP	Dense, dark grayish brown, recycled asphalt and crushed gravel, moist. **(FILL)**				
3			Corehole terminated at 1.4-feet below ground surface. No groundwater seepage was observed.				

PAVEMENT CORE PHOTO

NOTE: This log of subsurface conditions applies only at the specified location and on the date indicated and therefore may not necessarily be indicative of other times and/or locations.

HWA GEOSCIENCES INC.

City of Puyallup Knutson Farms EIS
Pavement Investigation
Puyallup, WA

PAVEMENT CORE
Core-27

PROJECT NO.: 2020-051 FIGURE: A-27

EXCAVATION COMPANY: HWA GeoSciences Inc.
EXCAVATING EQUIPMENT: 4-inch Diameter Core Barrel
STREET: E Pioneer Ave., Eastbound outside lane, Sta 58+06, 6' from curb.

LOCATION: See Figure 2F
DATE COMPLETED: 6/7/21
LOGGED BY: S. Pemble

DEPTH (feet)	SYMBOL	USCS SOIL CLASS.	DESCRIPTION	SAMPLE TYPE	SAMPLE NUMBER	MOISTURE CONTENT(%)	OTHER TESTS
0			5.75-inches Hot Mix Asphalt. 2 lifts: 2.5" x 3.25" No cracking at core location. All lifts are bonded. Chip seal at the surface. **(HMA)**				
		SM	Very dense, olive gray, silty SAND, with gravel, moist. **(FILL)**				
3			Corehole terminated at 1.2-feet below ground surface. No groundwater seepage was observed.				

PAVEMENT CORE PHOTO

NOTE: This log of subsurface conditions applies only at the specified location and on the date indicated and therefore may not necessarily be indicative of other times and/or locations.

HWA GEOSCIENCES INC.

City of Puyallup Knutson Farms EIS
Pavement Investigation
Puyallup, WA

PAVEMENT CORE
Core-28

PROJECT NO.: 2020-051 FIGURE: A-28

Appendix B

Tables B-1 to B-6: ESAL Calculations

Table B-1: ESAL Calculations

Shaw North of Pioneer
No Build Option
8/24/2021

Project Name:	Knutson Farms Industrial Park
Functional Class:	Major Arterial
Pavement Type:	Flexible

		AADT	Class 1-3	Class 4-7	Class 8-10	Class 11-13
Design Life (years):		5	5	5	5	5
Growth Rate (%):		2	2	2	2	2
Data Year	2021	21,733	19209	2252	207	65
Future Year	2026	23,995	21,208	2,486	229	72

FHWA Vehicle Class	1 - 3	4	5	6	7	8	9	10	11	12	13	Total
Distribution (%)												0.0
Class Volume (daily)	19,209	563	563	563	563	69	69	69	22	22	21	21,733
Growth Factor (G)	5.20	5.20	5.20	5.20	5.20	5.20	5.20	5.20	5.20	5.20	5.20	
Class Volume (total)	36,487,009	1,069,404	1,069,404	1,069,404	1,069,404	131,064	131,064	131,064	41,788	41,788	39,889	
Truck Load Factor (Tlf)	0.0008	0.4	0.4	0.4	0.4	1	1	1	1.75	1.75	1.75	
Class ESAL's	29,190	427,762	427,762	427,762	427,762	131,064	131,064	131,064	73,130	73,130	69,806	2,349,493

Total Number of Trucks:	4,794,274
Directional Distribution Factor (Dd)	0.5
Lane Distribution Factor (DL)	0.9
Design ESAL's	1,057,272

Explanation:

AADT = Average Annual Daily Traffic
Single Unit Truck = FHWA Truck Class Scheme for categories 4 through 7.
Combo Unit Truck = FHWA Truck Class Scheme for categories 8 through 13.
Growth Factor (G) = used to convert an annual traffic volume to a cumulative volume over the design period
Truck Load Factor (Tlf) = Distribution of load factors for each vehicle Class
Directional Distribution Factor (Dd) = percentage of traffic moving in the peak travel direction
Lane Distribution Factor (DL) = percentage of trucks using the design lane
ESAL's = 18-kip Equivalent Single Axle Load

Table B-2: ESAL Calculations

Shaw North of Pioneer
With Project Construction
8/24/2021

Project Name:	Knutson Farms Industrial Park
Functional Class:	Major Arterial
Pavement Type:	Flexible

		AADT	Class 1-3	Class 4-7	Class 8-10	Class 11-13
Design Life (years):		5	5	5	5	5
Growth Rate (%):		5.7224	5.475	7.524	7.524	7.55
Data Year	2021	21,733	19209	2252	207	65
Future Year	2026	28,705	25,076	3,237	298	94

FHWA Vehicle Class	1 - 3	4	5	6	7	8	9	10	11	12	13	Total
Distribution (%)												0.0
Class Volume (daily)	19,209	563	563	563	563	69	69	69	22	22	21	21,733
Growth Factor (G)	5.58	5.81	5.81	5.81	5.81	5.81	5.81	5.81	5.81	5.81	5.81	
Class Volume (total)	39,111,088	1,194,167	1,194,167	1,194,167	1,194,167	146,354	146,354	146,354	46,688	46,688	44,566	
Truck Load Factor (Tlf)	0.0008	0.4	0.4	0.4	0.4	1	1	1	1.75	1.75	1.75	
Class ESAL's	31,289	477,667	477,667	477,667	477,667	146,354	146,354	146,354	81,704	81,704	77,990	2,622,417

Total Number of Trucks:	5,353,672
Directional Distribution Factor (Dd)	0.5
Lane Distribution Factor (DL)	0.9
Design ESAL's	1,180,088

Explanation:

AADT = Average Annual Daily Traffic
Single Unit Truck = FHWA Truck Class Scheme for categories 4 through 7.
Combo Unit Truck = FHWA Truck Class Scheme for categories 8 through 13.
Growth Factor (G) = used to convert an annual traffic volume to a cumulative volume over the design period
Truck Load Factor (Tlf) = Distribution of load factors for each vehicle Class
Directional Distribution Factor (Dd) = percentage of traffic moving in the peak travel direction
Lane Distribution Factor (DL) = percentage of trucks using the design lane
ESAL's = 18-kip Equivalent Single Axle Load

Table B-3: ESAL Calculations

E. Pioneer East of 13th St. SE
No Build Option
8/24/2021

Project Name:	Knutson Farms Industrial Park
Functional Class:	Major Arterial
Pavement Type:	Flexible

		AADT	Class 1-3	Class 4-7	Class 8-10	Class 11-13
Design Life (years):		5	5	5	5	5
Growth Rate (%):		2	2	2	2	2
Data Year	2021	16,795	15373	1200	164	58
Future Year	2026	18,543	16,973	1,325	181	64

FHWA Vehicle Class	1 - 3	4	5	6	7	8	9	10	11	12	13	Total
Distribution (%)												0.0
Class Volume (daily)	15,373	300	300	300	300	54	55	55	19	19	20	16,795
Growth Factor (G)	5.20	5.20	5.20	5.20	5.20	5.20	5.20	5.20	5.20	5.20	5.20	
Class Volume (total)	29,200,624	569,842	569,842	569,842	569,842	102,572	104,471	104,471	36,090	36,090	37,989	
Truck Load Factor (Tlf)	0.0008	0.4	0.4	0.4	0.4	1	1	1	1.75	1.75	1.75	
Class ESAL's	23,360	227,937	227,937	227,937	227,937	102,572	104,471	104,471	63,158	63,158	66,482	1,439,419

Total Number of Trucks:	2,701,053
Directional Distribution Factor (Dd)	0.5
Lane Distribution Factor (DL)	0.9
Design ESAL's	647,738

Explanation:

AADT = Average Annual Daily Traffic
Single Unit Truck = FHWA Truck Class Scheme for categories 4 through 7.
Combo Unit Truck = FHWA Truck Class Scheme for categories 8 through 13.
Growth Factor (G) = used to convert an annual traffic volume to a cumulative volume over the design period
Truck Load Factor (Tlf) = Distribution of load factors for each vehicle Class
Directional Distribution Factor (Dd) = percentage of traffic moving in the peak travel direction
Lane Distribution Factor (DL) = percentage of trucks using the design lane
ESAL's = 18-kip Equivalent Single Axle Load

Table B-4: ESAL Calculations

E. Pioneer East of 13th St. SE
With Project Construction
8/24/2021

Project Name:	Knutson Farms Industrial Park
Functional Class:	Major Arterial
Pavement Type:	Flexible

		AADT	Class 1-3	Class 4-7	Class 8-10	Class 11-13
Design Life (years):		5	5	5	5	5
Growth Rate (%):		7.515	7.245	10.28	10.279	10.28
Data Year	2021	16,795	15373	1200	164	58
Future Year	2026	24,128	21,809	1,957	267	95

FHWA Vehicle Class	1 - 3	4	5	6	7	8	9	10	11	12	13	Total
Distribution (%)												0.0
Class Volume (daily)	15,373	300	300	300	300	54	55	55	19	19	20	16,795
Growth Factor (G)	5.78	6.14	6.14	6.14	6.14	6.14	6.14	6.14	6.14	6.14	6.14	
Class Volume (total)	32,426,353	672,245	672,245	672,245	672,245	121,002	123,242	123,242	42,576	42,576	44,816	
Truck Load Factor (Tlf)	0.0008	0.4	0.4	0.4	0.4	1	1	1	1.75	1.75	1.75	
Class ESAL's	25,941	268,898	268,898	268,898	268,898	121,002	123,242	123,242	74,507	74,507	78,429	1,696,462

Total Number of Trucks:	3,186,433
Directional Distribution Factor (Dd)	0.5
Lane Distribution Factor (DL)	0.9
Design ESAL's	763,408

Explanation:

AADT = Average Annual Daily Traffic
Single Unit Truck = FHWA Truck Class Scheme for categories 4 through 7.
Combo Unit Truck = FHWA Truck Class Scheme for categories 8 through 13.
Growth Factor (G) = used to convert an annual traffic volume to a cumulative volume over the design period
Truck Load Factor (Tlf) = Distribution of load factors for each vehicle Class
Directional Distribution Factor (Dd) = percentage of traffic moving in the peak travel direction
Lane Distribution Factor (DL) = percentage of trucks using the design lane
ESAL's = 18-kip Equivalent Single Axle Load

Table B-5: ESAL Calculations

E. Main Ave. North of 5th Ave. NE
No Build Option
8/24/2021

Project Name:	Knutson Farms Industrial Park
Functional Class:	Major Arterial
Pavement Type:	Flexible

		AADT	Class 1-3	Class 4-7	Class 8-10	Class 11-13
Design Life (years):		5	5	5	5	5
Growth Rate (%):		2	2	2	2	2
Data Year	2021	27,768	24175	3237	289	67
Future Year	2026	30,658	26,691	3,574	319	74

FHWA Vehicle Class	1 - 3	4	5	6	7	8	9	10	11	12	13	Total
Distribution (%)												0.0
Class Volume (daily)	24,175	809	809	809	810	96	96	97	22	22	23	27,768
Growth Factor (G)	5.20	5.20	5.20	5.20	5.20	5.20	5.20	5.20	5.20	5.20	5.20	
Class Volume (total)	45,919,800	1,536,675	1,536,675	1,536,675	1,538,574	182,350	182,350	184,249	41,788	41,788	43,688	
Truck Load Factor (Tlf)	0.0008	0.4	0.4	0.4	0.4	1	1	1	1.75	1.75	1.75	
Class ESAL's	36,736	614,670	614,670	614,670	615,430	182,350	182,350	184,249	73,130	73,130	76,454	3,267,837

Total Number of Trucks:	6,824,812
Directional Distribution Factor (Dd)	0.5
Lane Distribution Factor (DL)	0.9
Design ESAL's	1,470,527

Explanation:

AADT = Average Annual Daily Traffic
Single Unit Truck = FHWA Truck Class Scheme for categories 4 through 7.
Combo Unit Truck = FHWA Truck Class Scheme for categories 8 through 13.
Growth Factor (G) = used to convert an annual traffic volume to a cumulative volume over the design period
Truck Load Factor (Tlf) = Distribution of load factors for each vehicle Class
Directional Distribution Factor (Dd) = percentage of traffic moving in the peak travel direction
Lane Distribution Factor (DL) = percentage of trucks using the design lane
ESAL's = 18-kip Equivalent Single Axle Load

Table B-6: ESAL Calculations

E. Main Ave. North of 5th Ave. NE
With Project Construction
8/24/2021

Project Name:	Knutson Farms Industrial Park
Functional Class:	Major Arterial
Pavement Type:	Flexible

		AADT	Class 1-3	Class 4-7	Class 8-10	Class 11-13
Design Life (years):		5	5	5	5	5
Growth Rate (%):		8.294	8.5065	6.82	6.76	6.9
Data Year	2021	27,768	24175	3237	289	67
Future Year	2026	41,359	36,362	4,502	401	94

FHWA Vehicle Class	1 - 3	4	5	6	7	8	9	10	11	12	13	Total
Distribution (%)												0.0
Class Volume (daily)	24,175	809	809	809	810	96	96	97	22	22	23	27,768
Growth Factor (G)	5.93	5.73	5.73	5.73	5.73	5.72	5.72	5.72	5.74	5.74	5.74	
Class Volume (total)	52,291,524	1,692,019	1,692,019	1,692,019	1,694,110	200,543	200,543	202,632	46,086	46,086	48,181	
Truck Load Factor (Tlf)	0.0008	0.4	0.4	0.4	0.4	1	1	1	1.75	1.75	1.75	
Class ESAL's	41,833	676,807	676,807	676,807	677,644	200,543	200,543	202,632	80,651	80,651	84,317	3,599,237

Total Number of Trucks:	7,514,238
Directional Distribution Factor (Dd)	0.5
Lane Distribution Factor (DL)	0.9
Design ESAL's	1,619,657

Explanation:

AADT = Average Annual Daily Traffic
Single Unit Truck = FHWA Truck Class Scheme for categories 4 through 7.
Combo Unit Truck = FHWA Truck Class Scheme for categories 8 through 13.
Growth Factor (G) = used to convert an annual traffic volume to a cumulative volume over the design period
Truck Load Factor (Tlf) = Distribution of load factors for each vehicle Class
Directional Distribution Factor (Dd) = percentage of traffic moving in the peak travel direction
Lane Distribution Factor (DL) = percentage of trucks using the design lane
ESAL's = 18-kip Equivalent Single Axle Load

Appendix C

Tables C-1 to C-3: Condition Factor and Remaining Life

Table C-1: Condition Factor and Remaining Life

E. Main Avenue

8/24/2021

E. Main Ave.							
	Coring Results						
Pavement Core Location	Asphaltic Concrete (AC) inch	Crushed Base (CB) inch	Core Structural Number SN-Core	FWD Tested Structural Number SN-FWD	Structural Number Reduction ΔSN	Condition Factor CF	Remaining Life RL (%)
C-01	10	7	5.31	3.5	1.81	0.66	6
C-02	4	2.5	2.09	1.05	1.04	0.50	0
C-03	6.5	PCCP		5.4			
C-04	6	7	3.55	1.75	1.80	0.49	0
C-05	9.5	11.5	5.68	3.8	1.88	0.67	6
C-06	8.5	1	3.87	2.1	1.77	0.54	3
C-07	9.5	8.5	5.29	4.1	1.19	0.78	23
C-08	7	3	3.47	2.7	0.77	0.78	23
Min	**4**	**1**	**2.09**	**1.05**	**0.77**	**0.49**	**0**
Max	**10**	**11.5**	**5.68**	**5.4**	**1.88**	**0.78**	**23**
Average	**7.63**	**5.79**	**4.18**	**3.05**	**1.46**	**0.63**	**9**

Table C-2: Condition Factor and Remaining Life

Shaw Road E

8/24/2021

Shaw Road E.							
	Coring Results						
Pavement Core Location	Asphaltic Concrete (AC) inch	Crushed Base (CB) inch	Core Structural Number SN-Core	FWD Tested Structural Number SN-FWD	Structural Number Reduction ΔSN	Condition Factor CF	Remaining Life RL (%)
C-09	7	3.5	3.54	3	0.54	0.85	38
C-10	7.5	3.5	3.76	2.8	0.96	0.75	18
C-11	7	3	3.47	2.8	0.67	0.81	28
C-12	7.75	4.25	3.96	3.3	0.66	0.83	32
C-13	6.75	4.25	3.52	3.3	0.22	0.94	68
C-14	7.5	4.5	3.89	3.2	0.69	0.82	30
C-15	6.5	5.5	3.58	3.1	0.48	0.87	44
C-16	7.25	3.75	3.68	3.2	0.48	0.87	44
Min	**6.5**	**3**	**3.47**	**2.8**	**0.22**	**0.75**	**18**
Max	**7.75**	**5.5**	**3.96**	**3.3**	**0.96**	**0.94**	**68**
Average	**7.16**	**4.03**	**3.67**	**3.09**	**0.59**	**0.84**	**38**

Table C-3: Condition Factor and Remaining Life

E. Pioneer Avenue

8/24/2021

E Pioneer Ave.							
	Coring Results						
Pavement Core Location	Asphaltic Concrete (AC) inch	Crushed Base (CB) inch	Core Structural Number SN-Core	FWD Tested Structural Number SN-FWD	Structural Number Reduction ΔSN	Condition Factor CF	Remaining Life RL (%)
C-17	9.75	PCCP		2.9			
C-18	5.5	1.5	2.62	2.2	0.42	0.84	38
C-19	10.25		4.51	3	1.51	0.67	8
C-20	5	3	2.59	2	0.59	0.77	23
C-21	5		2.20	2.5	-0.30	1.14	
C-22	5		2.20	3	-0.80	1.36	
C-23	4.25		1.87	3.5	-1.63	1.87	
C-24	4.5		1.98	3.5	-1.52	1.77	
C-25	12		5.28	4.1	1.18	0.78	23
C-26	5	3	2.59	2.4	0.19	0.93	63
C-27	8.25	4.75	4.25	3.6	0.65	0.85	38
C-28	5.75		2.53	2.75	-0.22	1.09	
Min	**4.25**	**1.5**	**1.87**	**2**	**-1.63**	**0.67**	**8**
Max	**12**	**4.75**	**5.28**	**4.1**	**1.51**	**1.87**	**63**
Average	**6.69**	**3.06**	**2.96**	**2.95**	**0.01**	**1.10**	**32**
Average without Highlighted			**3.64**	**2.88**	**0.76**	**0.80**	**32**

Attachment C – Intersection Traffic Queue Estimates

Intersection Summary - AM Peak Hour

Node	Intersection	Existing 2021		No Action 2026		Scenario A		Scenario B		Scenario C		Scenario D		Scenario E		Signalized/Unsignalized
		Delay (sec/veh)	Estimated LOS	Delay (sec/veh)	Estimated LOS	Delay (sec/veh)	Estimated LOS	Delay (sec/veh)	Estimated LOS	Delay (sec/veh)	Estimated LOS	Delay (sec/veh)	Estimated LOS	Delay (sec/veh)	Estimated LOS	
100	Traffic Ave/Fryar Ave & Main St/Cannery Wy	25.7	C	42.9	D	45.7	D	38.0	D	45.8	D	45.7	D	18.3	B	S
200	Traffic Ave & State St	2.3	A	14.4	B	16.2	B	6.8	A	17.6	B	17.0	B	2.3	A	S
300	E Main Ave & SR 410 WB /Thompson St	15.8	B	20.6	C	19.9	B	28.8	C	14.8	B	19.1	B	7.5	A	S
400	E Main Ave & SR 410 EB	14.5	B	16.6	B	23.9	C	74.8	E	22.0	C	21.5	C	14.7	B	S
500	E Main Ave & 5th Ave NE	7.0	A	7.1	A	7.3	A	115.5	F	7.3	A	7.1	A	7.1	A	U
600	E Main Ave & Shaw Rd E	11.1	B	12.4	B	14.6	B	36.5	D	14.9	B	14.1	B	14.9	B	S
700	E Main Ave 15th St SE	6.4	A	7.4	A	8.3	A	8.1	A	8.3	A	7.9	A	7.9	A	S
800	E Main Ave & 5th St SE	9.0	A	10.0	A	10.7	B	10.4	B	10.4	B	10.4	B	11.9	B	S
900	E Main Ave/W Stewart Ave & 2nd St NE	11.4	B	12.3	B	15.0	B	14.7	B	14.9	B	13.9	B	15.0	B	S
1000	N Meridian Ave & SR 167 EB	30.9	C	31.4	C	31.4	C	60.6	E	31.4	C	31.9	C	28.5	C	S
1100	N Meridian Ave & SR 167 WB	19.9	B	21.4	C	21.4	C	52.0	D	21.4	C	21.8	C	16.0	B	S
1200	N Meridian Ave & Valley Ave NE	25.9	C	26.6	C	26.6	C	31.0	C	26.6	C	26.7	C	32.8	C	S
1300	E Pioneer & SR 512 WB ramps	18.0	B	18.6	B	20.5	C	23.1	C	20.4	C	19.9	B	22.3	C	S
1400	E Pioneer & SR 512 EB ramps	9.8	A	10.3	B	11.4	B	10.9	B	11.1	B	10.6	B	9.7	A	S
1500	E Pioneer & 13th St SE	8.7	A	8.9	A	10.0	B	11.8	B	10.2	B	9.4	A	10.1	B	U
1600	E Pioneer & 15th St SE	5.0	A	5.5	A	5.8	A	6.4	A	5.7	A	5.6	A	5.9	A	S
1700	E Pioneer & 21st St SE	6.5	A	6.9	A	7.4	A	3.4	A	7.4	A	7.3	A	8.1	A	S
1800	E Pioneer & 25th St SE	11.8	B	11.6	B	15.0	C	26.5	C	14.8	B	14.1	B	15.4	C	U
1900	E Pioneer & Shaw Rd E	28.6	C	33.0	C	42.9	D	76.9	E	43.1	D	41.5	D	34.1	C	S
2000	E Pioneer & 33rd St SE	6.7	A	9.4	A	8.9	A	29.1	C	8.1	A	8.7	A	8.3	A	U
2100	33rd St SE & 80th Ave SE	8.6	A	7.7	A	9.3	A	14.7	B	9.3	A	9.3	A	7.2	A	U
2200	Shaw Rd E & Highlands Blvd	15.9	C	23.2	C	27.1	D	169.6	F	28.2	D	20.4	C	17.7	C	U
2300	Shaw Rd E & 16 th Ave SE	13.0	B	17.7	C	26.0	D	102.5	F	25.4	D	16.9	C	14.7	B	U
2400	Shaw Rd E & 23rd Ave SE/Crystal Ridge Dr SE	16.9	B	18.9	B	21.5	C	40.1	D	21.5	C	19.3	B	20.2	C	S
2500	Shaw Rd E & Forest Green Blvd	10.2	B	12.7	B	12.7	B	17.2	B	12.9	B	12.2	B	14.4	B	U
2600	Shaw Rd E & Manorwood Dr	9.5	A	11.1	B	11.7	B	12.8	B	11.9	B	11.5	B	10.9	B	U
2700	Shaw Rd E & 39th Ave SE	12.5	B	14.4	B	16.0	B	14.9	B	15.9	B	15.1	B	32.6	C	S
2800	Shaw Rd E and 5th Ave SE*	0.7	A	0.8	A	15.0	B	104.2	F	14.9	B	8.4	A	6.8	A	U/S
2900	33rd St SE & 5th Ave SE	0.4	A	0.7	A	0.7	A	0.5	A	0.8	A	0.8	A	0.5	A	U
3000	Shaw Rd E & Safeway Driveway	8.1	A	8.3	A	13.4	B	93.6	F	13.2	B	11.3	B	5.5	A	S
3100	80th St & Driveway	0.6	A	0.9	A	5.9	A	5.9	A	5.9	A	5.4	A	5.8	A	U
3200	SR 162 and W Pioneer	19.7	B	24.0	C	24.0	C	23.9	C	23.9	C	24.2	C	32.3	C	S
3300	SR 162 & 80th St	10.3	B	13.1	B	12.3	B	12.6	B	12.6	B	12.3	B	5.7	A	U
3400	SR 162 & SR 410 EB	14.2	B	17.7	B	21.3	C	21.7	C	21.2	C	21.2	C	13.6	B	S
3500	SR 162 & SR 410 WB	14.9	B	16.8	B	18.0	B	18.2	B	17.9	B	18.2	B	19.2	B	S

Travel Time Summary - AM Peak Hour

	Segment	Distance (miles)	Existing	No-Build 2026	Scenario A	Scenario B	Scenario C	Scenario D	Scenario E
			Travel Time (min)	Travel Time (min)	Travel Time (min)	Travel Time (min)	Travel Time (min)	Travel Time (min)	Travel Time (min)
1	E Pioneer, 7th to 33rd EB	1.68	4.17	4.52	4.47	4.45	4.45	4.40	4.68
2	E Pioneer, 33rd to 7th WB	1.68	4.20	4.26	4.35	4.28	4.34	4.34	4.24
3	Shaw/39th to Main/State NB	2.38	4.33	6.13	6.93	7.12	6.35	6.60	5.56
4	Traffic/State to Shaw/39th SB	2.38	4.26	5.96	6.49	6.97	5.98	6.35	6.18

Intersection Summary - PM Peak Hour

Node	Intersection	Existing 2021		No Action 2026		Scenario A		Scenario B		Scenario C		Scenario D		Scenario E		Signalized/Unsignalized
		Delay (sec/veh)	Estimated LOS	Delay (sec/veh)	Estimated LOS	Delay (sec/veh)	Estimated LOS	Delay (sec/veh)	Estimated LOS	Delay (sec/veh)	Estimated LOS	Delay (sec/veh)	Estimated LOS	Delay (sec/veh)	Estimated LOS	
100	Traffic Ave/Fryar Ave & Main St/Cannery Wy	37.7	D	63.7	E	71.7	E	76.1	E	45.0	D	63.1	E	41.1	D	S
200	Traffic Ave & State St	2.9	A	44.8	D	69.3	E	80.1	F	47.4	D	42.1	D	42.5	D	S
300	E Main Ave & SR 410 WB /Thompson St	28.6	C	60.1	E	103.1	F	111.4	F	82.4	F	89.1	F	74.5	E	S
400	E Main Ave & SR 410 EB	17.3	B	35.7	D	157.4	F	168.7	F	64.7	E	94.4	F	32.3	C	S
500	E Main Ave & 5th Ave NE	7.3	A	7.4	A	154.6	F	136.5	F	29.1	D	16.7	C	19.5	C	U
600	E Main Ave & Shaw Rd E	16.6	B	21.1	C	56.9	E	88.3	F	31.1	C	26.2	C	29.6	C	S
700	E Main Ave 15th St SE	9.3	A	10.2	B	10.8	B	10.9	B	11.5	B	10.6	B	10.7	B	S
800	E Main Ave & 5th St SE	13.9	B	15.2	B	16.2	B	15.9	B	17.6	B	16.5	B	17.0	B	S
900	E Main Ave/W Stewart Ave & 2nd St NE	9.8	A	10.6	B	11.5	B	11.3	B	11.8	B	11.4	B	11.7	B	S
1000	N Meridian Ave & SR 167 EB	24.3	C	30.0	C	30.1	C	30.1	C	30.1	C	30.6	C	30.6	C	S
1100	N Meridian Ave & SR 167 WB	9.7	A	12.8	B	12.9	B	12.9	B	12.9	B	13.0	B	13.0	B	S
1200	N Meridian Ave & Valley Ave NE	49.0	D	138.4	F	138.4	F	138.4	F	138.4	F	138.9	F	138.9	F	S
1300	E Pioneer & SR 512 WB ramps	23.7	C	34.4	C	21.0	C	19.8	B	24.8	C	20.4	C	23.7	C	S
1400	E Pioneer & SR 512 EB ramps	8.9	A	15.2	B	11.2	B	11.1	B	11.9	B	10.4	B	11.1	B	S
1500	E Pioneer & 13th St SE	10.3	B	11.2	B	13.7	B	13.3	B	12.5	B	12.1	B	11.2	B	U
1600	E Pioneer & 15th St SE	10.7	B	11.6	B	12.6	B	13.2	B	14.9	B	12.5	B	14.9	B	S
1700	E Pioneer & 21st St SE	9.3	A	9.6	A	10.2	B	4.3	A	11.8	B	9.7	A	9.2	A	S
1800	E Pioneer & 25th St SE	16.2	C	17.5	C	74.9	F	44.6	D	31.5	C	21.8	C	18.3	C	U
1900	E Pioneer & Shaw Rd E	38.9	D	49.2	D	84.0	F	138.3	F	73.9	E	66.6	E	53.8	D	S
2000	E Pioneer & 33rd St SE	9.2	A	13.8	B	14.4	B	171.7	F	34.1	D	13.8	B	15.0	C	U
2100	33rd St SE & 8th Ave SE	7.4	A	8.1	A	8.6	A	163.4	F	9.4	A	8.2	A	8.0	A	U
2200	Shaw Rd E & Highlands Blvd	19.9	C	36.3	E	51.5	F	216.7	F	63.2	F	55.7	F	68.5	F	U
2300	Shaw Rd E & 16 th Ave SE	25.7	D	33.1	D	42.4	E	69.0	E	45.7	E	38.1	E	46.7	E	U
2400	Shaw Rd E & 23rd Ave SE/Crystal Ridge Dr SE	24.5	C	41.1	D	39.9	D	109.8	F	54.9	D	41.4	D	44.8	D	S
2500	Shaw Rd E & Forest Green Blvd	15.4	C	22.3	C	22.0	C	17.1	B	22.2	C	22.3	C	24.9	C	U
2600	Shaw Rd E & Manorwood Dr	15.4	C	26.2	D	21.3	C	15.3	B	22.7	C	20.8	C	28.0	D	U
2700	Shaw Rd E & 39th Ave SE	32.6	C	75.7	E	70.2	E	44.7	D	44.3	D	75.8	E	49.3	D	S
2800	Shaw Rd E and 5th Ave SE	1.1	A	1.3	A	62.7	E	120.1	F	41.5	D	38.2	D	10.9	B	U/S
2900	33rd St SE & 5th Ave SE*	0.1	A	0.5	A	6.6	A	6.6	A	6.6	A	6.3	A	6.3	A	U
3000	Shaw Rd E & Safeway Driveway	11.4	B	13.5	B	14.6	B	75.4	E	20.4	C	12.1	B	10.8	B	S
3100	80th St & Driveway	1.3	A	1.2	A	7.6	A	5.9	A	7.5	A	6.8	A	6.7	A	U
3200	SR 162 and W Pioneer	20.7	C	24.3	C	25.3	C	25.2	C	30.7	C	24.9	C	30.1	C	S
3300	SR 162 & 80th St	20.7	C	28.3	D	85.5	F	12.6	B	52.9	F	42.7	E	46.5	E	S
3400	SR 162 & SR 410 EB	12.8	B	15.9	B	16.1	B	16.6	B	25.4	C	16.3	B	24.1	C	S
3500	SR 162 & SR 410 WB	15.4	B	20.4	C	21.5	C	21.8	C	22.1	C	21.0	C	21.8	C	S

Travel Time Summary - PM Peak Hour

	Segment	Distance (miles)	Existing	No-Build 2026	Scenario A	Scenario B	Scenario C	Scenario D	Scenario E
			Travel Time (min)	Travel Time (min)	Travel Time (min)	Travel Time (min)	Travel Time (min)	Travel Time (min)	Travel Time (min)
1	E Pioneer, 7th to 33rd EB	1.68	5.00	5.34	6.63	7.23	6.11	5.70	5.53
2	E Pioneer, 33rd to 7th WB	1.68	5.07	4.68	5.29	7.29	5.39	4.82	4.94
3	Shaw/39th to Main/State NB	2.38	6.02	6.54	14.82	14.28	7.15	9.05	5.95
4	Traffic/State to Shaw/39th SB	2.38	7.92	9.00	11.03	20.83	11.67	10.85	10.28

2021 Existing AM

Node #	Primary Road	Secondary Road	Signalized? (Y/N)	Approach	Movement	Movement						Intersection
						Demand (vph)	Served Volume (vph)	Percent served	Vehicle Delay (sec)	95th Percentile Queue (ft)	50th Percentile Queue (ft)	Vehicle Delay (sec)
100	Traffic Ave/Fryar Ave	SW 6th Street	Y	EB	EBL	80	79	99%	19.2	53	38	**25.7**
					EBT	75	78	104%	20.3	53	41	
					EBR	113	110	97%	5.1	64	50	
				WB	WBL	47	47	100%	17.8	33	24	
					WBT	104	104	100%	22.6	90	67	
					WBR	31	33	106%	17.8	104	79	
				NB	NBL	310	301	97%	33.6	499	332	
					NBT	586	587	100%	28.6	654	469	
					NBR	91	93	102%	14.7	67	50	
				NE	NER	7	9	129%	5.2	26	11	
				SB	SBL	16	15	94%	45.4	22	13	
					SBT	166	163	98%	33.6	131	101	
					SBR	33	34	103%	16.4	162	139	
200	Traffic Ave	State St	Y	EB	EBL	16	18	113%	34.6	36	12	**2.3**
					EBR	3	3	100%	7.3	19	3	
				NB	NBL	7	7	100%	28.7	12	6	
					NBT	971	969	100%	1.8	130	40	
				SB	SBT	318	314	99%	1.3	38	20	
					SBR	7	5	71%	2.4	18	5	
300	E Main Ave	SR 410 WB/Thompson St	Y	EB	EBL	157	154	98%	45.6	159	123	**15.8**
					EBT	11	10	91%	37.2	17	6	
					EBR	122	124	102%	7.9	54	47	
				WB	WBL	40	39	98%	41.6	47	29	
					WBT	44	44	100%	44.0	50	33	
					WBR	12	13	108%	8.6	19	11	
				NB	NBL	338	340	101%	19.3	302	183	
					NBT	809	812	100%	8.7	251	153	
					NBR	100	101	101%	8.6	251	153	
				SB	SBL	2	1	50%	9.7	2	0	
					SBT	184	182	99%	15.5	157	97	
					SBR	135	134	99%	10.5	211	150	
400	E Main Ave	SR 410 EB	Y	EB	EBL	358	367	103%	35.3	323	265	**14.5**
					EBR	219	210	96%	7.8	68	53	
				NB	NBL	102	104	102%	14.4	57	35	
					NBT	889	887	100%	11.1	227	166	
				SB	SBT	284	282	99%	5.5	82	62	
					SBR	62	64	103%	4.3	68	46	
500	E Main Ave	5th Ave NE	N	EB	EBL	18	17	94%	7.0	33	22	**7.0**
					EBR	10	10	100%	5.9	0	0	
				NB	NBL	28	30	107%	1.9	15	5	
					NBT	973	976	100%	0.3	0	0	
				SB	SBT	462	453	98%	0.4	0	0	
					SBR	41	38	93%	1.0	0	0	
600	E Main Ave	Shaw Rd E	Y	EB	EBT	263	260	99%	18.5	80	66	**11.1**
					EBR	50	51	102%	5.6	70	55	
				WB	WBL	255	258	101%	16.3	77	65	
					WBT	217	203	94%	7.9	66	50	
				NB	NBL	155	153	99%	14.9	85	61	
					NBR	738	747	101%	7.2	160	105	
700	E Main Ave	15th St SE	Y	EB	EBL	2	2	100%	7.5	3	0	**6.4**
					EBT	206	204	99%	10.0	75	57	
					EBR	35	36	103%	5.9	5	0	
				WB	WBL	59	55	93%	4.0	21	11	
					WBT	288	274	95%	5.0	76	53	
					WBR	25	25	100%	0.7	2	0	
				NB	NBL	85	85	100%	10.5	60	40	
					NBT	28	25	89%	11.1	60	40	
					NBR	105	106	101%	0.8	0	0	
				SB	SBL	2	3	150%	12.4	13	6	
					SBT	11	9	82%	9.8	13	6	
					SBR	0	0	100%	0.0	21	11	
800	E Main Ave	5th Ave SE	Y	EB	EBL	0	0	100%	0.0	0	0	**9.0**
					EBT	192	192	100%	8.8	100	73	
					EBR	5	4	80%	8.0	121	93	
				WB	WBL	36	39	108%	9.0	21	14	
					WBT	238	226	95%	9.5	100	70	
					WBR	81	77	95%	7.7	127	97	
				NB	NBL	11	11	100%	13.4	15	7	
					NBT	22	21	95%	13.7	39	25	
					NBR	117	119	102%	6.5	67	53	
				SB	SBL	43	40	93%	12.7	28	22	
					SBT	23	24	104%	10.3	16	10	
					SBR	3	3	100%	4.4	34	26	
900	E Main Ave	2nd St SE	Y	EB	EBL	42	44	105%	28.0	48	28	**11.4**
					EBT	197	197	100%	26.9	135	113	
				NB	NBL	54	56	104%	5.8	109	81	
					NBT	764	758	99%	5.3	109	81	
					NBR	0	0	100%	0.0	0	0	
				WB	WBT	85	83	98%	28.7	67	49	
					WBR	167	158	95%	9.7	111	93	

2021 Existing AM

Node #	Primary Road	Secondary Road	Signalized? (Y/N)	Approach	Movement	Movement						Intersection
						Demand (vph)	Served Volume (vph)	Percent served	Vehicle Delay (sec)	95th Percentile Queue (ft)	50th Percentile Queue (ft)	Vehicle Delay (sec)
1000	SR 167 EB on/WBL	SR 167 EB on/WBL	Y	WB	WBL	1030	1017	99%	44.5	527	372	**30.9**
				NB	NBT	666	657	99%	32.1	279	234	
					NBR	500	497	99%	3.0	0	0	
				SB	SBL	466	460	99%	42.9	343	283	
					SBT	434	422	97%	16.0	162	123	
1100	Meridian	SR 167 WBR	Y	WB	WBR	1113	1121	101%	84.9	806	553	**19.9**
				NB	NBT	666	658	99%	14.7	59	48	
				SB	SBT	900	891	99%	3.6	30	8	
1200	Meridian	Valley Ave	Y	EB	EBL	22	21	95%	56.3	35	21	**25.9**
					EBT	146	148	101%	51.9	119	93	
					EBR	295	293	99%	27.5	192	153	
				WB	WBL	244	240	98%	59.8	150	131	
					WBT	137	137	100%	42.2	103	84	
					WBR	56	54	96%	17.4	138	119	
				NB	NBL	500	499	100%	34.1	296	235	
					NBT	962	965	100%	13.6	285	239	
					NBR	317	314	99%	2.5	43	20	
				SB	SBL	29	31	107%	56.2	39	24	
					SBT	361	355	98%	25.2	190	137	
					SBR	18	16	89%	6.3	4	0	
1300	E Pioneer	SR 512 WB	Y	EB	EBT	289	289	100%	10.6	85	63	**18.0**
					EBR	32	34	106%	7.2	122	101	
				WB	WBL	146	139	95%	44.2	140	111	
					WBT	308	305	99%	2.4	43	31	
				NB	NBL	120	122	102%	52.1	131	98	
					NBR	50	47	94%	6.0	62	49	
1400	E Pioneer	SR 512 EB	Y	EB	EBT	236	237	100%	7.4	74	49	**9.8**
					EBR	103	100	97%	4.5	52	28	
				WB	WBL	44	45	102%	49.5	54	44	
					WBT	394	384	97%	4.3	64	44	
				NB	NBL	60	60	100%	40.6	67	39	
					NBR	249	247	99%	8.1	110	56	
1500	E Pioneer	13th St SE	N	EB	EBT	469	469	100%	0.2	0	0	**8.7**
					EBR	16	15	94%	0.6	0	0	
				WB	WBL	17	17	100%	2.2	7	3	
					WBT	412	406	99%	0.1	0	0	
				NB	NBL	26	25	96%	8.7	32	22	
					NBR	43	46	107%	6.0	44	34	
1600	E Pioneer	15th St SE	Y	EB	EBL	198	199	101%	2.8	53	27	**5.0**
					EBT	314	314	100%	5.0	53	42	
				WB	WBT	361	358	99%	4.5	67	49	
					WBR	67	65	97%	3.3	23	13	
				SB	SBL	34	35	103%	11.7	0	0	
					SBR	68	66	97%	12.6	2	0	
1700	E Pioneer	21st St	Y	EB	EBT	333	333	100%	8.7	72	57	**6.5**
					EBR	15	17	113%	5.4	27	14	
				WB	WBL	47	47	100%	3.7	44	30	
					WBT	407	404	99%	1.9	44	30	
				NB	NBL	21	19	90%	16.3	19	12	
					NBR	49	52	106%	27.9	54	42	
1800	E Pioneer	25th St SE	N	EB	EBT	373	375	101%	0.4	0	0	**11.8**
					EBR	9	10	111%	0.8	0	0	
				WB	WBL	0	0	100%	0.0	0	0	
					WBT	445	438	98%	0.3	0	0	
				NB	NBL	10	13	130%	11.8	27	20	
					NBR	5	6	120%	5.4	27	19	
1900	E Pioneer	Shaw Rd E	Y	EB	EBL	151	156	103%	43.0	170	105	**28.6**
					EBT	135	135	100%	37.7	128	94	
					EBR	71	69	97%	6.3	86	69	
				WB	WBL	78	77	99%	40.0	83	58	
					WBT	204	205	100%	41.4	242	196	
					WBR	74	73	99%	32.0	114	50	
				NB	NBL	143	138	97%	47.8	79	66	
					NBT	666	666	100%	18.7	236	164	
					NBR	47	50	106%	13.7	282	210	
				SB	SBL	28	27	96%	53.0	41	31	
					SBT	236	240	102%	22.7	107	92	
					SBR	41	40	98%	23.0	107	92	
2000	E Pioneer	33rd St SE	N	EB	EBL	26	27	104%	5.8	41	16	**6.7**
					EBT	184	183	99%	2.6	34	17	
				WB	WBT	282	281	100%	1.6	42	27	
					WBR	1	1	100%	0.5	8	0	
				SB	SBL	1	1	100%	6.7	46	39	
					SBR	74	74	100%	5.5	10	4	
2100	33rd St SE	80th St	N	WB	WBL	71	70	99%	0.6	0	0	**8.6**
					WBR	1	1	100%	0.4	0	0	
				NB	NBT	9	10	111%	8.6	28	13	
					NBR	18	19	106%	0.8	0	0	
				SB	SBL	0	0	100%	0.0	26	4	
					SBT	4	6	150%	8.3	34	5	
2200	Shaw Rd E	Highlands Blvd	N	WB	WBL	4	3	75%	15.9	20	5	**15.9**
					WBR	64	68	106%	13.9	68	56	
				NB	NBT	794	785	99%	2.2	4	0	
					NBR	2	2	100%	2.2	0	0	
				SB	SBL	11	12	109%	7.5	13	4	
					SBT	266	265	100%	1.5	0	0	
2300	Shaw Rd E	16th Ave SE	N	EB	EBL	16	18	113%	13.0	24	11	**13.0**
					EBR	3	3	100%	7.5	14	3	
				NB	NBL	3	4	133%	5.2	19	0	
					NBT	780	769	99%	4.4	17	0	
				SB	SBT	268	266	99%	0.9	0	0	
					SBR	2	2	100%	1.4	0	0	
2400	Shaw Rd E	23rd Ave SE	Y	EB	EBL	91	90	99%	50.1	110	73	**16.9**
					EBT	11	12	109%	51.2	26	16	
					EBR	31	31	100%	12.0	57	43	
				WB	WBL	15	16	107%	47.7	26	11	
					WBT	23	25	109%	59.6	55	24	
					WBR	21	20	95%	20.6	90	57	
				NB	NBL	39	42	108%	13.5	17	7	
					NBT	671	664	99%	12.0	347	224	
					NBR	5	4	80%	9.1	10	0	
				SB	SBL	4	3	75%	27.0	2	0	
					SBT	229	227	99%	12.2	86	59	
					SBR	38	37	97%	4.9	20	8	
2500	Shaw Rd E	Forrest Green Blvd	N	EB	EBL	9	9	100%	10.2	42	29	**10.2**
					EBR	30	29	97%	6.6	41	28	
				NB	NBL	13	13	100%	3.9	6	2	
					NBT	706	700	99%	2.7	0	0	
				SB	SBT	274	273	100%	2.6	0	0	

2021 Existing AM

Node #	Primary Road	Secondary Road	Signalized? (Y/N)	Approach	Movement	Movement						Intersection
						Demand (vph)	Served Volume (vph)	Percent served	Vehicle Delay (sec)	95th Percentile Queue (ft)	50th Percentile Queue (ft)	Vehicle Delay (sec)
				SB	SBR	1	1	100%	2.8	0	0	
2600	Shaw Rd E	Manorwood Dr	N	EB	EBL	16	18	113%	9.5	28	18	9.5
					EBR	8	6	75%	6.8	20	8	
				NB	NBL	1	1	100%	5.6	1	0	
					NBT	703	698	99%	2.2	0	0	
				SB	SBT	298	295	99%	2.0	0	0	
					SBR	6	6	100%	2.1	0	0	
2700	Shaw Rd E	39th Ave SE	Y	EB	EBL	119	119	100%	21.6	76	61	12.5
					EBT	0	0	100%	0.0	76	61	
					EBR	134	134	100%	6.2	83	69	
				WB	WBL	0	0	100%	0.0	7	2	
					WBT	2	2	100%	32.5	7	2	
					WBR	2	4	200%	8.5	2	0	
				NB	NBL	339	344	101%	19.7	165	131	
					NBT	583	577	99%	7.2	221	124	
					NBR	0	0	100%	0.0	233	146	
				SB	SBL	0	0	100%	0.0	0	0	
					SBT	119	194	163%	17.3	96	81	
					SBR	111	106	95%	6.7	28	12	
2800	Shaw Rd E	5th Ave SE (Future)	N	WB	WBL	0	0	100%	0.0	9	5	0.7
					WBR	2	4	200%	8.6	14	7	
				NB	NBT	891	892	100%	0.7	0	0	
					NBR	0	0	100%	0.0	0	0	
				SB	SBL	0	0	100%	0.0	0	0	
					SBT	305	308	101%	0.5	0	0	
2900	33rd St SE	5th Ave SE	N	EB	EBL	0	0	100%	0.0	0	0	0.4
					EBR	0	0	100%	0.0	0	0	
				NB	NBL	0	0	100%	0.0	0	0	
					NBT	10	10	100%	0.4	0	0	
				SB	SBT	4	6	150%	0.0	0	0	
					SBR	0	0	100%	0.0	0	0	
3000	Shaw Rd E	Safeway	Y	EB	EBL	87	86	99%	61.5	99	83	8.1
					EBR	42	41	98%	8.0	56	47	
				NB	NBL	89	84	94%	5.9	18	7	
					NBT	769	770	100%	4.7	79	59	
				SB	SBT	302	300	99%	3.8	56	35	
					SBR	83	85	102%	1.6	26	13	
3100	80th St	Knutson Farms Driveway	N	EB	EBL	3	3	100%	0.6	1	0	0.6
					EBT	18	16	89%	0.1	0	0	
				WB	WBT	72	71	99%	0.1	0	0	
					WBR	0	0	100%	0.0	0	0	
				SB	SBL	0	0	100%	0.0	0	0	
					SBR	0	0	100%	0.0	0	0	
3200	SR 162	Pioneer	Y	EB	EBL	28	28	100%	58.2	42	32	19.7
					EBT	4	5	125%	51.1	42	32	
					EBR	101	99	98%	6.2	50	44	
				WB	WBL	7	6	86%	60.6	51	27	
					WBT	16	14	88%	57.2	51	27	
					WBR	20	20	100%	16.2	84	36	
				NB	NBL	231	224	97%	64.5	274	196	
					NBT	512	506	99%	4.3	93	60	
					NBR	2	2	100%	2.8	2	0	
				SB	SBL	4	5	125%	65.4	12	5	
					SBT	269	260	97%	9.5	126	73	
					SBR	35	34	97%	6.3	182	121	
3300	SR 162	80th St	N	EB	EBL	14	15	107%	10.3	17	11	10.3
					EBR	1	1	100%	6.5	8	0	
				NB	NBL	9	10	111%	1.8	5	0	
					NBT	551	547	99%	0.9	0	0	
				SB	SBT	307	300	98%	0.9	3	0	
					SBR	63	62	98%	2.8	18	8	
3400	SR 162	EB	Y	EB	EBL	154	151	98%	42.1	134	105	14.2
					EBR	200	196	98%	6.9	68	56	
				NB	NBT	661	655	99%	12.5	273	196	
					NBR	32	31	97%	12.3	41	6	
				SB	SBL	56	54	96%	11.2	32	16	
					SBT	149	144	97%	3.8	40	21	
3500	SR 162	WB	Y	WB	WBL	74	73	99%	46.1	91	51	14.9
					WBR	107	104	97%	5.3	9	0	
				NB	NBL	279	279	100%	41.0	247	194	
					NBT	536	527	98%	2.2	68	46	
				SB	SBT	131	125	95%	10.3	61	36	
					SBR	108	109	101%	3.0	4	0	

2021 Existing PM

Node #	Primary Road	Secondary Road	Signalized?	Approach	Movement	Movement						Intersection
						Demand (vph)	Served Volume (vph)	Percent served	Vehicle Delay (sec)	95th Percentile Queue (ft)	50th Percentile Queue (ft)	Vehicle Delay (sec)
100	Traffic Ave/Fryar Ave	SW 6th Street	Y	EB	EBL	88	86	98%	63.4	236	78	**37.7**
					EBT	239	230	96%	73.8	706	404	
					EBR	358	353	99%	30.1	389	165	
				WB	WBL	107	100	93%	50.3	108	74	
					WBT	155	153	99%	58.9	254	173	
					WBR	45	42	93%	47.1	148	90	
				NB	NBL	196	193	98%	56.7	211	167	
					NBT	296	291	98%	17.1	190	139	
					NBR	83	84	101%	5.8	63	42	
				NE	NER	11	11	100%	7.7	35	16	
				SB	SBL	85	81	95%	65.3	91	72	
					SBT	516	518	100%	23.4	220	183	
					SBR	115	114	99%	17.7	253	225	
200	Traffic Ave	State St	Y	EB	EBL	26	22	85%	22.5	27	14	**2.9**
					EBR	9	9	100%	10.2	27	7	
				NB	NBL	17	16	94%	15.1	20	13	
					NBT	549	544	99%	1.4	66	28	
				SB	SBT	963	946	98%	3.0	115	86	
					SBR	2	3	150%	4.3	82	53	
300	E Main Ave	SR 410 WB/Thompson St	Y	EB	EBL	88	90	102%	43.0	95	68	**28.6**
					EBT	12	13	108%	38.6	18	9	
					EBR	261	255	98%	15.3	133	103	
				WB	WBL	269	265	99%	40.9	247	188	
					WBT	137	138	101%	37.6	118	93	
					WBR	11	11	100%	11.7	13	7	
				NB	NBL	290	260	90%	31.9	227	172	
					NBT	467	459	98%	11.8	184	126	
					NBR	159	147	92%	13.9	184	126	
				SB	SBL	9	9	100%	24.2	8	2	
					SBT	622	618	99%	35.2	452	377	
					SBR	341	324	95%	36.5	506	432	
400	E Main Ave	SR 410 EB	Y	EB	EBL	263	262	100%	37.2	185	147	**17.3**
					EBR	561	557	99%	16.3	342	258	
				NB	NBL	220	202	92%	44.7	179	147	
					NBT	653	607	93%	8.1	147	112	
				SB	SBT	1049	1037	99%	13.5	460	346	
					SBR	103	99	96%	9.7	445	332	
500	E Main Ave	5th Ave NE	N	EB	EBL	50	49	98%	7.3	53	39	**7.3**
					EBR	51	45	88%	6.3	7	3	
				NB	NBL	38	37	97%	4.0	33	20	
					NBT	823	767	93%	0.4	0	0	
				SB	SBT	1568	1553	99%	1.1	0	0	
					SBR	42	40	95%	1.2	0	0	
600	E Main Ave	Shaw Rd E	Y	EB	EBT	347	324	93%	22.1	96	79	**16.6**
					EBR	179	176	98%	10.1	104	89	
				WB	WBL	976	954	98%	25.2	249	221	
					WBT	643	636	99%	8.7	240	165	
				NB	NBL	156	147	94%	23.0	97	67	
					NBR	514	482	94%	7.0	86	60	
700	E Main Ave	15th St SE	Y	EB	EBL	5	4	80%	10.2	5	0	**9.3**
					EBT	369	352	95%	15.6	140	107	
					EBR	101	102	101%	7.4	17	11	
				WB	WBL	228	214	94%	5.3	52	42	
					WBT	509	502	99%	6.7	135	98	
					WBR	62	61	98%	0.9	4	0	
				NB	NBL	75	74	99%	17.6	53	42	
					NBT	23	23	100%	18.2	53	42	
					NBR	111	108	97%	0.8	0	0	
				SB	SBL	46	45	98%	18.4	53	38	
					SBT	38	36	95%	17.8	53	38	
					SBR	11	12	109%	11.1	72	56	
800	E Main Ave	5th Ave SE	Y	EB	EBL	5	5	100%	18.6	7	2	**13.9**
					EBT	276	292	106%	14.3	144	105	
					EBR	27	28	104%	11.5	168	130	
				WB	WBL	173	161	93%	13.5	53	41	
					WBT	476	455	96%	13.3	202	140	
					WBR	80	74	93%	12.7	230	164	
				NB	NBL	15	15	100%	23.1	14	9	
					NBT	39	38	97%	21.4	53	29	
					NBR	71	69	97%	9.4	81	55	
				SB	SBL	72	69	96%	15.2	43	31	
					SBT	79	80	101%	15.4	45	38	
					SBR	9	8	89%	8.5	74	65	
900	E Main Ave	2nd St SE	Y	EB	EBL	52	56	108%	10.2	32	18	**9.8**
					EBT	308	299	97%	9.4	93	74	
				NB	NBL	71	65	92%	10.0	120	101	
					NBT	678	650	96%	10.0	120	101	
					NBR	0	0	100%	0.0	0	0	
				WB	WBT	258	251	97%	11.0	105	80	

2021 Existing PM

Node #	Primary Road	Secondary Road	Signalized?	Approach	Movement	Movement: Demand (vph)	Served Volume (vph)	Percent served	Vehicle Delay (sec)	95th Percentile Queue (ft)	50th Percentile Queue (ft)	Intersection: Vehicle Delay (sec)
				WB	WBR	242	225	93%	8.1	122	102	
1000	SR 167 EB on/WBL	SR 167 EB on/WBL	Y	WB	WBL	727	727	100%	49.4	331	293	24.3
				NB	NBT	553	555	100%	39.4	357	222	
					NBR	1256	1237	98%	6.5	0	0	
				SB	SBL	971	915	94%	32.6	431	424	
					SBT	868	865	100%	10.3	202	157	
1100	Meridian	SR 167 WBR	Y	WB	WBR	627	618	99%	38.3	180	144	9.7
				NB	NBT	553	557	101%	16.9	54	37	
				SB	SBT	1839	1799	98%	14.0	243	207	
1200	Meridian	Valley Ave	Y	EB	EBL	49	47	96%	64.4	67	49	49.0
					EBT	323	320	99%	51.3	195	153	
					EBR	543	520	96%	74.3	584	372	
				WB	WBL	609	606	100%	92.8	645	423	
					WBT	147	147	100%	34.4	89	73	
					WBR	61	57	93%	14.6	124	108	
				NB	NBL	428	405	95%	30.0	220	163	
					NBT	482	478	99%	16.7	154	127	
					NBR	270	271	100%	3.6	72	46	
				SB	SBL	15	14	93%	78.3	29	14	
					SBT	687	687	100%	46.8	454	313	
					SBR	12	13	108%	20.5	1	0	
1300	E Pioneer	SR 512 WB	Y	EB	EBT	433	426	98%	14.8	145	95	23.7
					EBR	87	89	102%	11.5	182	132	
				WB	WBL	372	351	94%	59.1	431	300	
					WBT	445	429	96%	3.0	53	41	
				NB	NBL	84	84	100%	52.1	95	65	
					NBR	61	58	95%	5.3	50	37	
1400	E Pioneer	SR 512 EB	Y	EB	EBT	410	394	96%	7.4	76	60	8.9
					EBR	84	84	100%	5.9	56	36	
				WB	WBL	34	32	94%	49.9	36	28	
					WBT	748	716	96%	5.4	121	89	
				NB	NBL	69	72	104%	39.0	60	52	
					NBR	315	306	97%	8.6	87	58	
1500	E Pioneer	13th St SE	N	EB	EBT	676	653	97%	0.2	0	0	10.3
					EBR	49	48	98%	0.7	0	0	
				WB	WBL	60	55	92%	4.0	20	11	
					WBT	761	731	96%	0.2	0	0	
				NB	NBL	21	19	90%	10.3	25	16	
					NBR	45	45	100%	6.6	39	29	
1600	E Pioneer	15th St SE	Y	EB	EBL	149	148	99%	2.8	32	20	10.7
					EBT	572	550	96%	10.1	82	65	
				WB	WBT	509	483	95%	9.9	100	84	
					WBR	59	56	95%	7.9	52	38	
				SB	SBL	151	152	101%	13.3	0	0	
					SBR	312	305	98%	16.2	4	2	
1700	E Pioneer	21st St	Y	EB	EBT	691	667	97%	11.8	103	86	9.3
					EBR	32	33	103%	8.7	54	37	
				WB	WBL	82	76	93%	7.5	66	49	
					WBT	549	522	95%	3.2	66	49	
				NB	NBL	19	19	100%	20.0	20	12	
					NBR	76	73	96%	30.7	52	43	
1800	E Pioneer	25th St SE	N	EB	EBT	753	725	96%	1.0	0	0	16.2
					EBR	14	14	100%	1.0	0	0	
				WB	WBL	3	3	100%	3.4	3	0	
					WBT	626	596	95%	0.3	0	0	
				NB	NBL	5	5	100%	16.2	24	11	
					NBR	7	7	100%	5.0	24	11	
1900	E Pioneer	Shaw Rd E	Y	EB	EBL	174	176	101%	44.8	103	84	38.9
					EBT	386	356	92%	44.9	219	174	
					EBR	180	172	96%	9.7	100	88	
				WB	WBL	151	144	95%	51.7	129	107	
					WBT	248	239	96%	48.3	308	217	
					WBR	50	48	96%	38.9	149	30	
				NB	NBL	139	131	94%	53.9	79	60	
					NBT	446	405	91%	37.1	175	146	
					NBR	104	104	100%	27.0	221	189	
				SB	SBL	92	90	98%	41.9	94	70	
					SBT	849	819	96%	36.0	392	324	
					SBR	214	217	101%	38.1	392	324	
2000	E Pioneer	33rd St SE	N	EB	EBL	91	87	96%	9.1	141	61	9.2
					EBT	482	460	95%	8.3	154	73	
				WB	WBT	298	291	98%	2.3	61	38	
					WBR	9	9	100%	1.0	19	0	
				SB	SBL	4	4	100%	9.2	63	50	
					SBR	151	141	93%	6.3	28	17	
2100	33rd St SE	80th St	N	WB	WBL	143	132	92%	0.9	0	0	7.4
					WBR	1	1	100%	1.0	0	0	
				NB	NBT	8	8	100%	7.4	11	3	
					NBR	92	88	96%	0.7	0	0	
				SB	SBL	4	4	100%	5.5	31	18	
					SBT	12	12	100%	7.3	49	29	
2200	Shaw Rd E	Highlands Blvd	N	WB	WBL	2	2	100%	19.9	10	5	19.9
					WBR	39	39	100%	10.0	58	43	
				NB	NBT	555	534	96%	1.8	1	0	
					NBR	13	7	54%	1.7	0	0	
				SB	SBL	77	77	100%	9.8	20	15	
					SBT	1093	1052	96%	6.5	0	0	
2300	Shaw Rd E	16th Ave SE	N	EB	EBL	8	7	88%	25.7	12	6	25.7
					EBR	2	1	50%	11.6	0	0	
				NB	NBL	5	2	40%	22.6	0	0	
					NBT	560	536	96%	4.1	0	0	
				SB	SBT	1039	1002	96%	3.4	0	0	
					SBR	56	51	91%	2.6	0	0	
2400	Shaw Rd E	23rd Ave SE	Y	EB	EBL	87	82	94%	45.0	92	64	24.5
					EBT	48	50	104%	55.1	106	63	
					EBR	54	53	98%	28.7	137	92	
				WB	WBL	37	35	95%	46.5	34	23	
					WBT	26	26	100%	55.3	53	24	
					WBR	25	19	76%	20.6	84	52	
				NB	NBL	45	44	98%	31.7	18	10	
					NBT	453	439	97%	10.9	156	115	
					NBR	28	25	89%	6.2	29	11	
				SB	SBL	27	27	100%	27.5	11	5	
					SBT	866	831	96%	26.6	420	261	
					SBR	148	143	97%	19.7	40	28	
2500	Shaw Rd E	Forrest Green Blvd	N	EB	EBL	26	24	92%	15.4	44	33	15.4
					EBR	26	26	100%	13.4	44	33	
				NB	NBL	27	25	93%	11.9	27	8	
					NBT	500	485	97%	2.5	10	0	

2021 Existing PM

Node #	Primary Road	Secondary Road	Signalized?	Approach	Movement	Movement						Intersection
						Demand (vph)	Served Volume (vph)	Percent served	Vehicle Delay (sec)	95th Percentile Queue (ft)	50th Percentile Queue (ft)	Vehicle Delay (sec)
				SB	SBT	924	883	96%	4.4	0	0	
					SBR	33	33	100%	4.1	0	0	
2600	Shaw Rd E	Manorwood Dr	N	EB	EBL	22	18	82%	14.5	33	18	**15.4**
					EBR	13	13	100%	10.9	27	16	
				NB	NBL	11	11	100%	15.4	8	4	
					NBT	505	493	98%	1.8	0	0	
				SB	SBT	903	862	95%	3.9	0	0	
					SBR	47	47	100%	3.8	0	0	
2700	Shaw Rd E	39th Ave SE	Y	EB	EBL	168	167	99%	34.3	128	109	**32.6**
					EBT	6	7	117%	41.6	128	109	
					EBR	383	381	99%	20.3	189	158	
				WB	WBL	2	2	100%	60.1	13	9	
					WBT	6	5	83%	50.5	13	9	
					WBR	8	9	113%	9.7	4	3	
				NB	NBL	354	354	100%	65.7	477	347	
					NBT	340	331	97%	13.7	122	82	
					NBR	2	2	100%	4.3	132	101	
				SB	SBL	3	4	133%	53.7	4	2	
					SBT	690	649	94%	37.2	357	288	
					SBR	223	216	97%	12.9	31	16	
2800	Shaw Rd E	5th Ave SE (Future)	N	WB	WBL	0	0	100%	0.0	0	0	**1.1**
					WBR	0	0	100%	0.0	0	0	
				NB	NBT	670	628	94%	0.6	0	0	
					NBR	0	0	100%	0.0	0	0	
				SB	SBL	0	0	100%	0.0	0	0	
					SBT	1155	1129	98%	1.3	0	0	
2900	33rd St SE	5th Ave SE	N	EB	EBL	0	0	100%	0.0	0	0	**0.1**
					EBR	0	0	100%	0.0	0	0	
				NB	NBL	0	0	100%	0.0	0	0	
					NBT	9	8	89%	0.1	0	0	
				SB	SBT	16	16	100%	-0.1	0	0	
					SBR	0	0	100%	0.0	0	0	
3000	Shaw Rd E	Safeway	Y	EB	EBL	89	92	103%	61.8	150	97	**11.4**
					EBR	255	249	98%	12.0	100	87	
				NB	NBL	74	73	99%	10.9	16	8	
					NBT	600	556	93%	8.0	56	35	
				SB	SBT	1032	988	96%	9.4	225	155	
					SBR	148	144	97%	4.8	196	130	
3100	80th St	Knutson Farms Driveway	N	EB	EBL	0	3	100%	1.3	0	0	**1.3**
					EBT	96	88	92%	0.1	0	0	
				WB	WBT	144	134	93%	0.2	0	0	
					WBR	0	13	100%	0.9	0	0	
				SB	SBL	0	0	100%	0.0	0	0	
					SBR	0	0	100%	0.0	0	0	
3200	SR 162	Pioneer	Y	EB	EBL	69	70	101%	50.4	82	67	**20.7**
					EBT	10	10	100%	51.5	82	67	
					EBR	263	258	98%	18.8	148	101	
				WB	WBL	4	3	75%	38.6	37	24	
					WBT	16	18	113%	48.4	37	24	
					WBR	11	11	100%	13.2	50	24	
				NB	NBL	200	193	97%	57.3	183	152	
					NBT	390	388	99%	5.6	96	66	
					NBR	8	7	88%	2.0	6	2	
				SB	SBL	20	19	95%	62.0	28	17	
					SBT	711	679	95%	15.2	418	315	
					SBR	66	70	106%	14.2	432	345	
3300	SR 162	80th St	N	EB	EBL	60	55	92%	20.7	44	36	**20.7**
					EBR	36	33	92%	12.1	42	29	
				NB	NBL	8	12	150%	5.5	18	2	
					NBT	462	459	99%	1.0	13	0	
				SB	SBT	761	737	97%	2.6	17	0	
					SBR	136	135	99%	3.9	42	12	
3400	SR 162	EB	Y	EB	EBL	147	147	100%	29.4	109	83	**12.8**
					EBR	439	432	98%	23.1	264	177	
				NB	NBT	475	463	97%	13.2	254	171	
					NBR	116	107	92%	12.7	112	49	
				SB	SBL	124	128	103%	9.3	39	30	
					SBT	692	675	98%	2.8	127	71	
3500	SR 162	WB	Y	WB	WBL	128	121	95%	37.7	109	78	**15.4**
					WBR	116	120	103%	5.3	8	2	
				NB	NBL	223	213	96%	28.1	170	127	
					NBT	399	398	100%	3.6	100	60	
				SB	SBT	688	685	100%	18.9	417	337	
					SBR	207	204	99%	6.4	17	4	

2026 No Build AM

Node #	Primary Road	Secondary Road	Signalized?	Approach	Movement	Movement						Intersection
						Demand (vph)	Served Volume (vph)	Percent served	Vehicle Delay (sec)	95th Percentile Queue (ft)	50th Percentile Queue (ft)	Vehicle Delay (sec)
100	Traffic Ave/Fryar Ave	SW 6th Street	Y	EB	EBL	88	88	100%	20.9	71	49	**42.9**
					EBT	83	86	104%	24.1	61	46	
					EBR	128	124	97%	5.1	68	55	
				WB	WBL	60	58	97%	20.8	44	30	
					WBT	115	112	97%	26.6	97	76	
					WBR	34	35	103%	19.5	97	82	
				NB	NBL	383	370	97%	49.5	1118	830	
					NBT	713	694	97%	59.8	1151	876	
					NBR	113	109	96%	45.1	73	54	
				NE	NER	8	11	138%	5.6	33	13	
				SB	SBL	18	16	89%	49.2	25	13	
					SBT	186	185	99%	37.3	146	112	
					SBR	36	38	106%	19.5	175	146	
200	Traffic Ave	State St	Y	EB	EBL	18	18	100%	36.4	36	13	**14.4**
					EBR	3	3	100%	9.1	16	4	
				NB	NBL	10	8	80%	31.9	12	7	
					NBT	1191	1175	99%	17.9	457	282	
				SB	SBT	364	361	99%	1.5	48	20	
					SBR	9	7	78%	1.4	25	6	
300	E Main Ave	SR 410 WB/Thompson St	Y	EB	EBL	213	211	99%	60.1	267	200	**20.6**
					EBT	12	12	100%	43.2	25	9	
					EBR	136	138	101%	10.2	73	52	
				WB	WBL	46	45	98%	43.0	53	32	
					WBT	48	49	102%	43.2	56	41	
					WBR	12	13	108%	13.0	16	10	
				NB	NBL	397	389	98%	23.6	374	260	
					NBT	976	967	99%	12.9	419	263	
					NBR	109	106	97%	12.7	419	263	
				SB	SBL	2	2	100%	12.5	3	0	
					SBT	210	208	99%	16.3	154	109	
					SBR	155	151	97%	12.6	208	163	
400	E Main Ave	SR 410 EB	Y	EB	EBL	410	415	101%	34.9	403	317	**16.6**
					EBR	246	242	98%	8.1	72	55	
				NB	NBL	119	118	99%	18.3	71	44	
					NBT	1072	1057	99%	14.9	317	215	
				SB	SBT	320	318	99%	6.4	105	72	
					SBR	72	75	104%	5.1	90	57	
500	E Main Ave	5th Ave NE	N	EB	EBL	20	21	105%	7.1	37	22	**7.1**
					EBR	10	10	100%	6.0	0	0	
				NB	NBL	34	35	103%	2.0	18	5	
					NBT	1191	1155	97%	0.4	0	0	
				SB	SBT	521	517	99%	0.5	0	0	
					SBR	45	42	93%	0.9	0	0	
600	E Main Ave	Shaw Rd E	Y	EB	EBT	313	314	100%	19.4	99	76	**12.4**
					EBR	62	62	100%	6.1	76	59	
				WB	WBL	279	282	101%	17.9	85	72	
					WBT	252	243	96%	7.6	99	64	
				NB	NBL	187	184	98%	16.6	102	80	
					NBR	892	879	99%	9.1	204	151	
700	E Main Ave	15th St SE	Y	EB	EBL	2	2	100%	7.3	3	0	**7.4**
					EBT	260	257	99%	11.6	104	72	
					EBR	42	42	100%	6.4	7	0	
				WB	WBL	70	70	100%	4.6	33	14	
					WBT	344	331	96%	5.4	87	62	
					WBR	25	23	92%	0.7	2	0	
				NB	NBL	97	100	103%	12.6	67	50	
					NBT	31	27	87%	12.8	67	50	
					NBR	116	119	103%	0.9	0	0	
				SB	SBL	2	3	150%	11.4	13	7	
					SBT	12	10	83%	11.1	13	7	
					SBR	0	0	100%	0.0	22	11	
800	E Main Ave	5th Ave SE	Y	EB	EBL	0	0	100%	0.0	0	0	**10.0**
					EBT	237	239	101%	9.8	127	86	
					EBR	6	5	83%	9.4	146	105	
				WB	WBL	36	34	94%	11.1	19	11	
					WBT	284	278	98%	10.4	125	86	
					WBR	88	86	98%	9.3	152	111	
				NB	NBL	12	12	100%	13.5	19	10	
					NBT	24	22	92%	15.1	50	26	
					NBR	131	131	100%	7.1	79	56	
				SB	SBL	48	45	94%	13.6	28	21	
					SBT	25	27	108%	12.0	19	13	
					SBR	3	3	100%	4.6	41	27	
				EB	EBL	46	46	100%	26.9	47	28	**12.3**

2026 No Build AM

Node #	Primary Road	Secondary Road	Signalized?	Approach	Movement	Movement: Demand (vph)	Movement: Served Volume (vph)	Movement: Percent served	Movement: Vehicle Delay (sec)	Movement: 95th Percentile Queue (ft)	50th Percentile Queue (ft)	Intersection: Vehicle Delay (sec)
900	E Main Ave	2nd St SE	Y	EB	EBT	243	244	100%	28.2	176	148	
				NB	NBL	59	60	102%	6.1	126	94	
					NBT	844	837	99%	6.1	126	94	
					NBR	0	0	100%	0.0	0	0	
				WB	WBT	99	103	104%	26.3	84	56	
					WBR	200	191	96%	10.2	123	102	
1000	SR 167 EB on/WBL	SR 167 EB on/WBL	Y	WB	WBL	1037	1025	99%	45.8	589	391	**31.4**
				NB	NBT	679	670	99%	33.1	297	240	
					NBR	524	520	99%	3.3	0	0	
				SB	SBL	478	471	99%	42.1	326	275	
					SBT	448	434	97%	16.9	158	126	
1100	Meridian	SR 167 WBR	Y	WB	WBR	1120	1127	101%	93.0	1007	591	**21.4**
				NB	NBT	679	670	99%	16.4	62	48	
				SB	SBT	926	915	99%	3.7	37	12	
1200	Meridian	Valley Ave	Y	EB	EBL	22	21	95%	58.8	36	23	**26.6**
					EBT	147	149	101%	51.9	112	93	
					EBR	296	296	100%	26.6	194	161	
				WB	WBL	272	265	97%	63.5	164	144	
					WBT	139	140	101%	40.5	95	85	
					WBR	56	54	96%	16.4	130	119	
				NB	NBL	521	517	99%	34.4	302	257	
					NBT	961	966	101%	13.6	297	240	
					NBR	317	314	99%	2.5	51	17	
				SB	SBL	29	31	107%	57.0	38	23	
					SBT	358	352	98%	25.8	181	131	
					SBR	18	16	89%	6.0	4	0	
1300	E Pioneer	SR 512 WB	Y	EB	EBT	324	328	101%	11.8	110	81	**18.6**
					EBR	35	36	103%	9.9	148	118	
				WB	WBL	172	167	97%	44.7	170	134	
					WBT	349	346	99%	2.9	53	34	
				NB	NBL	132	132	100%	53.9	157	116	
					NBR	84	83	99%	6.4	74	59	
1400	E Pioneer	SR 512 EB	Y	EB	EBT	294	298	101%	8.5	83	60	**10.3**
					EBR	114	112	98%	5.8	62	38	
				WB	WBL	55	56	102%	47.3	61	46	
					WBT	455	446	98%	4.1	74	54	
				NB	NBL	66	65	98%	42.2	80	46	
					NBR	276	271	98%	8.9	126	61	
1500	E Pioneer	13th St SE	N	EB	EBT	552	554	100%	0.2	0	0	**8.9**
					EBR	18	15	83%	0.6	0	0	
				WB	WBL	23	21	91%	3.1	10	5	
					WBT	481	475	99%	0.1	0	0	
				NB	NBL	29	28	97%	8.9	32	22	
					NBR	50	50	100%	6.1	44	35	
1600	E Pioneer	15th St SE	Y	EB	EBL	218	217	100%	3.4	52	31	**5.5**
					EBT	384	386	101%	5.3	60	49	
				WB	WBT	426	418	98%	5.0	73	56	
					WBR	79	77	97%	4.0	30	18	
				SB	SBL	38	38	100%	12.4	0	0	
					SBR	78	78	100%	13.5	2	0	
1700	E Pioneer	21st St	Y	EB	EBT	404	406	100%	9.4	88	67	**6.9**
					EBR	18	19	106%	5.4	39	22	
				WB	WBL	49	47	96%	4.6	61	38	
					WBT	483	477	99%	2.1	61	38	
				NB	NBL	22	20	91%	18.1	16	12	
					NBR	56	58	104%	27.4	56	43	
1800	E Pioneer	25th St SE	N	EB	EBT	450	453	101%	0.6	0	0	**11.6**
					EBR	10	10	100%	0.8	0	0	
				WB	WBL	0	0	100%	0.0	0	0	
					WBT	520	510	98%	0.3	0	0	
				NB	NBL	12	14	117%	11.6	28	20	
					NBR	5	5	100%	6.0	28	20	
1900	E Pioneer	Shaw Rd E	Y	EB	EBL	204	206	101%	47.8	214	149	**33.0**
					EBT	155	154	99%	38.0	138	113	
					EBR	84	83	99%	6.6	92	77	
				WB	WBL	86	87	101%	43.1	88	67	
					WBT	221	221	100%	44.5	273	219	
					WBR	79	76	96%	38.4	177	91	
				NB	NBL	192	180	94%	51.6	102	82	
					NBT	792	782	99%	23.6	299	234	
					NBR	52	54	104%	18.3	345	280	
				SB	SBL	45	45	100%	55.3	61	41	
					SBT	243	246	101%	27.4	123	99	
					SBR	52	55	106%	28.2	123	99	
2000	E Pioneer	33rd St SE	N	EB	EBL	35	36	103%	5.6	50	19	**9.4**
					EBT	217	216	100%	3.3	54	23	
				WB	WBT	314	312	99%	1.6	42	30	
					WBR	2	2	100%	0.8	7	0	
				SB	SBL	1	1	100%	9.4	45	37	
					SBR	72	71	99%	5.6	12	5	
2100	33rd St SE	80th St	N	WB	WBL	71	69	97%	0.6	0	0	**7.7**
					WBR	1	1	100%	0.7	0	0	
				NB	NBT	18	17	94%	7.7	30	18	
					NBR	19	21	111%	0.7	0	0	
				SB	SBL	0	0	100%	0.0	12	2	
					SBT	2	3	150%	7.0	19	3	
2200	Shaw Rd E	Highlands Blvd	N	WB	WBL	5	4	80%	23.2	18	9	**23.2**
					WBR	71	75	106%	17.9	79	59	
				NB	NBT	945	929	98%	2.3	0	0	
					NBR	3	3	100%	2.0	0	0	
				SB	SBL	14	14	100%	10.1	12	6	
					SBT	332	332	100%	1.8	0	0	
2300	Shaw Rd E	16th Ave SE	N	EB	EBL	20	22	110%	17.7	29	13	**17.7**
					EBR	4	2	50%	8.0	11	3	
				NB	NBL	3	3	100%	9.2	62	0	
					NBT	928	915	99%	4.6	58	0	
				SB	SBT	333	331	99%	1.1	0	0	
					SBR	4	5	125%	1.0	0	0	
2400	Shaw Rd E	23rd Ave SE	Y	EB	EBL	118	113	96%	50.9	138	94	**18.9**
					EBT	12	13	108%	49.3	33	15	
					EBR	33	35	106%	11.3	61	44	
				WB	WBL	18	18	100%	44.5	27	16	
					WBT	25	27	108%	64.8	64	37	
					WBR	27	27	100%	23.3	98	74	
				NB	NBL	45	44	98%	17.7	19	9	
					NBT	786	780	99%	14.7	502	280	
					NBR	6	5	83%	8.1	7	0	
				SB	SBL	6	6	100%	24.4	4	2	
					SBT	275	273	99%	13.3	108	76	

2026 No Build AM

Node #	Primary Road	Secondary Road	Signalized?	Approach	Movement	Movement						Intersection
						Demand (vph)	Served Volume (vph)	Percent served	Vehicle Delay (sec)	95th Percentile Queue (ft)	50th Percentile Queue (ft)	Vehicle Delay (sec)
					SBR	56	54	96%	6.1	25	14	
2500	Shaw Rd E	Forrest Green Blvd	N	EB	EBL	17	14	82%	12.7	43	34	**12.7**
					EBR	33	34	103%	7.2	43	34	
				NB	NBL	17	18	106%	4.9	20	2	
					NBT	823	816	99%	3.0	8	0	
				SB	SBT	320	321	100%	2.8	0	0	
					SBR	6	7	117%	2.6	0	0	
2600	Shaw Rd E	Manorwood Dr	N	EB	EBL	25	26	104%	11.1	36	22	**11.1**
					EBR	9	8	89%	7.2	21	8	
				NB	NBL	1	1	100%	4.2	1	0	
					NBT	815	809	99%	2.5	0	0	
				SB	SBT	339	341	101%	2.2	0	0	
					SBR	14	12	86%	2.5	0	0	
2700	Shaw Rd E	39th Ave SE	Y	EB	EBL	143	140	98%	22.8	98	67	**14.4**
					EBT	0	0	100%	0.0	98	67	
					EBR	148	150	101%	6.5	80	72	
				WB	WBL	0	0	100%	0.0	7	1	
					WBT	2	2	100%	36.5	7	1	
					WBR	2	4	200%	8.4	0	0	
				NB	NBL	375	379	101%	25.0	305	158	
					NBT	671	666	99%	8.0	254	166	
					NBR	0	0	100%	0.0	283	182	
				SB	SBL	0	0	100%	0.0	0	0	
					SBT	221	224	101%	19.2	151	101	
					SBR	127	125	98%	7.0	32	19	
2800	Shaw Rd E	5th Ave SE (Future)	N	WB	WBL	0	0	100%	0.0	9	5	**0.8**
					WBR	5	4	80%	10.0	14	7	
				NB	NBT	1074	1062	99%	0.9	0	0	
					NBR	1	1	100%	1.3	0	0	
				SB	SBL	1	1	100%	6.8	2	0	
					SBT	340	343	101%	0.5	0	0	
2900	33rd St SE	5th Ave SE	N	EB	EBL	0	0	100%	0.0	0	0	**0.7**
					EBR	0	0	100%	0.0	0	0	
				NB	NBL	3	3	100%	0.7	0	0	
					NBT	16	16	100%	0.2	0	0	
				SB	SBT	2	3	150%	-0.1	0	0	
					SBR	0	1	100%	0.1	0	0	
3000	Shaw Rd E	Safeway	Y	EB	EBL	85	84	99%	60.3	104	77	**8.3**
					EBR	49	47	96%	7.9	59	51	
				NB	NBL	96	97	101%	5.7	24	8	
					NBT	951	937	99%	6.0	87	67	
				SB	SBT	325	327	101%	4.3	57	34	
					SBR	88	87	99%	1.3	37	12	
3100	80th St	Knutson Farms Driveway	N	EB	EBL	3	3	100%	0.9	2	0	**0.9**
					EBT	16	17	106%	0.1	0	0	
				WB	WBT	72	71	99%	0.1	0	0	
					WBR	0	0	100%	0.0	0	0	
				SB	SBL	0	0	100%	0.0	0	0	
					SBR	0	0	100%	0.0	0	0	
3200	SR 162	Pioneer	Y	EB	EBL	34	33	97%	55.3	51	34	**24.0**
					EBT	4	4	100%	53.4	51	34	
					EBR	118	117	99%	7.1	55	46	
				WB	WBL	8	7	88%	55.4	50	31	
					WBT	18	17	94%	54.9	50	31	
					WBR	21	22	105%	18.9	74	43	
				NB	NBL	260	248	95%	78.8	567	237	
					NBT	565	559	99%	7.7	100	61	
					NBR	2	2	100%	8.9	3	0	
				SB	SBL	8	8	100%	61.6	15	9	
					SBT	295	288	98%	10.0	151	86	
					SBR	38	37	97%	8.5	202	121	
3300	SR 162	80th St	N	EB	EBL	14	15	107%	13.1	19	12	**13.1**
					EBR	2	2	100%	5.1	12	3	
				NB	NBL	10	10	100%	2.8	5	1	
					NBT	610	606	99%	1.0	0	0	
				SB	SBT	339	332	98%	0.8	4	0	
					SBR	62	61	98%	2.9	19	7	
3400	SR 162	EB	Y	EB	EBL	170	168	99%	41.7	148	114	**17.7**
					EBR	219	217	99%	7.5	74	62	
				NB	NBT	733	724	99%	18.5	432	300	
					NBR	38	36	95%	19.3	132	25	
				SB	SBL	62	61	98%	14.5	41	26	
					SBT	168	163	97%	4.3	50	26	
3500	SR 162	WB	Y	WB	WBL	86	86	100%	45.3	88	62	**16.8**
					WBR	118	114	97%	5.4	8	2	
				NB	NBL	344	334	97%	42.8	340	265	
					NBT	559	555	99%	2.9	80	47	
				SB	SBT	144	139	97%	12.9	66	50	
					SBR	119	119	100%	3.8	8	2	

2026 No Build PM

Node #	Primary Road	Secondary Road	Signalized?	Approach	Movement	Movement					
						Demand (vph)	Served Volume (vph)	Percent served	Vehicle Delay (sec)	95th Percentile Queue (ft)	50th Percentile Queue (ft)
100	Traffic Ave/Fryar Ave	SW 6th Street	Y	EB	EBL	97	86	89%	141.9	845	378
					EBT	264	236	89%	150.1	1604	1162
					EBR	396	386	97%	117.5	1624	1158
				WB	WBL	118	131	111%	65.2	248	111
					WBT	171	167	98%	65.8	301	222
					WBR	50	47	94%	50.8	177	116
				NB	NBL	216	209	97%	59.8	228	173
					NBT	327	318	97%	18.0	210	171
					NBR	92	92	100%	6.9	60	45
				NE	NER	12	13	108%	19.3	34	17
				SB	SBL	94	89	95%	70.0	105	88
					SBT	570	626	110%	29.6	301	243
					SBR	126	128	102%	22.3	346	280
200	Traffic Ave	State St	Y	EB	EBL	29	27	94%	26.8	27	14
					EBR	10	8	81%	61.0	27	11
				NB	NBL	19	57	304%	26.7	23	15
					NBT	650	591	91%	2.9	131	64
				SB	SBT	1183	1083	92%	68.9	1022	630
					SBR	2	2	91%	70.4	982	589
300	E Main Ave	SR 410 WB/Thompson St	Y	EB	EBL	110	110	100%	43.8	143	73
					EBT	13	15	113%	40.6	44	11
					EBR	300	293	98%	31.7	409	298
				WB	WBL	300	285	95%	55.9	653	362
					WBT	151	149	99%	43.8	253	107
					WBR	12	12	99%	20.8	46	6
				NB	NBL	344	309	90%	70.6	393	339
					NBT	546	527	96%	25.3	338	220
					NBR	178	167	94%	25.0	338	220
				SB	SBL	10	8	81%	81.4	11	4
					SBT	765	691	90%	97.4	793	782
					SBR	418	364	87%	88.5	847	836
400	E Main Ave	SR 410 EB	Y	EB	EBL	294	296	101%	42.8	214	169
					EBR	634	626	99%	20.9	462	344
				NB	NBL	248	217	88%	194.5	383	283
					NBT	774	721	93%	16.9	193	152
				SB	SBT	1237	1151	93%	25.4	653	554
					SBR	128	116	91%	20.1	638	540
500	E Main Ave	5th Ave NE	N	EB	EBL	55	55	100%	7.4	49	40
					EBR	56	51	91%	6.6	9	0
				NB	NBL	42	33	79%	4.9	34	22
					NBT	967	906	94%	0.6	0	0
				SB	SBT	1825	1729	95%	1.4	0	0
					SBR	46	42	91%	1.3	0	0
600	E Main Ave	Shaw Rd E	Y	EB	EBT	404	395	98%	23.4	111	94
					EBR	214	209	98%	12.3	118	99
				WB	WBL	1154	1084	94%	35.0	296	261
					WBT	728	697	96%	8.9	241	184
				NB	NBL	181	176	97%	27.0	94	84
					NBR	604	550	91%	8.8	93	72
700	E Main Ave	15th St SE	Y	EB	EBL	6	5	91%	10.8	4	0
					EBT	423	416	98%	16.9	169	123
					EBR	114	109	96%	7.9	14	8
				WB	WBL	254	234	92%	6.2	64	42
					WBT	590	576	98%	7.3	142	118
					WBR	68	62	91%	1.0	5	0
				NB	NBL	85	84	99%	19.0	64	48
					NBT	25	23	91%	19.0	64	48
					NBR	125	138	111%	1.0	0	0
				SB	SBL	51	55	108%	19.6	58	44
					SBT	42	41	98%	18.4	58	44
					SBR	12	13	107%	13.5	77	62
800	E Main Ave	5th Ave SE	Y	EB	EBL	6	6	109%	18.7	6	2
					EBT	322	314	98%	15.7	145	110
					EBR	30	29	97%	13.2	170	135
				WB	WBL	191	171	90%	14.8	67	46
					WBT	556	524	94%	14.3	262	171
					WBR	88	85	96%	13.1	290	199
				NB	NBL	17	16	97%	26.2	21	9
					NBT	43	40	93%	24.7	62	40
					NBR	78	79	101%	10.1	87	66
				SB	SBL	79	79	99%	19.2	50	34
					SBT	87	91	104%	17.7	56	41
					SBR	10	9	91%	7.0	86	66
				EB	EBL	57	58	101%	10.2	38	21

2026 No Build PM

Node #	Primary Road	Secondary Road	Signalized?	Approach	Movement	Movement					
						Demand (vph)	Served Volume (vph)	Percent served	Vehicle Delay (sec)	95th Percentile Queue (ft)	50th Percentile Queue (ft)
900	E Main Ave	2nd St SE	Y	EB	EBT	344	345	100%	9.7	119	83
				NB	NBL	78	77	98%	12.0	150	116
					NBT	749	741	99%	11.1	150	116
					NBR	0	0	100%	0.0	0	0
				WB	WBT	292	272	93%	11.8	118	88
					WBR	290	274	94%	8.8	139	113
1000	SR 167 EB on/WBL	SR 167 EB on/WBL	Y	WB	WBL	727	828	114%	47.7	343	317
				NB	NBT	553	690	125%	55.6	864	620
					NBR	1256	1335	106%	15.4	0	0
				SB	SBL	971	950	98%	33.7	432	424
					SBT	868	899	104%	12.0	236	191
1100	Meridian	SR 167 WBR	Y	WB	WBR	627	707	113%	39.5	195	154
				NB	NBT	553	694	125%	37.3	120	80
				SB	SBT	1839	1864	101%	17.4	272	246
1200	Meridian	Valley Ave	Y	EB	EBL	49	62	127%	285.9	91	58
					EBT	323	251	78%	287.7	192	135
					EBR	543	488	90%	506.1	1682	1636
				WB	WBL	609	623	102%	193.3	1633	1147
					WBT	147	166	113%	47.8	115	88
					WBR	61	64	105%	36.9	146	122
				NB	NBL	428	546	128%	30.4	294	263
					NBT	482	535	111%	14.6	168	143
					NBR	270	298	110%	3.3	104	39
				SB	SBL	15	16	107%	94.2	26	16
					SBT	687	762	111%	56.4	648	409
					SBR	12	22	183%	23.5	2	0
1300	E Pioneer	SR 512 WB	Y	EB	EBT	487	471	97%	15.4	165	105
					EBR	96	96	100%	13.2	202	142
				WB	WBL	440	404	92%	99.9	728	564
					WBT	503	488	97%	3.9	64	46
				NB	NBL	93	93	100%	51.7	114	76
					NBR	84	80	95%	5.4	62	47
1400	E Pioneer	SR 512 EB	Y	EB	EBT	479	463	97%	8.2	102	67
					EBR	93	91	98%	6.6	78	44
				WB	WBL	42	43	104%	53.5	44	33
					WBT	867	825	95%	17.1	256	167
				NB	NBL	76	77	101%	47.1	62	50
					NBR	351	345	98%	10.4	88	69
1500	E Pioneer	13th St SE	N	EB	EBT	778	761	98%	0.3	0	0
					EBR	54	50	92%	0.7	0	0
				WB	WBL	67	60	89%	5.5	21	15
					WBT	887	862	97%	0.3	0	0
				NB	NBL	23	21	91%	11.2	33	19
					NBR	51	49	97%	7.0	43	31
1600	E Pioneer	15th St SE	Y	EB	EBL	167	165	99%	4.0	43	28
					EBT	662	642	97%	10.8	105	76
				WB	WBT	608	570	94%	11.0	133	112
					WBR	67	65	97%	8.5	85	64
				SB	SBL	169	156	92%	13.3	0	0
					SBR	346	352	102%	17.6	5	2
1700	E Pioneer	21st St	Y	EB	EBT	796	757	95%	12.2	124	108
					EBR	35	33	93%	9.4	75	60
				WB	WBL	92	89	97%	8.9	74	59
					WBT	655	614	94%	3.3	74	59
				NB	NBL	21	22	105%	21.8	28	16
					NBR	85	80	94%	31.2	59	48
1800	E Pioneer	25th St SE	N	EB	EBT	866	823	95%	1.3	0	0
					EBR	15	14	91%	1.1	0	0
				WB	WBL	3	4	121%	7.1	4	0
					WBT	741	699	94%	0.3	0	0
				NB	NBL	6	6	109%	17.5	28	11
					NBR	8	9	116%	8.5	27	11
1900	E Pioneer	Shaw Rd E	Y	EB	EBL	203	196	96%	65.5	129	93
					EBT	444	416	94%	60.4	280	221
					EBR	204	197	97%	11.3	103	89
				WB	WBL	168	163	97%	67.1	170	133
					WBT	276	268	97%	56.8	362	278
					WBR	60	58	96%	48.4	188	47
				NB	NBL	170	160	94%	62.4	85	75
					NBT	521	476	91%	46.9	220	182
					NBR	116	104	90%	35.7	265	227
				SB	SBL	133	127	96%	50.4	110	87
					SBT	962	898	93%	44.1	474	397
					SBR	267	257	96%	46.7	474	397
2000	E Pioneer	33rd St SE	N	EB	EBL	140	133	95%	13.8	144	106
					EBT	542	512	94%	11.8	159	115
				WB	WBT	335	333	99%	3.1	82	59
					WBR	10	24	242%	1.2	25	6
				SB	SBL	4	4	91%	10.3	63	56
					SBR	169	161	95%	6.7	29	21
2100	33rd St SE	80th St	N	WB	WBL	159	153	96%	0.9	0	0
					WBR	1	1	91%	1.0	0	0
				NB	NBT	45	48	107%	8.1	34	29
					NBR	106	109	103%	0.7	8	0
				SB	SBL	4	8	181%	7.1	37	23
					SBT	14	12	84%	7.9	58	36
2200	Shaw Rd E	Highlands Blvd	N	WB	WBL	2	2	91%	36.3	13	8
					WBR	45	45	100%	11.5	59	44
				NB	NBT	657	603	92%	2.0	0	0
					NBR	14	11	77%	1.4	0	0
				SB	SBL	87	84	97%	14.0	28	17
					SBT	1261	1198	95%	11.5	0	0
2300	Shaw Rd E	16th Ave SE	N	EB	EBL	10	10	102%	33.1	11	6
					EBR	2	1	45%	23.2	0	0
				NB	NBL	6	5	91%	27.9	0	0
					NBT	660	607	92%	5.6	0	0
				SB	SBT	1198	1145	96%	9.5	0	0
					SBR	64	54	85%	8.7	0	0

2026 No Build PM

Node #	Primary Road	Secondary Road	Signalized?	Approach	Movement	Movement					
						Demand (vph)	Served Volume (vph)	Percent served	Vehicle Delay (sec)	95th Percentile Queue (ft)	50th Percentile Queue (ft)
2400	Shaw Rd E	23rd Ave SE	Y	EB	EBL	106	104	98%	44.9	103	73
					EBT	53	54	102%	57.8	105	68
					EBR	60	60	101%	35.2	134	98
				WB	WBL	41	38	93%	47.9	41	21
					WBT	29	28	98%	54.8	48	27
					WBR	29	25	87%	21.1	83	57
				NB	NBL	50	47	95%	45.1	24	14
					NBT	531	487	92%	12.6	226	167
					NBR	31	29	94%	6.7	32	18
				SB	SBL	32	29	91%	53.5	14	7
					SBT	995	928	93%	54.5	519	384
					SBR	173	165	95%	46.2	47	29
2500	Shaw Rd E	Forrest Green Blvd	N	EB	EBL	32	27	85%	22.3	43	33
					EBR	29	29	101%	17.1	43	32
				NB	NBL	30	24	81%	14.6	28	8
					NBT	580	541	93%	2.5	11	0
				SB	SBT	1055	990	94%	5.7	0	0
					SBR	40	39	96%	5.3	0	0
2600	Shaw Rd E	Manorwood Dr	N	EB	EBL	28	24	85%	18.9	36	22
					EBR	14	15	105%	26.2	25	14
				NB	NBL	12	10	82%	19.1	12	6
					NBT	581	543	93%	1.8	0	0
				SB	SBT	1028	955	93%	16.2	0	0
					SBR	56	51	91%	15.0	0	0
2700	Shaw Rd E	39th Ave SE	Y	EB	EBL	193	193	100%	34.9	158	123
					EBT	7	7	106%	35.9	158	123
					EBR	423	415	98%	23.3	203	179
				WB	WBL	2	5	226%	57.0	15	8
					WBT	7	8	121%	52.0	15	8
					WBR	9	10	113%	10.4	4	0
				NB	NBL	391	358	92%	174.2	1529	989
					NBT	391	351	90%	100.7	159	90
					NBR	2	6	272%	89.7	185	104
				SB	SBL	3	5	151%	83.8	6	2
					SBT	785	707	90%	71.0	481	384
					SBR	254	238	94%	35.0	40	25
2800	Shaw Rd E	5th Ave SE (Future)	N	WB	WBL	1	0	0%	0.0	0	0
					WBR	2	0	0%	6.0	0	0
				NB	NBT	783	730	93%	0.8	0	0
					NBR	1	2	167%	1.3	0	0
				SB	SBL	6	5	83%	6.3	6	0
					SBT	1361	1286	94%	1.6	0	0
2900	33rd St SE	5th Ave SE	N	EB	EBL	0	0	100%	0.0	0	0
					EBR	0	0	100%	0.0	0	0
				NB	NBL	0	4	100%	0.5	0	0
					NBT	0	45	100%	0.2	0	0
				SB	SBT	0	20	100%	0.0	0	0
					SBR	0	0	100%	0.0	0	0
3000	Shaw Rd E	Safeway	Y	EB	EBL	98	99	101%	67.4	166	103
					EBR	282	279	99%	16.2	143	103
				NB	NBL	82	69	84%	14.0	14	9
					NBT	709	651	92%	12.1	61	39
				SB	SBT	1170	1102	94%	9.8	250	166
					SBR	163	152	93%	4.8	220	137
3100	80th St	Knutson Farms Driveway	N	EB	EBL	0	9	100%	1.2	3	0
					EBT	106	108	102%	0.1	0	0
				WB	WBT	159	155	97%	0.2	0	0
					WBR	0	2	100%	0.6	0	0
				SB	SBL	0	0	100%	0.0	0	0
					SBR	0	0	100%	0.0	0	0
3200	SR 162	Pioneer	Y	EB	EBL	81	81	100%	55.4	98	75
					EBT	11	12	109%	54.5	98	75
					EBR	295	291	99%	25.4	215	128
				WB	WBL	4	4	91%	68.6	51	19
					WBT	18	18	102%	50.3	51	19
					WBR	12	14	115%	15.2	68	24
				NB	NBL	224	216	97%	64.0	239	187
					NBT	431	430	100%	6.7	96	74
					NBR	9	9	102%	2.3	5	0
				SB	SBL	22	21	95%	57.2	30	21
					SBT	785	761	97%	18.1	525	389
					SBR	76	83	109%	16.9	563	416
3300	SR 162	80th St	N	EB	EBL	66	60	91%	28.3	50	35
					EBR	40	47	118%	16.0	46	30
				NB	NBL	9	12	136%	6.8	44	10
					NBT	515	514	100%	1.3	30	2
				SB	SBT	843	819	97%	3.0	32	8
					SBR	150	146	97%	4.5	52	25
3400	SR 162	EB	Y	EB	EBL	162	163	100%	29.2	112	93
					EBR	485	471	97%	31.5	376	231
				NB	NBT	524	512	98%	16.8	318	243
					NBR	130	126	97%	17.3	213	88
				SB	SBL	137	139	102%	12.0	64	35
					SBT	767	751	98%	3.1	182	96
3500	SR 162	WB	Y	WB	WBL	144	143	99%	39.3	118	95
					WBR	128	127	99%	5.2	10	2
				NB	NBL	246	241	98%	28.0	181	139
					NBT	441	435	99%	4.6	114	80
				SB	SBT	760	748	98%	28.5	852	563
					SBR	229	225	98%	12.5	21	10

2026 Scenario A AM

Node #	Primary Road	Secondary Road	Signalized?	Approach	Movement	Movement						Intersection
						Demand	Served Volume (vph)	Percent served	Vehicle Delay (sec)	95th Percentile Queue (ft)	50th Percentile Queue (ft)	Vehicle Delay (sec)
100	Traffic Ave/Fryar Ave	SW 6th Street	Y	EB	EBL	88	88	100%	20.5	68	48	**45.7**
					EBT	83	86	104%	23.3	65	46	
					EBR	128	124	97%	5.2	72	55	
				WB	WBL	60	58	97%	19.5	45	30	
					WBT	115	112	97%	26.4	96	75	
					WBR	34	35	103%	21.3	100	86	
				NB	NBL	383	364	95%	54.1	1144	913	
					NBT	726	700	96%	65.1	1160	993	
					NBR	113	110	97%	48.5	63	55	
				NE	NER	8	11	138%	5.4	33	13	
				SB	SBL	18	16	89%	48.7	25	14	
					SBT	216	214	99%	36.7	159	115	
					SBR	32	38	119%	19.7	179	152	
200	Traffic Ave	State St	Y	EB	EBL	18	18	100%	35.1	34	12	**16.2**
					EBR	3	3	100%	9.6	16	4	
				NB	NBL	10	8	80%	28.4	13	7	
					NBT	1204	1186	99%	20.6	597	342	
				SB	SBT	394	389	99%	1.6	47	22	
					SBR	9	7	78%	1.1	26	7	
300	E Main Ave	SR 410 WB/Thompson St	Y	EB	EBL	213	211	99%	42.6	202	151	**19.9**
					EBT	12	12	100%	36.3	24	8	
					EBR	136	138	101%	8.5	63	52	
				WB	WBL	46	45	98%	43.1	53	32	
					WBT	48	49	102%	42.6	55	41	
					WBR	12	13	108%	15.4	16	10	
				NB	NBL	479	470	98%	21.7	391	235	
					NBT	989	983	99%	16.0	598	347	
					NBR	109	106	97%	16.1	598	347	
				SB	SBL	2	2	100%	21.1	3	0	
					SBT	240	237	99%	15.0	178	112	
					SBR	155	151	97%	12.4	232	166	
400	E Main Ave	SR 410 EB	Y	EB	EBL	410	414	101%	52.6	589	384	**23.9**
					EBR	437	427	98%	15.1	208	153	
				NB	NBL	119	116	97%	14.3	68	47	
					NBT	1167	1149	98%	20.5	417	295	
				SB	SBT	350	345	99%	16.9	126	108	
					SBR	72	75	104%	14.0	111	94	
500	E Main Ave	5th Ave NE	N	EB	EBL	20	21	105%	7.3	37	22	**7.3**
					EBR	10	10	100%	6.0	0	0	
				NB	NBL	34	35	103%	2.1	19	9	
					NBT	1266	1256	99%	0.7	0	0	
				SB	SBT	742	732	99%	0.8	0	0	
					SBR	45	42	93%	1.0	0	0	
600	E Main Ave	Shaw Rd E	Y	EB	EBT	313	314	100%	19.4	92	80	**14.6**
					EBR	182	180	99%	8.9	121	99	
				WB	WBL	500	499	100%	20.8	140	118	
					WBT	252	244	97%	7.0	91	66	
				NB	NBL	239	239	100%	22.1	152	120	
					NBR	987	979	99%	11.1	270	190	
700	E Main Ave	15th St SE	Y	EB	EBL	2	2	100%	9.3	2	0	**8.3**
					EBT	377	375	99%	12.6	151	107	
					EBR	42	42	100%	7.3	4	0	
				WB	WBL	70	69	99%	4.7	28	16	
					WBT	396	384	97%	5.6	107	66	
					WBR	25	23	92%	0.8	2	0	
				NB	NBL	97	100	103%	13.6	72	55	
					NBT	31	27	87%	15.1	72	55	
					NBR	116	119	103%	0.9	0	0	
				SB	SBL	2	3	150%	11.7	15	7	
					SBT	12	10	83%	14.1	15	7	
					SBR	0	0	100%	0.0	26	12	
800	E Main Ave	5th Ave SE	Y	EB	EBL	0	0	100%	0.0	0	0	**10.7**
					EBT	357	356	100%	9.4	178	128	
					EBR	6	5	83%	8.7	200	150	
				WB	WBL	36	34	94%	11.3	21	11	
					WBT	336	332	99%	11.2	138	95	
					WBR	88	86	98%	10.1	165	123	
				NB	NBL	12	12	100%	15.1	17	9	
					NBT	24	22	92%	18.0	52	33	
					NBR	131	131	100%	9.0	79	62	
				SB	SBL	48	45	94%	16.1	31	24	
					SBT	25	27	108%	14.4	21	12	
					SBR	3	3	100%	5.6	43	27	
900	E Main Ave	2nd St SE	Y	EB	EBL	46	46	100%	32.0	87	33	**15.0**
					EBT	363	362	100%	30.4	261	221	
				NB	NBL	59	60	102%	8.1	135	113	
					NBT	844	836	99%	7.5	135	113	
					NBR	0	0	100%	0.0	0	0	
				WB	WBT	125	128	102%	25.5	97	70	
					WBR	226	219	97%	10.4	121	106	
1000	SR 167 EB on/WBL	SR 167 EB on/WBL	Y	WB	WBL	1037	1025	99%	45.8	589	391	**31.4**
				NB	NBT	679	670	99%	33.1	297	240	
					NBR	524	520	99%	3.3	0	0	
				SB	SBL	478	471	99%	42.1	326	275	
					SBT	448	434	97%	16.9	159	128	
1100	Meridian	SR 167 WBR	Y	WB	WBR	1120	1127	101%	93.0	1007	591	**21.4**
				NB	NBT	679	670	99%	16.4	62	48	
				SB	SBT	926	915	99%	3.7	37	12	
				EB	EBL	22	21	95%	58.8	36	23	**26.6**
					EBT	147	149	101%	51.9	112	93	
					EBR	296	296	100%	26.6	194	161	
					WBL	272	265	97%	63.5	164	144	

2026 Scenario A AM

Node #	Primary Road	Secondary Road	Signalized?	Approach	Movement	Movement: Demand	Movement: Served Volume (vph)	Movement: Percent served	Movement: Vehicle Delay (sec)	Movement: 95th Percentile Queue (ft)	50th Percentile Queue (ft)	Intersection: Vehicle Delay (sec)
1200	Meridian	Valley Ave	Y	WB	WBT	139	140	101%	40.5	95	85	
					WBR	56	54	96%	16.4	130	119	
				NB	NBL	521	517	99%	34.4	302	257	
					NBT	961	966	101%	13.6	297	240	
					NBR	317	314	99%	2.5	51	17	
				SB	SBL	29	31	107%	57.0	38	23	
					SBT	358	352	98%	25.8	181	131	
					SBR	18	16	89%	6.0	4	0	
1300	E Pioneer	SR 512 WB	Y	EB	EBT	355	353	99%	12.2	119	86	**20.5**
					EBR	35	35	100%	8.3	161	127	
				WB	WBL	225	216	96%	45.5	215	178	
					WBT	362	357	99%	3.0	53	35	
				NB	NBL	132	135	102%	60.2	154	119	
					NBR	86	83	97%	6.1	73	59	
1400	E Pioneer	SR 512 EB	Y	EB	EBT	327	326	100%	8.1	91	68	**11.4**
					EBR	114	111	97%	5.5	65	45	
				WB	WBL	55	56	102%	46.6	64	48	
					WBT	521	505	97%	4.6	88	61	
				NB	NBL	66	65	98%	43.6	74	48	
					NBR	398	391	98%	14.0	245	105	
1500	E Pioneer	13th St SE	N	EB	EBT	707	704	100%	0.2	0	0	**10.0**
					EBR	18	15	83%	0.6	0	0	
				WB	WBL	23	21	91%	4.0	11	6	
					WBT	547	534	98%	0.2	0	0	
				NB	NBL	29	28	97%	10.0	32	22	
					NBR	50	50	100%	6.6	44	34	
1600	E Pioneer	15th St SE	Y	EB	EBL	218	217	100%	4.1	52	37	**5.8**
					EBT	539	534	99%	5.3	74	63	
				WB	WBT	492	478	97%	5.1	81	63	
					WBR	79	76	96%	4.3	40	23	
				SB	SBL	38	38	100%	14.3	0	0	
					SBR	78	78	100%	15.3	3	0	
1700	E Pioneer	21st St	Y	EB	EBT	559	550	98%	9.6	124	95	**7.4**
					EBR	18	19	106%	7.2	74	47	
				WB	WBL	49	47	96%	4.9	60	40	
					WBT	549	542	99%	2.4	60	40	
				NB	NBL	22	20	91%	18.2	18	12	
					NBR	56	58	104%	31.2	53	42	
1800	E Pioneer	25th St SE	N	EB	EBT	605	601	99%	0.9	0	0	**15.0**
					EBR	10	10	100%	0.9	0	0	
				WB	WBL	0	0	100%	0.0	0	0	
					WBT	586	568	97%	0.4	0	0	
				NB	NBL	12	14	117%	15.0	28	20	
					NBR	5	5	100%	5.2	28	19	
1900	E Pioneer	Shaw Rd E	Y	EB	EBL	359	357	99%	45.2	364	261	**42.9**
					EBT	155	155	100%	31.4	118	96	
					EBR	84	83	99%	4.9	84	64	
				WB	WBL	99	99	100%	47.2	115	79	
					WBT	221	222	100%	49.0	328	253	
					WBR	79	77	97%	40.2	119	31	
				NB	NBL	192	183	95%	79.2	124	98	
					NBT	824	812	99%	39.1	412	362	
					NBR	82	74	90%	32.3	458	408	
				SB	SBL	45	43	96%	62.0	77	47	
					SBT	257	249	97%	39.9	191	158	
					SBR	118	113	96%	39.0	191	158	
2000	E Pioneer	33rd St SE	N	EB	EBL	65	56	86%	5.1	46	27	**8.9**
					EBT	217	217	100%	3.1	47	30	
				WB	WBT	314	312	99%	1.8	47	31	
					WBR	2	2	100%	0.8	7	0	
				SB	SBL	1	1	100%	8.9	47	38	
					SBR	85	83	98%	5.8	11	6	
2100	33rd St SE	80th St	N	WB	WBL	71	69	97%	0.6	0	0	**9.3**
					WBR	1	2	200%	0.5	0	0	
				NB	NBT	48	38	79%	7.7	41	26	
					NBR	19	21	111%	0.6	5	0	
				SB	SBL	0	0	100%	9.3	34	17	
					SBT	15	15	100%	7.3	53	26	
2200	Shaw Rd E	Highlands Blvd	N	WB	WBL	5	4	80%	23.5	18	9	**27.1**
					WBR	76	80	105%	27.1	88	68	
				NB	NBT	1002	982	98%	2.9	10	0	
					NBR	3	3	100%	2.0	0	0	
				SB	SBL	16	16	100%	12.3	13	5	
					SBT	357	356	100%	2.2	0	0	
2300	Shaw Rd E	16th Ave SE	N	EB	EBL	26	26	100%	26.0	28	16	**26.0**
					EBR	4	2	50%	8.8	10	3	
				NB	NBL	3	3	100%	7.4	128	3	
					NBT	979	961	98%	7.5	123	2	
				SB	SBT	355	352	99%	1.4	0	0	
					SBR	7	7	100%	1.3	0	0	
2400	Shaw Rd E	23rd Ave SE	Y	EB	EBL	130	125	96%	52.1	147	99	**21.5**
					EBT	12	13	108%	54.1	36	17	
					EBR	33	35	106%	12.1	63	43	
				WB	WBL	18	19	106%	42.9	24	17	
					WBT	25	27	108%	63.0	63	40	
					WBR	33	32	97%	25.3	97	74	
				NB	NBL	45	45	100%	19.4	18	9	
					NBT	819	806	98%	18.3	591	376	
					NBR	6	5	83%	10.9	13	0	
				SB	SBL	9	8	89%	24.9	7	0	
					SBT	289	285	99%	14.6	112	83	
					SBR	61	57	93%	7.0	26	15	
2500	Shaw Rd E	Forrest Green Blvd	N	EB	EBL	19	17	89%	12.7	46	36	**12.7**
					EBR	33	34	103%	7.7	46	35	
				NB	NBL	17	18	106%	6.4	69	3	
					NBT	851	840	99%	4.5	59	0	
				SB	SBT	331	330	100%	3.6	0	0	
					SBR	9	10	111%	4.2	0	0	
2600	Shaw Rd E	Manorwood Dr	N	EB	EBL	31	31	100%	11.6	39	27	**11.7**
					EBR	9	8	89%	6.7	21	9	
				NB	NBL	1	1	100%	11.7	1	0	
					NBT	837	825	99%	3.1	0	0	
				SB	SBT	348	352	101%	3.1	0	0	
					SBR	16	14	88%	3.3	0	0	
				EB	EBL	156	152	97%	22.5	98	74	**16.0**
					EBT	0	0	100%	0.0	98	74	
					EBR	148	150	101%	6.6	81	72	
					WBL	0	0	100%	0.0	7	2	

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Node #	Primary Road	Secondary Road	Signalized?	Approach	Movement	Movement						Intersection
						Demand	Served Volume (vph)	Percent served	Vehicle Delay (sec)	95th Percentile Queue (ft)	50th Percentile Queue (ft)	Vehicle Delay (sec)
2700	Shaw Rd E	39th Ave SE	Y	WB	WBT	2	2	100%	33.3	7	2	
					WBR	2	4	200%	8.8	2	0	
				NB	NBL	375	379	101%	27.3	308	178	
					NBT	680	669	98%	10.2	273	166	
					NBR	0	0	100%	0.0	278	168	
				SB	SBL	0	0	100%	0.0	0	0	
					SBT	225	226	100%	20.6	156	102	
					SBR	132	130	98%	7.7	33	18	
2800	Shaw Rd E	5th Ave SE (Future)	Y	WB	WBL	80	73	91%	32.9	60	46	**15.0**
					WBR	152	151	99%	12.0	99	85	
				NB	NBT	1074	1053	98%	16.3	402	340	
					NBR	188	177	94%	7.4	383	322	
				SB	SBL	342	333	97%	24.2	218	150	
					SBT	340	342	101%	3.7	46	32	
2900	33rd St SE	5th Ave SE	N	EB	EBL	0	0	100%	0.0	0	0	**0.7**
					EBR	0	0	100%	0.0	0	0	
				NB	NBL	18	13	72%	0.7	1	0	
					NBT	31	27	87%	0.2	0	0	
				SB	SBT	15	15	100%	0.1	0	0	
					SBR	0	1	100%	0.1	0	0	
3000	Shaw Rd E	Safeway	Y	EB	EBL	85	85	100%	73.4	114	89	**13.4**
					EBR	49	47	96%	7.9	59	50	
				NB	NBL	96	96	100%	6.8	20	11	
					NBT	1013	986	97%	13.1	154	92	
				SB	SBT	352	346	98%	4.8	65	44	
					SBR	88	86	98%	1.4	33	19	
3100	80th St	Knutson Farms Driveway	N	EB	EBL	3	4	133%	1.6	2	0	**5.9**
					EBT	16	17	106%	0.1	0	0	
				WB	WBT	72	71	99%	0.4	0	0	
					WBR	62	56	90%	0.9	0	0	
				SB	SBL	27	24	89%	5.9	24	17	
					SBR	0	0	100%	0.0	34	25	
3200	SR 162	Pioneer	Y	EB	EBL	34	33	97%	55.0	55	35	**24.0**
					EBT	4	4	100%	53.4	55	35	
					EBR	118	117	99%	7.4	59	48	
				WB	WBL	8	7	88%	54.0	50	31	
					WBT	18	17	94%	54.9	50	31	
					WBR	21	22	105%	19.1	75	43	
				NB	NBL	260	248	95%	78.1	587	240	
					NBT	596	588	99%	8.8	110	70	
					NBR	2	2	100%	9.1	3	0	
				SB	SBL	8	8	100%	61.3	14	8	
					SBT	308	299	97%	10.3	169	105	
					SBR	38	37	97%	8.8	223	149	
3300	SR 162	80th St	N	EB	EBL	28	28	100%	12.3	27	19	**12.3**
					EBR	15	14	93%	6.7	21	15	
				NB	NBL	41	39	95%	3.1	43	7	
					NBT	610	606	99%	1.4	32	0	
				SB	SBT	339	332	98%	1.2	15	0	
					SBR	93	89	96%	3.4	38	12	
3400	SR 162	EB	Y	EB	EBL	170	168	99%	42.0	151	113	**21.3**
					EBR	219	217	99%	9.1	97	78	
				NB	NBT	733	723	99%	25.1	562	399	
					NBR	52	48	92%	24.4	104	7	
				SB	SBL	62	60	97%	15.0	44	27	
					SBT	199	191	96%	4.0	58	24	
3500	SR 162	WB	Y	WB	WBL	117	114	97%	44.3	108	83	**18.0**
					WBR	118	114	97%	5.4	8	2	
				NB	NBL	344	335	97%	41.3	360	293	
					NBT	559	555	99%	4.2	95	53	
				SB	SBT	144	139	97%	17.1	77	56	
					SBR	119	119	100%	4.3	8	2	

2026 Scenario A PM

Node #	Primary Road	Secondary Road	Signalized?	Approach	Movement	Movement: Demand	Movement: Served Volume (vph)	Movement: Percent served	Movement: Vehicle Delay (sec)	Movement: 95th Percentile Queue (ft)	50th Percentile Queue (ft)	Intersection: Vehicle Delay (sec)
100	Traffic Ave/Fryar Ave	SW 6th Street	Y	EB	EBL	97	77	79%	153.9	684	193	**71.7**
					EBT	264	211	80%	173.0	1641	1062	
					EBR	396	342	86%	153.3	1657	985	
				WB	WBL	118	136	115%	72.0	240	130	
					WBT	171	167	98%	59.7	278	223	
					WBR	50	48	96%	45.2	176	112	
				NB	NBL	216	164	76%	59.3	212	145	
					NBT	357	285	80%	19.0	226	167	
					NBR	92	97	105%	7.0	69	51	
				NE	NER	12	14	117%	70.7	62	30	
				SB	SBL	94	89	95%	69.8	118	83	
					SBT	583	639	110%	37.8	328	247	
					SBR	126	127	101%	24.0	380	294	
200	Traffic Ave	State St	Y	EB	EBL	29	28	98%	23.7	28	18	**69.3**
					EBR	10	7	70%	74.6	20	9	
				NB	NBL	19	14	75%	20.8	22	11	
					NBT	680	519	76%	2.5	91	37	
				SB	SBT	1196	1058	88%	104.4	1154	943	
					SBR	2	2	91%	66.9	1114	903	
300	E Main Ave	SR 410 WB/Thompson St	Y	EB	EBL	110	108	98%	40.8	99	77	**103.1**
					EBT	13	14	106%	42.8	28	13	
					EBR	300	298	99%	51.6	285	183	
				WB	WBL	300	224	75%	250.1	716	699	
					WBT	151	116	77%	168.4	202	142	
					WBR	12	9	74%	128.0	21	7	
				NB	NBL	533	501	94%	113.7	689	684	
					NBT	576	415	72%	53.7	368	168	
					NBR	178	116	65%	49.9	368	168	
				SB	SBL	10	9	91%	80.7	11	6	
					SBT	778	679	87%	115.0	788	782	
					SBR	418	346	83%	92.5	842	836	
400	E Main Ave	SR 410 EB	Y	EB	EBL	294	170	58%	427.1	1443	1432	**157.4**
					EBR	715	476	67%	138.8	390	268	
				NB	NBL	248	188	76%	165.8	300	224	
					NBT	994	868	87%	253.3	1370	1363	
				SB	SBT	1250	1088	87%	56.3	651	605	
					SBR	128	108	85%	56.8	637	590	
500	E Main Ave	5th Ave NE	N	EB	EBL	55	55	100%	27.5	50	43	**154.6**
					EBR	56	51	91%	6.7	11	1	
				NB	NBL	42	32	76%	130.1	35	24	
					NBT	1187	1052	89%	154.6	1597	1409	
				SB	SBT	1919	1539	80%	2.9	77	26	
					SBR	46	37	80%	1.8	77	26	
600	E Main Ave	Shaw Rd E	Y	EB	EBT	404	382	94%	45.2	124	101	**56.9**
					EBR	266	308	116%	12.8	160	134	
				WB	WBL	1248	1035	83%	46.9	797	461	
					WBT	728	545	75%	8.3	224	160	
				NB	NBL	303	341	112%	111.6	1243	523	
					NBR	824	781	95%	103.4	1264	522	
700	E Main Ave	15th St SE	Y	EB	EBL	6	5	91%	9.2	4	0	**10.8**
					EBT	475	526	111%	17.1	240	178	
					EBR	114	109	96%	8.2	17	8	
				WB	WBL	254	190	75%	6.3	54	35	
					WBT	712	646	91%	7.4	219	153	
					WBR	68	50	73%	0.9	4	0	
				NB	NBL	85	82	97%	20.6	73	51	
					NBT	25	24	95%	20.0	73	51	
					NBR	125	128	103%	0.9	0	0	
				SB	SBL	51	48	95%	20.1	68	44	
					SBT	42	41	98%	19.5	68	44	
					SBR	12	13	107%	15.3	87	63	
800	E Main Ave	5th Ave SE	Y	EB	EBL	6	5	91%	19.9	7	2	**16.2**
					EBT	374	417	112%	14.9	221	161	
					EBR	30	31	104%	14.1	245	186	
				WB	WBL	191	148	77%	17.7	55	42	
					WBT	678	643	95%	15.9	359	254	
					WBR	88	72	82%	14.6	387	279	
				NB	NBL	17	16	97%	27.1	19	11	
					NBT	43	41	95%	27.2	67	37	
					NBR	78	79	101%	11.9	93	64	
				SB	SBL	79	81	102%	19.5	60	39	
					SBT	87	89	102%	18.5	65	43	
					SBR	10	13	131%	12.1	94	72	
900	E Main Ave	2nd St SE	Y	EB	EBL	57	56	98%	10.3	35	19	**11.5**
					EBT	396	449	113%	10.2	166	125	
				NB	NBL	78	77	98%	14.2	154	128	
					NBT	749	742	99%	13.0	154	128	
					NBR	0	0	100%	0.0	0	0	
				WB	WBT	353	333	94%	11.6	135	100	
					WBR	351	338	96%	9.6	153	125	
1000	SR 167 EB on/WBL	SR 167 EB on/WBL	Y	WB	WBL	833	828	99%	47.8	347	317	**30.1**
				NB	NBT	699	692	99%	55.5	970	627	
					NBR	1380	1335	97%	15.3	0	0	
				SB	SBL	1149	946	82%	34.0	428	424	
					SBT	1032	898	87%	12.2	236	191	
1100	Meridian	SR 167 WBR	Y	WB	WBR	707	707	100%	39.6	194	153	**12.9**
				NB	NBT	699	695	99%	37.3	121	78	
				SB	SBT	2181	1860	85%	17.9	279	255	
				EB	EBL	87	61	70%	285.3	86	57	**138.4**
					EBT	367	245	67%	286.4	185	129	
					EBR	744	481	65%	517.9	1678	1635	
					WBL	674	627	93%	186.9	1567	1094	

2026 Scenario A PM

Node #	Primary Road	Secondary Road	Signalized?	Approach	Movement	Movement: Demand	Movement: Served Volume (vph)	Movement: Percent served	Movement: Vehicle Delay (sec)	Movement: 95th Percentile Queue (ft)	50th Percentile Queue (ft)	Intersection: Vehicle Delay (sec)
1200	Meridian	Valley Ave	Y	WB	WBT	163	167	102%	47.2	116	96	
					WBR	67	64	96%	35.5	150	129	
				NB	NBL	569	547	96%	29.7	300	247	
					NBT	540	536	99%	14.2	170	140	
					NBR	297	298	100%	3.4	103	38	
				SB	SBL	16	16	100%	95.4	26	17	
					SBT	763	762	100%	59.1	656	436	
					SBR	22	22	100%	24.0	2	0	
1300	E Pioneer	SR 512 WB	Y	EB	EBT	500	498	100%	20.9	206	135	21.0
					EBR	96	96	100%	18.4	249	177	
				WB	WBL	563	608	108%	35.4	493	403	
					WBT	534	514	96%	3.0	65	52	
				NB	NBL	93	93	100%	42.2	86	63	
					NBR	85	81	95%	5.1	58	45	
1400	E Pioneer	SR 512 EB	Y	EB	EBT	493	490	99%	8.5	133	84	11.2
					EBR	93	90	97%	6.8	109	61	
				WB	WBL	42	44	106%	48.0	52	33	
					WBT	1021	1048	103%	7.1	224	157	
				NB	NBL	76	78	102%	41.6	69	54	
					NBR	403	446	111%	15.6	202	144	
1500	E Pioneer	13th St SE	N	EB	EBT	844	886	105%	0.3	0	0	13.7
					EBR	54	50	92%	0.8	0	0	
				WB	WBL	67	53	79%	6.3	23	15	
					WBT	1041	1076	103%	0.3	0	0	
				NB	NBL	23	21	91%	13.7	29	19	
					NBR	51	49	97%	7.2	48	35	
1600	E Pioneer	15th St SE	Y	EB	EBL	167	164	98%	5.6	60	33	12.6
					EBT	728	766	105%	11.4	189	119	
				WB	WBT	762	778	102%	12.0	185	151	
					WBR	67	59	88%	11.1	137	103	
				SB	SBL	169	158	94%	15.5	0	0	
					SBR	346	353	102%	18.6	8	2	
1700	E Pioneer	21st St	Y	EB	EBT	862	886	103%	13.9	214	170	10.2
					EBR	35	34	96%	11.2	164	121	
				WB	WBL	92	77	84%	9.0	92	74	
					WBT	809	820	101%	3.5	92	74	
				NB	NBL	21	21	100%	26.7	21	16	
					NBR	85	82	97%	32.5	76	53	
1800	E Pioneer	25th St SE	N	EB	EBT	932	927	100%	16.3	250	91	74.9
					EBR	15	15	97%	4.2	250	91	
				WB	WBL	3	3	91%	7.4	16	1	
					WBT	895	891	100%	0.3	9	0	
				NB	NBL	6	7	127%	74.9	49	15	
					NBR	8	8	104%	38.0	49	15	
1900	E Pioneer	Shaw Rd E	Y	EB	EBL	269	300	111%	149.3	1118	819	84.0
					EBT	444	400	90%	120.4	1179	928	
					EBR	204	194	95%	15.7	227	111	
				WB	WBL	198	214	108%	111.5	768	431	
					WBT	276	265	96%	97.6	878	451	
					WBR	60	57	94%	89.2	569	82	
				NB	NBL	170	163	96%	65.6	107	91	
					NBT	535	495	93%	50.2	308	269	
					NBR	129	128	99%	40.1	353	315	
				SB	SBL	133	101	76%	71.4	109	91	
					SBT	993	800	81%	74.8	949	882	
					SBR	421	450	107%	91.4	949	882	
2000	E Pioneer	33rd St SE	N	EB	EBL	153	145	94%	14.4	278	204	14.4
					EBT	542	479	88%	13.1	290	217	
				WB	WBT	335	331	99%	14.2	334	78	
					WBR	10	23	231%	6.9	265	19	
				SB	SBL	4	2	45%	11.1	98	68	
					SBR	199	220	111%	10.0	63	33	
2100	33rd St SE	80th St	N	WB	WBL	159	153	96%	1.1	4	0	8.6
					WBR	1	2	181%	0.6	4	0	
				NB	NBT	58	59	102%	7.9	34	29	
					NBR	106	109	103%	0.7	8	0	
				SB	SBL	4	3	68%	7.0	54	44	
					SBT	44	69	156%	8.6	77	67	
2200	Shaw Rd E	Highlands Blvd	N	WB	WBL	2	3	136%	51.5	15	5	51.5
					WBR	48	49	102%	12.5	62	48	
				NB	NBT	681	642	94%	2.0	15	0	
					NBR	14	13	91%	1.7	0	0	
				SB	SBL	93	82	88%	16.7	33	21	
					SBT	1317	1187	90%	12.8	498	112	
2300	Shaw Rd E	16th Ave SE	N	EB	EBL	13	13	101%	42.4	21	13	42.4
					EBR	2	1	45%	13.7	5	0	
				NB	NBL	6	4	72%	37.6	93	19	
					NBT	682	647	95%	6.1	87	17	
				SB	SBT	1248	1125	90%	10.2	436	159	
					SBR	70	62	89%	11.1	436	159	
2400	Shaw Rd E	23rd Ave SE	Y	EB	EBL	111	111	100%	48.0	123	89	39.9
					EBT	53	55	104%	57.1	118	69	
					EBR	60	60	101%	31.5	147	98	
				WB	WBL	41	37	91%	49.6	46	31	
					WBT	29	28	98%	57.3	70	41	
					WBR	32	30	95%	26.1	102	71	
				NB	NBL	50	49	99%	45.3	32	25	
					NBT	545	510	94%	13.4	233	189	
					NBR	31	30	97%	6.7	30	20	
				SB	SBL	38	36	95%	56.2	16	9	
					SBT	1027	916	89%	51.8	1273	1044	
					SBR	185	159	86%	44.5	53	35	
2500	Shaw Rd E	Forrest Green Blvd	N	EB	EBL	35	32	92%	22.0	52	42	22.0
					EBR	29	31	108%	17.2	51	42	
				NB	NBL	30	27	91%	16.1	55	20	
					NBT	593	561	95%	3.2	35	6	
				SB	SBT	1082	971	90%	5.7	63	0	
					SBR	46	44	95%	5.6	63	0	
2600	Shaw Rd E	Manorwood Dr	N	EB	EBL	31	28	89%	19.6	36	27	21.3
					EBR	14	15	105%	21.3	30	16	
				NB	NBL	12	11	91%	19.3	11	7	
					NBT	590	563	95%	1.8	0	0	
				SB	SBT	1049	938	89%	12.6	444	102	
					SBR	62	53	86%	10.4	444	102	
				EB	EBL	200	203	101%	36.1	155	129	70.2
					EBT	7	7	106%	36.3	155	129	
					EBR	423	417	99%	23.0	241	200	
					WBL	2	5	226%	57.1	31	19	

2026 Scenario A PM

Node #	Primary Road	Secondary Road	Signalized?	Approach	Movement	Movement						Intersection
						Demand	Served Volume (vph)	Percent served	Vehicle Delay (sec)	95th Percentile Queue (ft)	50th Percentile Queue (ft)	Vehicle Delay (sec)
2700	Shaw Rd E	39th Ave SE	Y	WB	WBT	7	8	121%	60.8	31	19	
					WBR	9	10	113%	9.4	18	6	
				NB	NBL	391	359	92%	162.0	1580	1122	
					NBT	395	361	91%	92.3	714	131	
					NBR	2	6	272%	72.7	563	129	
				SB	SBL	3	6	181%	80.2	19	9	
					SBT	793	691	87%	64.8	1177	934	
					SBR	268	238	89%	30.9	53	36	
2800	Shaw Rd E	5th Ave SE (Future)	N	WB	WBL	186	267	143%	178.3	1661	1518	62.7
					WBR	343	477	139%	132.9	1666	1510	
				NB	NBT	783	690	88%	45.8	640	259	
					NBR	81	131	161%	31.7	622	241	
				SB	SBL	152	256	168%	30.5	266	157	
					SBT	1361	1084	80%	25.9	532	415	
2900	33rd St SE	5th Ave SE	N	EB	EBL	0	0	100%	0.0	0	0	6.6
					EBR	0	38	100%	6.6	41	33	
				NB	NBL	0	14	100%	0.5	1	0	
					NBT	0	47	100%	0.2	0	0	
				SB	SBT	0	34	100%	0.1	0	0	
					SBR	0	0	100%	0.0	0	0	
3000	Shaw Rd E	Safeway	Y	EB	EBL	98	102	104%	71.7	189	135	14.6
					EBR	282	277	98%	18.2	173	125	
				NB	NBL	82	72	88%	15.0	19	9	
					NBT	736	688	94%	13.7	85	56	
				SB	SBT	1231	1077	87%	9.9	260	192	
					SBR	163	129	79%	4.5	232	161	
3100	80th St	Knutson Farms Driveway	N	EB	EBL	0	16	100%	1.4	5	2	7.6
					EBT	106	93	88%	0.2	0	0	
				WB	WBT	159	155	97%	0.3	0	0	
					WBR	27	50	185%	0.8	0	0	
				SB	SBL	63	118	187%	7.6	51	41	
					SBR	0	2	100%	6.3	63	54	
3200	SR 162	Pioneer	Y	EB	EBL	81	80	99%	55.2	100	75	25.3
					EBT	11	11	100%	55.3	100	75	
					EBR	295	293	99%	29.4	229	140	
				WB	WBL	4	4	91%	54.7	48	22	
					WBT	18	15	85%	51.5	48	22	
					WBR	12	14	115%	12.6	56	29	
				NB	NBL	224	223	100%	66.0	283	188	
					NBT	444	454	102%	7.0	122	84	
					NBR	9	9	102%	4.1	8	2	
				SB	SBL	22	20	91%	58.3	29	21	
					SBT	816	816	100%	19.3	642	445	
					SBR	76	72	95%	18.5	689	485	
3300	SR 162	80th St	N	EB	EBL	97	116	119%	85.5	247	166	85.5
					EBR	71	93	131%	66.2	248	167	
				NB	NBL	22	38	174%	8.9	82	32	
					NBT	515	513	100%	2.3	65	17	
				SB	SBT	843	817	97%	3.7	53	11	
					SBR	163	169	104%	5.4	84	32	
3400	SR 162	EB	Y	EB	EBL	162	162	100%	29.2	108	91	16.1
					EBR	485	472	97%	31.9	382	238	
				NB	NBT	524	507	97%	17.0	406	262	
					NBR	161	187	116%	16.9	262	125	
				SB	SBL	137	141	103%	11.9	60	35	
					SBT	780	773	99%	3.6	150	92	
3500	SR 162	WB	Y	WB	WBL	157	165	105%	37.3	136	106	21.5
					WBR	128	128	100%	5.4	8	2	
				NB	NBL	246	241	98%	26.8	185	144	
					NBT	441	430	98%	5.0	121	87	
				SB	SBT	760	750	99%	30.7	847	585	
					SBR	229	225	98%	13.9	22	10	

2026 Scenario B AM

Node #	Primary Road	Secondary Road	Approach	Movement	Movement				Intersection
					Served Volume (vph)	Vehicle Delay (sec)	Max Queue (ft)	Average Queue (ft)	Vehicle Delay (sec)
100	Traffic Ave/Fryar Ave	SW 6th Street	EB	EBL	96	20.3	139	11	38.0
				EBT	87	22.3	109	11	
				EBR	144	6.0	109	5	
			WB	WBL	67	18.1	108	6	
				WBT	115	24.8	159	20	
				WBR	37	21.6	192	11	
			NB	NBL	335	43.2	1170	326	
				NBT	645	52.3	1182	416	
				NBR	92	35.4	99	3	
			NE	NER	11	5.5	59	1	
			SB	SBL	17	50.7	68	5	
				SBT	275	42.1	306	67	
				SBR	78	28.7	357	65	
200	Traffic Ave	State St	EB	EBL	16	35.8	57	3	6.8
				EBR	5	8.9	58	0	
			NB	NBL	9	32.8	33	1	
				NBT	1055	8.9	600	51	
			SB	SBT	473	0.7	87	1	
				SBR	7	1.8	40	0	
300	E Main Ave	SR 410 WB/Thompson St	EB	EBL	205	42.6	567	55	28.8
				EBT	13	43.2	304	10	
				EBR	515	32.7	758	146	
			WB	WBL	47	44.9	89	12	
				WBT	51	44.0	117	13	
				WBR	14	9.5	39	1	
			NB	NBL	433	39.4	686	153	
				NBT	848	22.3	686	151	
				NBR	101	23.4	686	151	
			SB	SBL	1	41.4	12	0	
				SBT	291	19.7	355	43	
				SBR	188	16.3	409	67	
400	E Main Ave	SR 410 EB	EB	EBL	450	62.9	1368	312	74.8
				EBR	370	31.1	447	53	
			NB	NBL	88	1265.6	1395	1150	
				NBT	930	35.1	666	148	
			SB	SBT	767	20.4	377	73	
				SBR	84	23.0	362	65	
500	E Main Ave	5th Ave NE	EB	EBL	17	107.7	65	4	115.5
				EBR	11	6.0	3	0	
			NB	NBL	23	115.5	56	0	
				NBT	1027	62.9	1530	455	
			SB	SBT	1087	2.8	94	9	
				SBR	46	1.7	94	9	
600	E Main Ave	Shaw Rd E	EB	EBT	300	44.7	295	43	36.5
				EBR	181	11.4	189	16	
			WB	WBL	810	59.3	1018	245	
				WBT	251	7.3	196	7	
			NB	NBL	181	32.7	309	35	
				NBR	836	27.5	1109	184	
700	E Main Ave	15th St SE	EB	EBL	2	13.5	16	0	8.1
				EBT	364	11.9	275	14	
				EBR	47	7.7	44	0	
			WB	WBL	66	4.3	69	1	
				WBT	346	5.8	213	8	
				WBR	24	0.9	12	0	
			NB	NBL	97	13.5	124	9	
				NBT	30	15.1	124	9	
				NBR	139	1.0	0	0	
			SB	SBL	3	14.8	41	1	
				SBT	13	11.1	41	1	
				SBR	0	0.0	60	1	
800	E Main Ave	5th Ave SE	EB	EBL	1	7.6	2	0	10.4
				EBT	326	9.0	298	14	
				EBR	6	7.3	323	17	
			WB	WBL	33	12.0	61	1	
				WBT	308	11.4	293	13	
				WBR	83	9.6	321	19	
			NB	NBL	16	15.8	59	1	
				NBT	24	15.9	108	4	
				NBR	135	8.2	133	10	
			SB	SBL	48	15.2	60	4	
				SBT	26	12.3	41	1	
				SBR	3	5.1	70	2	
900	E Main Ave	2nd St SE	EB	EBL	48	29.6	246	8	14.7
				EBT	335	31.4	416	75	
			NB	NBL	61	8.4	218	21	
				NBT	856	7.4	218	21	

2026 Scenario B AM

Node #	Primary Road	Secondary Road	Approach	Movement	Movement				Intersection
					Served Volume (vph)	Vehicle Delay (sec)	Max Queue (ft)	Average Queue (ft)	Vehicle Delay (sec)
				NBR	0	0.0	0	0	
			WB	WBT	109	25.0	177	16	
				WBR	219	11.3	213	19	
1000	SR 167 EB on/WBL	SR 167 EB on/WBL	WB	WBL	1108	93.4	1685	360	60.6
			NB	NBT	850	88.0	1558	560	
				NBR	640	37.5	0	0	
			SB	SBL	671	38.8	463	148	
				SBT	651	16.5	297	43	
1100	Meridian	SR 167 WBR	WB	WBR	1301	245.8	3401	1595	52.0
			NB	NBT	850	50.2	463	121	
			SB	SBT	1334	9.4	554	36	
1200	Meridian	Valley Ave	EB	EBL	38	58.0	135	16	31.0
				EBT	225	48.2	220	53	
				EBR	562	30.5	613	104	
			WB	WBL	302	74.9	280	98	
				WBT	212	42.1	222	46	
				WBR	73	23.2	257	69	
			NB	NBL	753	33.9	405	158	
				NBT	1032	17.7	398	84	
				NBR	363	2.7	364	7	
			SB	SBL	35	55.9	105	11	
				SBT	472	35.9	385	77	
				SBR	56	12.2	29	0	
1300	E Pioneer	SR 512 WB	EB	EBT	397	13.7	207	23	23.1
				EBR	41	10.3	245	37	
			WB	WBL	276	49.4	479	100	
				WBT	360	2.7	119	3	
			NB	NBL	139	77.6	539	83	
				NBR	303	12.0	303	23	
1400	E Pioneer	SR 512 EB	EB	EBT	579	9.3	255	22	10.9
				EBR	120	7.1	232	14	
			WB	WBL	61	47.4	129	17	
				WBT	571	5.1	201	10	
			NB	NBL	66	45.3	142	17	
				NBR	300	11.5	289	22	
1500	E Pioneer	13th St SE	EB	EBT	858	0.3	0	0	11.8
				EBR	19	0.7	0	0	
			WB	WBL	20	6.6	42	1	
				WBT	602	0.2	0	0	
			NB	NBL	28	11.8	58	2	
				NBR	53	7.2	62	3	
1600	E Pioneer	15th St SE	EB	EBL	230	4.8	154	4	6.4
				EBT	683	5.7	189	12	
			WB	WBT	527	5.8	182	10	
				WBR	69	4.8	134	3	
			SB	SBL	45	13.8	0	0	
				SBR	93	15.9	10	0	
1700	E Pioneer	21st St	EB	EBT	710	3.2	157	8	3.4
				EBR	16	3.0	107	1	
			WB	WBL	48	6.8	123	4	
				WBT	583	2.2	123	4	
			NB	NBL	20	21.3	46	2	
				NBR	60	9.1	77	3	
1800	E Pioneer	25th St SE	EB	EBT	743	11.7	431	46	26.5
				EBR	11	2.1	431	46	
			WB	WBL	0	0.0	0	0	
				WBT	613	0.4	0	0	
			NB	NBL	12	26.5	54	3	
				NBR	7	7.7	53	3	
1900	E Pioneer	Shaw Rd E	EB	EBL	322	130.8	1398	544	76.9
				EBT	292	89.8	1416	279	
				EBR	84	9.1	127	4	
			WB	WBL	114	63.4	246	33	
				WBT	282	66.4	1064	233	
				WBR	94	70.2	1106	145	
			NB	NBL	156	105.3	193	61	
				NBT	684	67.9	478	291	
				NBR	110	54.3	524	331	
			SB	SBL	70	94.3	233	44	
				SBT	247	56.5	605	89	
				SBR	114	57.3	605	89	
2000	E Pioneer	33rd St SE	EB	EBL	251	29.1	894	96	29.1
				EBT	221	23.1	908	99	
			WB	WBT	347	4.8	278	12	
				WBR	33	7.7	211	6	
			SB	SBL	12	11.8	148	10	
				SBR	152	7.8	114	3	

2026 Scenario B AM

Node #	Primary Road	Secondary Road	Approach	Movement	Movement				Intersection
					Served Volume (vph)	Vehicle Delay (sec)	Max Queue (ft)	Average Queue (ft)	Vehicle Delay (sec)
2100	33rd St SE	80th St	WB	WBL	81	9.0	259	8	14.7
				WBR	23	4.2	67	1	
			NB	NBT	249	14.7	206	21	
				NBR	35	4.1	213	11	
			SB	SBL	10	9.4	152	6	
				SBT	84	10.1	175	9	
2200	Shaw Rd E	Highlands Blvd	WB	WBL	4	104.5	165	17	169.6
				WBR	72	169.6	509	141	
			NB	NBT	976	25.2	1061	266	
				NBR	3	11.6	0	0	
			SB	SBL	19	21.7	52	2	
				SBT	385	3.0	0	0	
2300	Shaw Rd E	16th Ave SE	EB	EBL	26	102.5	261	36	102.5
				EBR	5	86.0	258	33	
			NB	NBL	4	38.3	1667	325	
				NBT	980	33.7	1664	322	
			SB	SBT	376	1.4	0	0	
				SBR	10	1.6	0	0	
2400	Shaw Rd E	23rd Ave SE	EB	EBL	141	50.0	271	42	40.1
				EBT	15	47.0	103	6	
				EBR	36	12.6	132	7	
			WB	WBL	18	41.5	61	4	
				WBT	26	1.7	47	0	
				WBR	41	18.4	83	5	
			NB	NBL	42	89.1	115	14	
				NBT	834	44.6	1576	405	
				NBR	6	28.3	69	0	
			SB	SBL	14	78.2	60	5	
				SBT	306	26.8	564	53	
				SBR	59	22.5	608	70	
2500	Shaw Rd E	Forrest Green Blvd	EB	EBL	25	17.2	90	6	17.2
				EBR	33	9.8	90	5	
			NB	NBL	18	6.0	428	21	
				NBT	877	4.6	385	19	
			SB	SBT	349	3.5	46	1	
				SBR	12	4.0	46	1	
2600	Shaw Rd E	Manorwood Dr	EB	EBL	36	12.8	62	3	12.8
				EBR	10	6.7	45	0	
			NB	NBL	1	10.8	14	0	
				NBT	868	2.8	117	3	
			SB	SBT	368	2.6	0	0	
				SBR	17	2.5	0	0	
2700	Shaw Rd E	39th Ave SE	EB	EBL	153	23.4	181	21	14.9
				EBT	0	0.0	181	21	
				EBR	154	7.0	125	9	
			WB	WBL	0	0.0	0	0	
				WBT	2	1.8	0	0	
				WBR	4	6.6	0	0	
			NB	NBL	382	25.7	679	65	
				NBT	716	8.8	496	31	
				NBR	0	0.0	501	25	
			SB	SBL	0	0.0	0	0	
				SBT	237	19.6	286	25	
				SBR	138	7.9	125	2	
2800	Shaw Rd E	5th Ave SE (Future)	WB	WBL	68	261.2	748	617	104.2
				WBR	195	260.4	748	617	
			NB	NBT	890	74.8	1065	430	
				NBR	171	75.4	1065	430	
			SB	SBL	576	136.5	1405	776	
				SBT	373	27.1	126	5	
2900	33rd St SE	5th Ave SE	EB	EBL	0	0.0	0	0	0.5
				EBR	0	0.0	0	0	
			NB	NBL	0	0.0	0	0	
				NBT	272	0.4	0	0	
			SB	SBT	98	0.5	0	0	
				SBR	0	0.0	0	0	
3000	Shaw Rd E	Safeway	EB	EBL	85	136.2	262	58	93.6
				EBR	52	14.4	92	3	
			NB	NBL	82	93.1	83	1	
				NBT	887	139.1	1678	747	
			SB	SBT	362	4.5	150	5	
				SBR	83	1.4	120	2	
3100	80th St	Knutson Farms Driveway	EB	EBL	15	4.4	46	1	5.9
				EBT	85	0.7	18	0	
			WB	WBT	153	3.8	250	5	
				WBR	50	5.6	250	5	
			SB	SBL	118	11.3	120	7	

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Node #	Primary Road	Secondary Road	Approach	Movement	Movement				Intersection
					Served Volume (vph)	Vehicle Delay (sec)	Max Queue (ft)	Average Queue (ft)	Vehicle Delay (sec)
			SB	SBR	2	6.5	132	9	
3200	SR 162	Pioneer	EB	EBL	33	55.3	106	12	**23.9**
				EBT	4	53.4	106	12	
				EBR	117	7.3	90	6	
			WB	WBL	7	54.0	96	9	
				WBT	17	54.9	96	9	
				WBR	22	19.1	131	9	
			NB	NBL	248	78.1	938	160	
				NBT	588	8.7	298	10	
				NBR	2	9.2	12	0	
			SB	SBL	8	61.2	37	3	
				SBT	299	10.3	288	20	
				SBR	37	8.8	344	32	
3300	SR 162	80th St	EB	EBL	27	13.0	67	2	**12.6**
				EBR	14	7.0	67	1	
			NB	NBL	39	3.1	146	1	
				NBT	606	1.4	105	0	
			SB	SBT	332	1.2	49	0	
				SBR	89	3.4	109	1	
3400	SR 162	EB	EB	EBL	168	42.3	233	42	**21.7**
				EBR	217	9.1	174	14	
			NB	NBT	721	25.8	1162	159	
				NBR	48	25.1	537	21	
			SB	SBL	60	14.9	103	4	
				SBT	191	3.9	115	3	
3500	SR 162	WB	WB	WBL	114	44.3	185	30	**18.2**
				WBR	114	5.4	36	0	
			NB	NBL	335	41.9	637	118	
				NBT	554	4.3	237	6	
			SB	SBT	139	17.2	148	13	
				SBR	119	4.3	37	0	

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Node #	Primary Road	Secondary Road	Approach	Movement	Movement				Intersection
					Served Volume (vph)	Vehicle Delay (sec)	Max Queue (ft)	Average Queue (ft)	Vehicle Delay (sec)
100	Traffic Ave/Fryar Ave	SW 6th Street	EB	EBL	68	154.0	779	141	76.1
				EBT	188	177.0	1659	984	
				EBR	300	149.1	1678	943	
			WB	WBL	129	88.4	577	88	
				WBT	164	63.3	495	91	
				WBR	46	51.3	477	33	
			NB	NBL	167	58.6	409	67	
				NBT	295	18.9	460	43	
				NBR	98	7.3	109	4	
			NE	NER	13	74.3	114	17	
			SB	SBL	83	76.2	229	33	
				SBT	594	56.3	1120	190	
				SBR	121	38.0	1175	207	
200	Traffic Ave	State St	EB	EBL	26	40.3	143	24	80.1
				EBR	6	406.9	150	34	
			NB	NBL	14	44.9	61	3	
				NBT	530	5.7	330	16	
			SB	SBT	951	122.5	1204	594	
				SBR	2	94.3	1164	565	
300	E Main Ave	SR 410 WB/Thompson St	EB	EBL	98	56.1	219	24	111.4
				EBT	13	63.2	130	14	
				EBR	252	84.1	709	224	
			WB	WBL	214	264.2	760	565	
				WBT	111	171.3	549	78	
				WBR	9	125.2	87	1	
			NB	NBL	537	103.8	717	591	
				NBT	437	51.5	700	105	
				NBR	124	49.0	700	105	
			SB	SBL	9	95.0	38	1	
				SBT	606	138.4	819	578	
				SBR	310	103.0	873	631	
400	E Main Ave	SR 410 EB	EB	EBL	176	387.8	1479	1212	168.7
				EBR	445	178.8	1505	1114	
			NB	NBL	196	165.4	581	170	
				NBT	926	233.2	1393	1064	
			SB	SBT	959	74.6	686	378	
				SBR	97	71.1	671	364	
500	E Main Ave	5th Ave NE	EB	EBL	55	27.0	94	3	136.5
				EBR	51	9.7	42	0	
			NB	NBL	35	119.0	82	2	
				NBT	1114	136.5	1586	754	
			SB	SBT	1301	57.1	1316	387	
				SBR	30	31.4	1316	387	
600	E Main Ave	Shaw Rd E	EB	EBT	377	39.6	179	28	88.3
				EBR	257	139.4	1213	360	
			WB	WBL	823	151.0	1619	853	
				WBT	465	29.9	430	70	
			NB	NBL	338	112.6	1088	386	
				NBR	813	58.7	1092	317	
700	E Main Ave	15th St SE	EB	EBL	5	8.7	17	0	10.9
				EBT	521	17.1	446	38	
				EBR	108	8.5	55	0	
			WB	WBL	170	6.1	119	3	
				WBT	592	7.2	392	20	
				WBR	46	0.9	11	0	
			NB	NBL	82	20.0	125	12	
				NBT	23	20.4	125	12	
				NBR	126	0.9	0	0	
			SB	SBL	48	18.1	107	9	
				SBT	41	20.2	107	9	
				SBR	13	13.3	127	11	
800	E Main Ave	5th Ave SE	EB	EBL	5	16.8	21	0	15.9
				EBT	412	14.8	369	36	
				EBR	31	13.5	394	44	
			WB	WBL	140	16.9	119	5	
				WBT	607	15.4	591	45	
				WBR	67	13.9	619	54	
			NB	NBL	16	25.0	53	2	
				NBT	40	27.1	129	9	
				NBR	78	12.1	154	16	
			SB	SBL	80	19.6	104	9	
				SBT	88	17.9	109	9	
				SBR	13	11.6	138	12	
900	E Main Ave	2nd St SE	EB	EBL	56	9.8	120	2	11.3
				EBT	443	10.2	273	21	
			NB	NBL	77	14.4	239	33	
				NBT	740	12.6	239	33	
				NBR	0	0.0	0	0	
			WB	WBT	314	11.4	315	16	
				WBR	321	9.2	258	17	
1000	SR 167 EB on/WBL	SR 167 EB on/WBL	WB	WBL	828	47.8	490	133	30.1
			NB	NBT	692	55.5	1657	274	
				NBR	1335	15.3	0	0	
			SB	SBL	946	34.0	449	205	
				SBT	898	12.2	370	44	
1100	Meridian	SR 167 WBR	WB	WBR	707	39.6	687	72	12.9
			NB	NBT	695	37.3	558	93	
			SB	SBT	1860	17.9	696	183	
			EB	EBL	61	285.3	167	18	
				EBT	245	286.4	341	54	
				EBR	481	517.9	1694	1326	
				WBL	627	186.9	1618	818	

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Node #	Primary Road	Secondary Road	Approach	Movement	Movement				Intersection
					Served Volume (vph)	Vehicle Delay (sec)	Max Queue (ft)	Average Queue (ft)	Vehicle Delay (sec)
1200	Meridian	Valley Ave	WB	WBT	167	47.2	186	31	138.4
				WBR	64	35.5	221	47	
			NB	NBL	547	29.7	373	80	
				NBT	536	14.2	289	26	
				NBR	298	3.4	239	4	
			SB	SBL	16	95.4	62	7	
				SBT	762	59.1	830	243	
				SBR	22	24.0	9	0	
1300	E Pioneer	SR 512 WB	EB	EBT	498	19.0	258	41	19.8
				EBR	96	16.7	300	65	
			WB	WBL	533	33.8	681	133	
				WBT	456	2.9	103	4	
			NB	NBL	93	42.2	130	24	
				NBR	81	5.3	94	3	
1400	E Pioneer	SR 512 EB	EB	EBT	490	7.8	218	14	11.1
				EBR	90	5.7	194	10	
			WB	WBL	38	48.8	86	10	
				WBT	908	6.5	388	21	
			NB	NBL	77	43.5	144	19	
				NBR	445	16.2	355	50	
1500	E Pioneer	13th St SE	EB	EBT	885	0.3	0	0	13.3
				EBR	51	0.7	0	0	
			WB	WBL	45	6.4	53	1	
				WBT	928	0.3	0	0	
			NB	NBL	21	13.3	53	2	
				NBR	49	7.0	66	2	
1600	E Pioneer	15th St SE	EB	EBL	164	7.9	210	6	13.2
				EBT	765	11.2	244	29	
			WB	WBT	622	11.6	233	26	
				WBR	47	12.3	286	46	
			SB	SBL	158	17.7	13	0	
				SBR	352	20.8	24	0	
1700	E Pioneer	21st St	EB	EBT	887	4.1	222	12	4.3
				EBR	34	3.6	171	3	
			WB	WBL	60	10.0	150	7	
				WBT	645	2.8	150	7	
			NB	NBL	21	20.4	52	2	
				NBR	82	9.9	97	4	
1800	E Pioneer	25th St SE	EB	EBT	925	31.3	568	130	44.6
				EBR	15	9.3	568	130	
			WB	WBL	2	9.3	35	0	
				WBT	695	0.3	7	0	
			NB	NBL	0	0.0	0	0	
				NBR	8	44.6	118	14	
1900	E Pioneer	Shaw Rd E	EB	EBL	303	162.0	1402	679	138.3
				EBT	395	146.1	1425	757	
				EBR	187	70.8	1319	387	
			WB	WBL	0	0.0	0	0	
				WBT	158	232.4	1190	682	
				WBR	34	240.3	1241	728	
			NB	NBL	160	68.8	187	45	
				NBT	489	45.6	440	109	
				NBR	125	36.7	485	139	
			SB	SBL	77	110.2	188	32	
				SBT	603	170.9	994	744	
				SBR	360	140.3	994	744	
2000	E Pioneer	33rd St SE	EB	EBL	139	16.1	639	45	171.7
				EBT	453	14.4	653	48	
			WB	WBT	188	171.7	1676	682	
				WBR	14	164.2	1676	663	
			SB	SBL	1	61.3	320	149	
				SBR	177	61.1	285	127	
2100	33rd St SE	80th St	WB	WBL	118	146.0	771	171	163.4
				WBR	1	163.4	771	171	
			NB	NBT	56	10.3	81	2	
				NBR	97	3.5	54	1	
			SB	SBL	2	6.1	94	4	
				SBT	65	46.5	118	10	
2200	Shaw Rd E	Highlands Blvd	WB	WBL	3	67.8	73	2	216.7
				WBR	48	19.6	112	8	
			NB	NBT	655	5.1	480	16	
				NBR	13	2.0	0	0	
			SB	SBL	62	193.6	81	2	
				SBT	892	216.7	1691	1491	
2300	Shaw Rd E	16th Ave SE	EB	EBL	13	15.9	45	1	69.0
				EBR	0	0.0	0	0	
			NB	NBL	0	0.0	0	0	
				NBT	1	52.6	43	1	
			SB	SBT	4	30.6	594	18	
				SBR	46	69.0	1109	717	
2400	Shaw Rd E	23rd Ave SE	EB	EBL	111	39.1	212	27	109.8
				EBT	54	41.3	198	19	
				EBR	59	23.7	227	26	
			WB	WBL	37	37.8	96	8	
				WBT	28	1.4	61	0	
				WBR	30	8.7	106	2	
			NB	NBL	50	67.4	127	16	
				NBT	522	38.5	1033	160	
				NBR	31	17.9	87	1	
			SB	SBL	27	191.6	67	4	
				SBT	698	190.6	1670	1282	
				SBR	118	187.7	1675	1283	
			EB	EBL	32	17.1	92	5	
				EBR	31	13.3	91	5	

2026 Scenario B PM

Node #	Primary Road	Secondary Road	Approach	Movement	Movement				Intersection
					Served Volume (vph)	Vehicle Delay (sec)	Max Queue (ft)	Average Queue (ft)	Vehicle Delay (sec)
2500	Shaw Rd E	Forrest Green Blvd	NB	NBL	28	12.6	198	4	17.1
				NBT	575	2.9	145	2	
			SB	SBT	762	4.4	0	0	
				SBR	34	3.9	0	0	
2600	Shaw Rd E	Manorwood Dr	EB	EBL	29	15.3	72	2	15.3
				EBR	15	12.4	67	1	
			NB	NBL	12	14.9	39	1	
				NBT	575	1.9	0	0	
			SB	SBT	748	4.0	66	0	
				SBR	42	3.2	66	0	
2700	Shaw Rd E	39th Ave SE	EB	EBL	203	35.2	264	45	44.7
				EBT	7	39.0	264	45	
				EBR	417	18.6	361	60	
			WB	WBL	5	4.8	22	0	
				WBT	8	1.8	22	0	
				WBR	10	6.8	9	0	
			NB	NBL	373	112.7	1526	534	
				NBT	373	48.4	538	29	
				NBR	6	41.6	509	23	
			SB	SBL	4	48.3	65	1	
				SBT	565	33.8	935	145	
				SBR	196	10.3	100	2	
2800	Shaw Rd E	5th Ave SE (Future)	WB	WBL	257	193.0	1670	936	120.1
				WBR	476	112.9	1605	552	
			NB	NBT	691	39.0	578	114	
				NBR	132	28.5	560	104	
			SB	SBL	200	138.1	1244	362	
				SBT	809	185.1	1414	803	
2900	33rd St SE	5th Ave SE	EB	EBL	0	0.0	0	0	6.6
				EBR	37	6.6	60	1	
			NB	NBL	13	0.6	5	0	
				NBT	44	0.2	0	0	
			SB	SBT	34	0.1	0	0	
				SBR	0	0.0	0	0	
3000	Shaw Rd E	Safeway	EB	EBL	89	182.3	822	396	75.4
				EBR	242	174.1	858	459	
			NB	NBL	72	36.3	95	3	
				NBT	686	32.5	236	8	
			SB	SBT	811	80.4	539	344	
				SBR	99	27.5	509	317	
3100	80th St	Knutson Farms Driveway	EB	EBL	15	4.4	46	1	5.9
				EBT	85	0.7	18	0	
			WB	WBT	153	3.8	250	5	
				WBR	50	5.6	250	5	
			SB	SBL	118	11.3	120	7	
				SBR	2	6.5	132	9	
3200	SR 162	Pioneer	EB	EBL	80	55.3	106	12	25.2
				EBT	11	53.4	106	12	
				EBR	294	7.3	90	6	
			WB	WBL	4	54.0	96	9	
				WBT	15	54.9	96	9	
				WBR	14	19.1	131	9	
			NB	NBL	221	78.1	938	160	
				NBT	451	8.7	298	10	
				NBR	9	9.2	12	0	
			SB	SBL	20	61.2	37	3	
				SBT	814	10.3	288	20	
				SBR	72	8.8	344	32	
3300	SR 162	80th St	EB	EBL	112	13.0	67	2	12.6
				EBR	89	7.0	67	1	
			NB	NBL	38	3.1	146	1	
				NBT	510	1.4	105	0	
			SB	SBT	819	1.2	49	0	
				SBR	168	3.4	109	1	
3400	SR 162	EB	EB	EBL	162	42.3	233	42	16.6
				EBR	475	9.1	174	14	
			NB	NBT	501	25.8	1162	159	
				NBR	186	25.1	537	21	
			SB	SBL	142	14.9	103	4	
				SBT	777	3.9	115	3	
3500	SR 162	WB	WB	WBL	165	44.3	185	30	21.8
				WBR	128	5.4	36	0	
			NB	NBL	238	41.9	637	118	
				NBT	427	4.3	237	6	
			SB	SBT	753	17.2	148	13	
				SBR	226	4.3	37	0	

2026 Scenario C AM

Node #	Primary Road	Secondary Road	Signalized?	Approach	Movement	Movement						Intersection
						Demand	Served Volume (vph)	Percent served	Vehicle Delay (sec)	95th Percentile Queue (ft)	50th Percentile Queue (ft)	Vehicle Delay (sec)
100	Traffic Ave/Fryar Ave	SW 6th Street	Y	EB	EBL	88	88	100%	20.6	109	46	**45.8**
					EBT	83	87	105%	25.0	84	26	
					EBR	128	124	97%	5.2	262	31	
				WB	WBL	60	59	98%	19.5	336	106	
					WBT	115	112	97%	27.0	122	91	
					WBR	34	35	103%	21.5	148	70	
				NB	NBL	383	365	95%	53.4	1157	705	
					NBT	726	699	96%	65.4	1163	782	
					NBR	113	108	96%	48.8	87	62	
				NE	NER	8	11	138%	6.0	54	0	
				SB	SBL	18	16	89%	47.2	22	0	
					SBT	216	212	98%	36.6	188	129	
					SBR	32	38	119%	21.0	320	26	
200	Traffic Ave	State St	Y	EB	EBL	18	18	100%	37.1	45	20	**17.6**
					EBR	3	3	100%	9.6	37	0	
				NB	NBL	10	8	80%	31.2	24	0	
					NBT	1204	1186	99%	22.5	537	90	
				SB	SBT	394	389	99%	1.5	83	0	
					SBR	9	7	78%	1.0	36	0	
300	E Main Ave	SR 410 WB/Thompson St	Y	EB	EBL	213	211	99%	47.2	244	173	**14.8**
					EBT	12	12	100%	31.2	23	0	
					EBR	136	138	101%	8.2	88	42	
				WB	WBL	46	45	98%	32.2	91	22	
					WBT	48	50	104%	32.1	116	24	
					WBR	12	13	108%	17.3	37	0	
				NB	NBL	479	473	99%	14.4	318	98	
					NBT	989	989	100%	10.2	213	155	
					NBR	109	107	98%	9.7	213	155	
				SB	SBL	2	2	100%	26.0	0	0	
					SBT	240	238	99%	8.2	253	58	
					SBR	155	151	97%	7.1	307	112	
400	E Main Ave	SR 410 EB	Y	EB	EBL	410	414	101%	50.5	888	373	**22.0**
					EBR	437	427	98%	19.5	236	141	
				NB	NBL	119	117	98%	15.1	75	34	
					NBT	1167	1153	99%	16.8	444	265	
				SB	SBT	350	344	98%	13.4	151	94	
					SBR	72	75	104%	8.0	136	79	
500	E Main Ave	5th Ave NE	N	EB	EBL	20	21	105%	7.3	49	0	**7.3**
					EBR	10	10	100%	6.0	0	0	
				NB	NBL	34	35	103%	2.1	49	0	
					NBT	1266	1255	99%	0.6	0	0	
				SB	SBT	742	732	99%	0.7	0	0	
					SBR	45	42	93%	1.6	0	0	
600	E Main Ave	Shaw Rd E	Y	EB	EBT	313	315	101%	19.3	161	71	**14.9**
					EBR	182	180	99%	8.6	125	88	
				WB	WBL	500	494	99%	21.9	178	104	
					WBT	252	243	96%	6.9	158	64	
				NB	NBL	239	239	100%	23.1	221	101	
					NBR	987	978	99%	11.2	378	181	
700	E Main Ave	15th St SE	Y	EB	EBL	2	2	100%	10.5	0	0	**8.3**
					EBT	377	375	99%	12.6	248	90	
					EBR	42	42	100%	7.3	0	0	
				WB	WBL	70	69	99%	4.6	28	21	
					WBT	396	385	97%	5.6	151	49	
					WBR	25	23	92%	0.8	0	0	
				NB	NBL	97	100	103%	13.9	97	50	
					NBT	31	27	87%	14.7	97	50	
					NBR	116	119	103%	0.9	0	0	
				SB	SBL	2	3	150%	11.4	33	0	
					SBT	12	10	83%	13.3	33	0	
					SBR	0	0	100%	0.0	52	0	
800	E Main Ave	5th Ave SE	Y	EB	EBL	0	0	100%	0.0	0	0	**10.4**
					EBT	357	356	100%	9.1	297	108	
					EBR	6	5	83%	9.0	322	132	
				WB	WBL	36	34	94%	10.5	36	0	
					WBT	336	333	99%	11.0	213	91	
					WBR	88	86	98%	9.4	241	118	
				NB	NBL	12	12	100%	15.6	27	0	
					NBT	24	22	92%	17.8	80	32	
					NBR	131	131	100%	8.6	104	62	
				SB	SBL	48	45	94%	16.0	46	23	
					SBT	25	27	108%	15.4	44	9	
					SBR	3	3	100%	4.4	73	23	
900	E Main Ave	2nd St SE	Y	EB	EBL	46	46	100%	31.8	85	22	**14.9**
					EBT	363	362	100%	30.4	375	216	
				NB	NBL	59	60	102%	8.1	207	120	
					NBT	844	836	99%	7.5	207	120	
					NBR	0	0	100%	0.0	0	0	
				WB	WBT	125	128	102%	24.7	118	73	
					WBR	226	220	97%	10.6	162	92	
1000	SR 167 EB on/WBL	SR 167 EB on/WBL	Y	WB	WBL	1037	1025	99%	45.8	186	91	**31.4**
				NB	NBT	679	670	99%	33.1	419	223	
					NBR	524	520	99%	3.3	0	0	
				SB	SBL	478	471	99%	42.1	427	291	
					SBT	448	434	97%	16.9	224	155	
1100	Meridian	SR 167 WBR	Y	WB	WBR	1120	1127	101%	93.0	1346	410	**21.4**
				NB	NBT	679	670	99%	16.4	125	43	
				SB	SBT	926	915	99%	3.7	221	0	
				EB	EBL	22	21	95%	58.8	80	22	**26.6**
					EBT	147	149	101%	51.9	143	80	
					EBR	296	296	100%	26.6	308	170	
					WBL	272	265	97%	63.5	200	146	

2026 Scenario C AM

Node #	Primary Road	Secondary Road	Signalized?	Approach	Movement	Movement						Intersection
						Demand	Served Volume (vph)	Percent served	Vehicle Delay (sec)	95th Percentile Queue (ft)	50th Percentile Queue (ft)	Vehicle Delay (sec)
1200	Meridian	Valley Ave	Y	WB	WBT	139	140	101%	40.5	165	83	
					WBR	56	54	96%	16.4	199	118	
				NB	NBL	521	517	99%	34.4	377	232	
					NBT	961	966	101%	13.6	370	226	
					NBR	317	314	99%	2.5	112	0	
				SB	SBL	29	31	107%	57.0	71	22	
					SBT	358	352	98%	25.8	191	123	
					SBR	18	16	89%	6.0	11	0	
1300	E Pioneer	SR 512 WB	Y	EB	EBT	355	354	100%	12.1	169	77	**20.4**
					EBR	35	35	100%	9.5	212	119	
				WB	WBL	225	216	96%	45.3	324	208	
					WBT	362	355	98%	2.8	82	46	
				NB	NBL	132	135	102%	60.1	209	117	
					NBR	86	83	97%	6.1	106	55	
1400	E Pioneer	SR 512 EB	Y	EB	EBT	327	326	100%	7.8	152	45	**11.1**
					EBR	114	111	97%	5.3	128	21	
				WB	WBL	55	56	102%	45.2	147	47	
					WBT	521	504	97%	4.4	123	50	
				NB	NBL	66	65	98%	43.8	131	47	
					NBR	398	391	98%	13.8	277	92	
1500	E Pioneer	13th St SE	N	EB	EBT	707	703	99%	0.2	0	0	**10.2**
					EBR	18	15	83%	0.6	0	0	
				WB	WBL	23	21	91%	4.1	21	0	
					WBT	547	535	98%	0.2	0	0	
				NB	NBL	29	28	97%	10.2	42	35	
					NBR	50	50	100%	6.6	45	40	
1600	E Pioneer	15th St SE	Y	EB	EBL	218	218	100%	4.1	80	23	**5.7**
					EBT	539	535	99%	5.1	137	68	
				WB	WBT	492	478	97%	5.3	150	51	
					WBR	79	76	96%	4.5	102	0	
				SB	SBL	38	38	100%	14.1	0	0	
					SBR	78	78	100%	15.4	0	0	
1700	E Pioneer	21st St	Y	EB	EBT	559	553	99%	9.9	142	78	**7.4**
					EBR	18	19	106%	7.7	92	25	
				WB	WBL	49	47	96%	5.1	147	46	
					WBT	549	542	99%	2.3	147	46	
				NB	NBL	22	20	91%	19.9	28	9	
					NBR	56	58	104%	29.6	78	45	
1800	E Pioneer	25th St SE	N	EB	EBT	605	599	99%	0.9	0	0	**14.8**
					EBR	10	10	100%	0.9	0	0	
				WB	WBL	0	0	100%	0.0	0	0	
					WBT	586	568	97%	0.4	0	0	
				NB	NBL	12	14	117%	14.8	39	34	
					NBR	5	5	100%	5.5	38	33	
1900	E Pioneer	Shaw Rd E	Y	EB	EBL	359	358	100%	46.5	413	237	**43.1**
					EBT	155	156	101%	32.9	151	104	
					EBR	84	83	99%	5.1	118	74	
				WB	WBL	99	99	100%	47.4	200	47	
					WBT	221	222	100%	48.3	482	233	
					WBR	79	77	97%	40.0	89	0	
				NB	NBL	192	184	96%	78.6	177	106	
					NBT	824	811	98%	39.0	448	370	
					NBR	82	74	90%	33.0	494	416	
				SB	SBL	45	43	96%	64.5	132	23	
					SBT	257	250	97%	40.3	250	173	
					SBR	118	113	96%	38.8	250	173	
2000	E Pioneer	33rd St SE	N	EB	EBL	65	56	86%	5.3	142	21	**8.1**
					EBT	217	217	100%	3.1	155	0	
				WB	WBT	314	312	99%	1.8	67	0	
					WBR	2	2	100%	0.8	0	0	
				SB	SBL	1	1	100%	8.1	59	33	
					SBR	85	83	98%	5.8	24	0	
2100	33rd St SE	80th St	N	WB	WBL	71	69	97%	0.6	0	0	**9.3**
					WBR	1	2	200%	0.5	0	0	
				NB	NBT	48	38	79%	7.9	67	29	
					NBR	19	21	111%	0.6	0	0	
				SB	SBL	0	0	100%	9.3	46	0	
					SBT	15	15	100%	7.3	70	0	
2200	Shaw Rd E	Highlands Blvd	N	WB	WBL	5	4	80%	19.6	51	0	**28.2**
					WBR	76	80	105%	28.2	152	59	
				NB	NBT	1002	982	98%	3.1	0	0	
					NBR	3	3	100%	2.0	0	0	
				SB	SBL	16	16	100%	13.0	38	0	
					SBT	357	356	100%	2.2	0	0	
2300	Shaw Rd E	16th Ave SE	N	EB	EBL	26	26	100%	25.4	52	19	**25.4**
					EBR	4	2	50%	8.5	0	0	
				NB	NBL	3	3	100%	7.1	11	0	
					NBT	979	960	98%	7.4	0	0	
				SB	SBT	355	352	99%	1.4	0	0	
					SBR	7	7	100%	1.3	0	0	
2400	Shaw Rd E	23rd Ave SE	Y	EB	EBL	130	124	95%	50.1	189	92	**21.5**
					EBT	12	13	108%	49.1	60	22	
					EBR	33	35	106%	11.8	89	50	
				WB	WBL	18	19	106%	43.8	45	0	
					WBT	25	27	108%	61.4	98	36	
					WBR	33	32	97%	23.0	133	70	
				NB	NBL	45	45	100%	20.4	48	0	
					NBT	819	807	99%	18.8	713	338	
					NBR	6	5	83%	11.5	0	0	
				SB	SBL	9	8	89%	28.8	31	0	
					SBT	289	286	99%	14.2	204	99	
					SBR	61	58	95%	7.4	59	0	
2500	Shaw Rd E	Forrest Green Blvd	N	EB	EBL	19	18	95%	12.9	89	40	**12.9**
					EBR	33	34	103%	7.6	89	39	
				NB	NBL	17	18	106%	5.8	21	0	
					NBT	851	842	99%	4.1	0	0	
				SB	SBT	331	330	100%	3.6	0	0	
					SBR	9	10	111%	4.6	0	0	
2600	Shaw Rd E	Manorwood Dr	N	EB	EBL	31	31	100%	11.9	43	37	**11.9**
					EBR	9	8	89%	7.0	40	0	
				NB	NBL	1	1	100%	4.4	0	0	
					NBT	837	825	99%	3.0	0	0	
				SB	SBT	348	351	101%	3.1	0	0	
					SBR	16	14	88%	3.4	0	0	
				EB	EBL	156	152	97%	23.1	147	74	**15.9**
					EBT	0	0	100%	0.0	147	74	
					EBR	148	150	101%	6.5	101	76	
					WBL	0	0	100%	0.0	12	0	

2026 Scenario C AM

Node #	Primary Road	Secondary Road	Signalized?	Approach	Movement	Movement						Intersection
						Demand	Served Volume (vph)	Percent served	Vehicle Delay (sec)	95th Percentile Queue (ft)	50th Percentile Queue (ft)	Vehicle Delay (sec)
2700	Shaw Rd E	39th Ave SE	Y	WB	WBT	2	2	100%	29.9	12	0	
					WBR	2	4	200%	8.3	0	0	
				NB	NBL	375	379	101%	26.7	548	164	
					NBT	680	669	98%	10.2	637	165	
					NBR	0	0	100%	0.0	681	206	
				SB	SBL	0	0	100%	0.0	0	0	
					SBT	225	227	101%	20.7	262	93	
					SBR	132	130	98%	7.6	62	0	
2800	Shaw Rd E	5th Ave SE (Future)	Y	WB	WBL	80	73	91%	33.0	90	45	**14.9**
					WBR	152	151	99%	11.5	134	78	
				NB	NBT	1074	1051	98%	15.8	509	284	
					NBR	188	177	94%	7.5	491	266	
				SB	SBL	342	335	98%	25.1	336	155	
					SBT	340	342	101%	3.5	88	24	
2900	33rd St SE	5th Ave SE	N	EB	EBL	0	0	100%	0.0	0	0	**0.8**
					EBR	0	0	100%	0.0	0	0	
				NB	NBL	18	13	72%	0.8	0	0	
					NBT	31	27	87%	0.2	0	0	
				SB	SBT	15	15	100%	0.1	0	0	
					SBR	0	1	100%	0.1	0	0	
3000	Shaw Rd E	Safeway	Y	EB	EBL	85	85	100%	73.2	189	92	**13.2**
					EBR	49	47	96%	7.9	72	57	
				NB	NBL	96	97	101%	6.9	45	0	
					NBT	1013	986	97%	13.0	199	90	
				SB	SBT	352	348	99%	4.6	97	44	
					SBR	88	86	98%	1.4	66	0	
3100	80th St	Knutson Farms Driveway	N	EB	EBL	3	4	133%	0.9	0	0	**5.9**
					EBT	16	17	106%	0.1	0	0	
				WB	WBT	72	71	99%	0.4	0	0	
					WBR	62	56	90%	0.9	0	0	
				SB	SBL	27	24	89%	5.9	34	27	
					SBR	0	0	100%	0.0	46	39	
3200	SR 162	Pioneer	Y	EB	EBL	34	33	97%	55.3	50	44	**23.9**
					EBT	4	4	100%	53.4	50	44	
					EBR	118	117	99%	7.3	81	39	
				WB	WBL	8	7	88%	54.0	85	22	
					WBT	18	17	94%	54.9	85	22	
					WBR	21	22	105%	19.1	119	25	
				NB	NBL	260	248	95%	78.1	420	267	
					NBT	596	588	99%	8.7	155	68	
					NBR	2	2	100%	9.2	0	0	
				SB	SBL	8	8	100%	61.2	38	0	
					SBT	308	299	97%	10.3	303	96	
					SBR	38	37	97%	8.8	359	152	
3300	SR 162	80th St	N	EB	EBL	28	28	100%	12.6	38	21	**12.6**
					EBR	15	14	93%	6.8	38	0	
				NB	NBL	41	39	95%	3.1	38	0	
					NBT	610	606	99%	1.4	0	0	
				SB	SBT	339	332	98%	1.2	0	0	
					SBR	93	89	96%	3.4	44	0	
3400	SR 162	EB	Y	EB	EBL	170	168	99%	42.2	199	103	**21.2**
					EBR	219	217	99%	9.1	190	75	
				NB	NBT	733	722	98%	24.8	945	273	
					NBR	52	48	92%	24.0	300	0	
				SB	SBL	62	60	97%	15.1	82	26	
					SBT	199	191	96%	4.0	111	23	
3500	SR 162	WB	Y	WB	WBL	117	114	97%	44.3	157	68	**17.9**
					WBR	118	114	97%	5.4	31	0	
				NB	NBL	344	335	97%	41.2	554	191	
					NBT	559	555	99%	4.2	145	26	
				SB	SBT	144	139	97%	17.1	99	44	
					SBR	119	119	100%	4.3	0	0	

2026 Scenario C PM

Node #	Primary Road	Secondary Road	Signalized?	Approach	Movement	Movement: Demand	Movement: Served Volume (vph)	Movement: Percent served	Movement: Vehicle Delay (sec)	Movement: 95th Percentile Queue (ft)	50th Percentile Queue (ft)	Intersection: Vehicle Delay (sec)
100	Traffic Ave/Fryar Ave	SW 6th Street	Y	EB	EBL	97	89	92%	65.5	483	51	**45.0**
					EBT	264	237	90%	72.2	1093	108	
					EBR	396	391	99%	69.3	1646	154	
				WB	WBL	118	137	116%	41.6	853	46	
					WBT	171	168	98%	36.5	431	81	
					WBR	50	48	96%	25.3	1002	98	
				NB	NBL	216	209	97%	61.8	432	73	
					NBT	357	353	99%	30.8	1084	104	
					NBR	92	119	129%	10.5	1037	100	
				NE	NER	12	14	117%	29.9	1333	78	
				SB	SBL	94	89	95%	62.6	1016	93	
					SBT	583	646	111%	35.9	1411	115	
					SBR	126	130	103%	27.1	1285	52	
200	Traffic Ave	State St	Y	EB	EBL	29	28	98%	56.9	484	72	**47.4**
					EBR	10	7	70%	68.3	1202	86	
				NB	NBL	19	17	91%	56.1	780	86	
					NBT	680	653	96%	1.3	1230	119	
				SB	SBT	1196	1105	92%	75.0	1283	77	
					SBR	2	2	91%	82.1	1357	116	
300	E Main Ave	SR 410 WB/Thompson St	Y	EB	EBL	110	108	98%	65.2	1284	110	**82.4**
					EBT	13	14	106%	60.9	1120	84	
					EBR	300	297	99%	25.4	759	144	
				WB	WBL	300	251	84%	209.3	786	134	
					WBT	151	131	87%	230.2	1309	110	
					WBR	12	10	82%	162.2	1188	65	
				NB	NBL	533	605	113%	80.6	730	121	
					NBT	576	556	96%	11.1	1180	59	
					NBR	178	160	90%	11.6	1380	118	
				SB	SBL	10	10	101%	68.7	861	96	
					SBT	778	716	92%	106.9	819	88	
					SBR	418	368	88%	88.5	772	145	
400	E Main Ave	SR 410 EB	Y	EB	EBL	294	270	92%	108.9	1257	144	**64.7**
					EBR	715	721	101%	40.4	792	140	
				NB	NBL	248	226	91%	62.4	1148	105	
					NBT	994	1062	107%	98.6	1269	153	
				SB	SBT	1250	1147	92%	42.6	796	132	
					SBR	128	114	89%	37.7	859	105	
500	E Main Ave	5th Ave NE	N	EB	EBL	55	55	100%	12.4	1095	98	**29.1**
					EBR	56	51	91%	6.8	1187	140	
				NB	NBL	42	40	95%	29.1	992	97	
					NBT	1187	1271	107%	15.2	974	123	
				SB	SBT	1919	1829	95%	1.4	1001	143	
					SBR	46	43	93%	2.2	868	134	
600	E Main Ave	Shaw Rd E	Y	EB	EBT	404	384	95%	45.0	898	153	**31.1**
					EBR	266	306	115%	24.8	906	145	
				WB	WBL	1248	1214	97%	46.2	889	146	
					WBT	728	662	91%	13.2	836	121	
				NB	NBL	303	399	132%	45.6	1008	141	
					NBR	824	944	115%	14.3	948	105	
700	E Main Ave	15th St SE	Y	EB	EBL	6	5	91%	9.2	727	127	**11.5**
					EBT	475	520	110%	18.1	669	136	
					EBR	114	108	95%	8.8	850	104	
				WB	WBL	254	227	89%	6.9	913	130	
					WBT	712	772	108%	8.7	772	144	
					WBR	68	58	85%	0.9	708	136	
				NB	NBL	85	82	97%	23.3	859	135	
					NBT	25	23	91%	21.7	872	101	
					NBR	125	126	101%	0.9	822	140	
				SB	SBL	51	48	95%	20.6	689	136	
					SBT	42	40	95%	21.4	844	101	
					SBR	12	13	107%	14.0	898	130	
800	E Main Ave	5th Ave SE	Y	EB	EBL	6	5	91%	21.9	801	146	**17.6**
					EBT	374	410	110%	15.0	816	138	
					EBR	30	30	101%	15.0	725	128	
				WB	WBL	191	170	89%	20.2	870	113	
					WBT	678	728	107%	17.8	828	137	
					WBR	88	80	91%	16.7	843	111	
				NB	NBL	17	16	97%	28.9	853	149	
					NBT	43	40	93%	28.5	699	113	
					NBR	78	78	100%	12.7	821	125	
				SB	SBL	79	80	101%	20.0	722	124	
					SBT	87	88	101%	20.4	889	108	
					SBR	10	12	121%	13.5	902	142	
900	E Main Ave	2nd St SE	Y	EB	EBL	57	56	98%	10.7	773	117	**11.8**
					EBT	396	443	112%	9.8	831	92	
				NB	NBL	78	77	98%	15.2	721	114	
					NBT	749	742	99%	13.8	877	162	
					NBR	0	0	100%	0.0	0	0	
				WB	WBT	353	375	106%	11.7	828	123	
					WBR	351	377	107%	10.0	822	101	
1000	SR 167 EB on/WBL	SR 167 EB on/WBL	Y	WB	WBL	833	828	99%	47.8	772	165	**30.1**
				NB	NBT	699	692	99%	55.5	846	178	
					NBR	1380	1335	97%	15.3	647	111	
				SB	SBL	1149	946	82%	34.0	857	192	
					SBT	1032	898	87%	12.2	824	106	
1100	Meridian	SR 167 WBR	Y	WB	WBR	707	707	100%	39.6	802	142	**12.9**
				NB	NBT	699	695	99%	37.3	827	155	
				SB	SBT	2181	1860	85%	17.9	792	151	
				EB	EBL	87	61	70%	285.3	992	130	**138.4**
					EBT	367	245	67%	286.4	716	140	
					EBR	744	481	65%	517.9	918	185	
					WBL	674	627	93%	186.9	824	129	

2026 Scenario C PM

Node #	Primary Road	Secondary Road	Signalized?	Approach	Movement	Movement: Demand	Movement: Served Volume (vph)	Movement: Percent served	Movement: Vehicle Delay (sec)	Movement: 95th Percentile Queue (ft)	50th Percentile Queue (ft)	Intersection: Vehicle Delay (sec)
1200	Meridian	Valley Ave	Y	WB	WBT	163	167	102%	47.2	938	177	
					WBR	67	64	96%	35.5	731	163	
				NB	NBL	569	547	96%	29.7	732	174	
					NBT	540	536	99%	14.2	1127	130	
					NBR	297	298	100%	3.4	933	166	
				SB	SBL	16	16	100%	95.4	863	145	
					SBT	763	762	100%	59.1	1029	131	
					SBR	22	22	100%	24.0	904	139	
1300	E Pioneer	SR 512 WB	Y	EB	EBT	500	496	99%	23.0	1013	138	24.8
					EBR	96	95	99%	20.0	718	173	
				WB	WBL	563	624	111%	44.4	1033	146	
					WBT	534	532	100%	1.4	719	163	
				NB	NBL	93	93	100%	58.6	1136	139	
					NBR	85	81	95%	5.0	947	129	
1400	E Pioneer	SR 512 EB	Y	EB	EBT	493	489	99%	8.0	925	152	11.9
					EBR	93	90	97%	5.6	733	151	
				WB	WBL	42	45	108%	45.1	720	179	
					WBT	1021	1080	106%	8.9	874	154	
				NB	NBL	76	77	101%	42.6	1010	143	
					NBR	403	445	110%	16.1	1010	151	
1500	E Pioneer	13th St SE	N	EB	EBT	844	882	105%	0.3	838	148	12.5
					EBR	54	51	94%	0.8	1054	126	
				WB	WBL	67	54	80%	6.4	990	147	
					WBT	1041	1104	106%	0.3	1008	151	
				NB	NBL	23	21	91%	12.5	1023	122	
					NBR	51	49	97%	6.7	731	158	
1600	E Pioneer	15th St SE	Y	EB	EBL	167	164	98%	4.6	734	154	14.9
					EBT	728	764	105%	9.5	1089	109	
				WB	WBT	762	808	106%	8.7	598	126	
					WBR	67	62	92%	7.9	1063	148	
				SB	SBL	169	159	94%	31.0	560	124	
					SBR	346	351	101%	39.8	1003	127	
1700	E Pioneer	21st St	Y	EB	EBT	862	878	102%	16.6	891	107	11.8
					EBR	35	34	96%	13.5	530	110	
				WB	WBL	92	81	88%	9.4	515	134	
					WBT	809	855	106%	3.3	1101	132	
				NB	NBL	21	21	100%	37.4	964	105	
					NBR	85	82	97%	43.3	646	120	
1800	E Pioneer	25th St SE	N	EB	EBT	932	940	101%	4.2	896	101	31.5
					EBR	15	15	97%	1.4	275	80	
				WB	WBL	3	3	91%	9.0	1109	128	
					WBT	895	930	104%	0.3	356	95	
				NB	NBL	6	7	127%	31.5	434	105	
					NBR	8	8	104%	9.8	980	110	
1900	E Pioneer	Shaw Rd E	Y	EB	EBL	269	310	115%	113.9	949	79	73.9
					EBT	444	404	91%	99.8	446	110	
					EBR	204	194	95%	13.8	512	104	
				WB	WBL	198	197	100%	145.6	978	105	
					WBT	276	244	88%	116.3	479	135	
					WBR	60	53	88%	110.1	685	87	
				NB	NBL	170	165	97%	63.1	922	95	
					NBT	535	502	94%	22.5	353	76	
					NBR	129	128	99%	16.4	687	107	
				SB	SBL	133	114	86%	53.7	278	70	
					SBT	993	908	91%	70.0	344	76	
					SBR	421	513	122%	80.7	704	95	
2000	E Pioneer	33rd St SE	N	EB	EBL	153	148	96%	14.4	277	87	34.1
					EBT	542	498	92%	13.3	1022	84	
				WB	WBT	335	310	92%	34.1	1014	99	
					WBR	10	22	221%	29.2	245	69	
				SB	SBL	4	1	23%	17.1	493	105	
					SBR	199	215	108%	13.4	615	118	
2100	33rd St SE	80th St	N	WB	WBL	159	151	95%	2.0	500	100	9.4
					WBR	1	2	181%	0.7	1094	77	
				NB	NBT	58	59	102%	8.2	1022	78	
					NBR	106	110	104%	0.7	529	107	
				SB	SBL	4	2	45%	6.7	236	74	
					SBT	44	68	154%	9.4	859	119	
2200	Shaw Rd E	Highlands Blvd	N	WB	WBL	2	2	91%	63.2	847	141	63.2
					WBR	48	48	100%	13.4	503	98	
				NB	NBT	681	664	98%	2.5	280	71	
					NBR	14	13	91%	1.7	816	101	
				SB	SBL	93	88	95%	48.4	1236	70	
					SBT	1317	1216	92%	51.7	577	115	
2300	Shaw Rd E	16th Ave SE	N	EB	EBL	13	13	101%	45.7	240	66	45.7
					EBR	2	1	45%	24.1	782	112	
				NB	NBL	6	4	72%	39.5	758	114	
					NBT	682	664	97%	6.4	485	123	
				SB	SBT	1248	1138	91%	24.7	260	58	
					SBR	70	66	95%	23.7	1273	69	
2400	Shaw Rd E	23rd Ave SE	Y	EB	EBL	111	112	101%	52.6	272	56	54.9
					EBT	53	54	102%	58.1	1234	66	
					EBR	60	60	101%	33.7	438	90	
				WB	WBL	41	37	91%	49.6	657	107	
					WBT	29	27	94%	64.2	282	50	
					WBR	32	30	95%	25.7	1238	66	
				NB	NBL	50	51	103%	37.7	422	85	
					NBT	545	530	97%	14.3	1166	70	
					NBR	31	31	100%	6.3	262	50	
				SB	SBL	38	38	101%	77.1	743	83	
					SBT	1027	920	90%	79.3	516	79	
					SBR	185	166	90%	71.5	629	61	
2500	Shaw Rd E	Forrest Green Blvd	N	EB	EBL	35	32	92%	22.2	267	42	22.2
					EBR	29	31	108%	17.4	710	45	
				NB	NBL	30	29	97%	18.9	266	48	
					NBT	593	583	98%	3.2	677	50	
				SB	SBT	1082	967	89%	5.8	1187	69	
					SBR	46	44	95%	5.3	604	83	
2600	Shaw Rd E	Manorwood Dr	N	EB	EBL	31	29	93%	18.3	260	50	22.7
					EBR	14	15	105%	22.4	1192	69	
				NB	NBL	12	12	99%	22.7	734	42	
					NBT	590	584	99%	2.0	265	53	
				SB	SBT	1049	935	89%	13.4	761	75	
					SBR	62	55	89%	11.4	809	84	
				EB	EBL	200	203	101%	45.6	374	48	44.3
					EBT	7	7	106%	50.0	346	41	
					EBR	423	416	98%	29.8	941	89	
					WBL	2	5	226%	75.2	582	72	

2026 Scenario C PM

Node #	Primary Road	Secondary Road	Signalized?	Approach	Movement	Movement: Demand	Movement: Served Volume (vph)	Movement: Percent served	Movement: Vehicle Delay (sec)	Movement: 95th Percentile Queue (ft)	50th Percentile Queue (ft)	Intersection: Vehicle Delay (sec)
2700	Shaw Rd E	39th Ave SE	Y	WB	WBT	7	8	121%	63.7	363	32	
					WBR	9	10	113%	11.7	912	80	
				NB	NBL	391	388	99%	52.8	423	48	
					NBT	395	385	97%	13.0	895	85	
					NBR	2	6	272%	8.1	839	73	
				SB	SBL	3	6	181%	104.6	798	74	
					SBT	793	680	86%	69.3	431	45	
					SBR	268	247	92%	33.1	432	34	
2800	Shaw Rd E	5th Ave SE (Future)	N	WB	WBL	186	320	172%	126.0	763	66	**41.5**
					WBR	343	589	172%	90.2	566	59	
				NB	NBT	783	726	93%	15.9	520	47	
					NBR	81	138	170%	9.2	278	38	
				SB	SBL	152	275	181%	28.3	699	69	
					SBT	1361	1228	90%	18.3	928	73	
2900	33rd St SE	5th Ave SE	N	EB	EBL	0	0	100%	0.0	858	67	**6.6**
					EBR	0	37	100%	6.6	990	58	
				NB	NBL	0	14	100%	0.7	773	70	
					NBT	0	47	100%	0.2	955	60	
				SB	SBT	0	34	100%	0.1	606	53	
					SBR	0	0	100%	0.0	463	35	
3000	Shaw Rd E	Safeway	Y	EB	EBL	98	102	104%	59.2	675	37	**20.4**
					EBR	282	276	98%	22.6	718	59	
				NB	NBL	82	73	89%	23.4	1212	57	
					NBT	736	695	94%	19.3	884	76	
				SB	SBT	1231	1146	93%	18.7	1081	70	
					SBR	163	143	88%	5.7	581	43	
3100	80th St	Knutson Farms Driveway	N	EB	EBL	0	17	100%	1.4	797	36	**7.5**
					EBT	106	95	90%	0.2	812	65	
				WB	WBT	159	152	96%	0.3	863	38	
					WBR	27	50	185%	0.8	882	77	
				SB	SBL	63	118	187%	7.5	1222	62	
					SBR	0	2	100%	6.4	1155	81	
3200	SR 162	Pioneer	Y	EB	EBL	81	81	100%	32.5	1221	53	**30.7**
					EBT	11	11	100%	33.3	914	46	
					EBR	295	293	99%	21.5	1133	91	
				WB	WBL	4	4	91%	37.7	1223	62	
					WBT	18	15	85%	30.6	954	51	
					WBR	12	14	115%	7.7	892	44	
				NB	NBL	224	221	99%	39.5	932	71	
					NBT	444	452	102%	8.4	1166	102	
					NBR	9	9	102%	2.8	912	48	
				SB	SBL	22	20	91%	60.2	1303	62	
					SBT	816	805	99%	42.9	931	75	
					SBR	76	72	95%	42.4	1193	103	
3300	SR 162	80th St	N	EB	EBL	97	116	119%	52.9	783	52	**52.9**
					EBR	71	93	131%	4.7	985	77	
				NB	NBL	22	38	174%	7.3	1298	69	
					NBT	515	509	99%	9.4	1164	95	
				SB	SBT	843	808	96%	35.4	450	53	
					SBR	163	166	102%	34.2	1027	80	
3400	SR 162	EB	Y	EB	EBL	162	162	100%	38.3	512	42	**25.4**
					EBR	485	470	97%	46.0	1386	78	
				NB	NBT	524	504	96%	26.9	1025	71	
					NBR	161	186	115%	25.2	1293	103	
				SB	SBL	137	141	103%	15.3	1096	60	
					SBT	780	774	99%	11.4	560	38	
3500	SR 162	WB	Y	WB	WBL	157	165	105%	38.4	286	44	**22.1**
					WBR	128	128	100%	5.3	1410	91	
				NB	NBL	246	237	96%	49.6	1183	88	
					NBT	441	429	97%	5.6	319	52	
				SB	SBT	760	755	99%	25.4	1015	68	
					SBR	229	226	99%	11.2	1513	106	

2026 Scenario D AM

Node #	Primary Road	Secondary Road	Signalized?	Approach	Movement	Movement						Intersection
						Demand (vph)	Served Volume (vph)	Percent served	Vehicle Delay (sec)	95th Percentile Queue (ft)	50th Percentile Queue (ft)	Vehicle Delay (sec)
100	Traffic Ave/Fryar Ave	SW 6th Street	Y	EB	EBL	88	88	100%	21.3	66	45	**45.7**
					EBT	83	86	104%	23.6	60	46	
					EBR	128	124	97%	5.2	67	54	
				WB	WBL	60	59	98%	19.6	40	32	
					WBT	115	112	97%	27.0	92	77	
					WBR	34	35	103%	21.3	96	86	
				NB	NBL	383	366	96%	54.7	1152	926	
					NBT	713	696	98%	64.5	1159	958	
					NBR	113	109	96%	48.4	69	49	
				NE	NER	8	11	138%	5.8	33	13	
				SB	SBL	18	16	89%	49.7	24	14	
					SBT	186	204	110%	36.9	152	111	
					SBR	36	38	106%	20.4	175	146	
200	Traffic Ave	State St	Y	EB	EBL	18	18	100%	35.6	34	12	**17.0**
					EBR	3	3	100%	9.5	16	4	
				NB	NBL	10	8	80%	29.4	12	7	
					NBT	1191	1178	99%	21.6	591	327	
				SB	SBT	364	379	104%	1.5	48	20	
					SBR	9	7	78%	1.1	25	5	
300	E Main Ave	SR 410 WB/Thompson St	Y	EB	EBL	213	211	99%	42.5	212	150	**19.1**
					EBT	12	12	100%	36.3	24	8	
					EBR	136	138	101%	8.5	65	50	
				WB	WBL	46	45	98%	42.9	53	32	
					WBT	48	49	102%	42.6	55	41	
					WBR	12	13	108%	15.8	15	10	
				NB	NBL	397	445	112%	19.4	428	156	
					NBT	976	976	100%	15.5	569	314	
					NBR	109	106	97%	15.7	569	314	
				SB	SBL	2	2	100%	22.5	3	0	
					SBT	210	228	109%	14.4	149	114	
					SBR	155	151	97%	12.0	204	168	
400	E Main Ave	SR 410 EB	Y	EB	EBL	410	415	101%	49.2	577	367	**21.5**
					EBR	246	360	146%	5.6	171	111	
				NB	NBL	119	117	98%	13.9	64	45	
					NBT	1072	1115	104%	19.0	394	272	
				SB	SBT	320	335	105%	16.6	123	102	
					SBR	72	74	103%	13.3	108	87	
500	E Main Ave	5th Ave NE	N	EB	EBL	20	21	105%	7.1	37	22	**7.1**
					EBR	10	10	100%	6.0	0	0	
				NB	NBL	34	35	103%	2.3	19	7	
					NBT	1191	1222	103%	0.5	0	0	
				SB	SBT	521	655	126%	0.6	0	0	
					SBR	45	42	93%	0.9	0	0	
600	E Main Ave	Shaw Rd E	Y	EB	EBT	313	314	100%	19.0	98	80	**14.1**
					EBR	62	140	226%	7.5	104	90	
				WB	WBL	279	420	151%	19.3	118	98	
					WBT	252	244	97%	6.9	90	61	
				NB	NBL	187	219	117%	21.5	137	106	
					NBR	892	945	106%	11.3	292	196	
700	E Main Ave	15th St SE	Y	EB	EBL	2	2	100%	6.4	3	0	**7.9**
					EBT	260	336	129%	12.0	117	103	
					EBR	42	42	100%	7.1	7	0	
				WB	WBL	70	69	99%	4.5	23	14	
					WBT	344	363	106%	5.5	90	68	
					WBR	25	23	92%	0.8	2	0	
				NB	NBL	97	100	103%	13.0	65	46	
					NBT	31	27	87%	14.5	65	46	
					NBR	116	119	103%	0.9	0	0	
				SB	SBL	2	3	150%	12.0	16	7	
					SBT	12	10	83%	12.9	16	7	
					SBR	0	0	100%	0.0	25	13	
800	E Main Ave	5th Ave SE	Y	EB	EBL	0	0	100%	0.0	0	0	**10.4**
					EBT	237	316	133%	9.4	170	107	
					EBR	6	5	83%	9.5	193	126	
				WB	WBL	36	34	94%	10.9	17	11	
					WBT	284	313	110%	10.8	134	96	
					WBR	88	87	99%	9.5	161	123	
				NB	NBL	12	12	100%	15.1	16	9	
					NBT	24	22	92%	18.9	52	35	
					NBR	131	131	100%	8.3	78	63	
				SB	SBL	48	45	94%	14.6	33	22	
					SBT	25	27	108%	13.7	20	13	
					SBR	3	3	100%	5.0	44	28	
				EB	EBL	46	46	100%	29.6	61	33	**13.9**

2026 Scenario D AM

Node #	Primary Road	Secondary Road	Signalized?	Approach	Movement	Movement						Intersection
						Demand (vph)	Served Volume (vph)	Percent served	Vehicle Delay (sec)	95th Percentile Queue (ft)	50th Percentile Queue (ft)	Vehicle Delay (sec)
900	E Main Ave	2nd St SE	Y	EB	EBT	243	322	133%	28.7	221	188	
				NB	NBL	59	60	102%	7.7	135	110	
					NBT	844	836	99%	7.2	135	110	
					NBR	0	0	100%	0.0	0	0	
				WB	WBT	99	118	119%	25.1	96	66	
					WBR	200	209	105%	10.1	132	111	
1000	SR 167 EB on/WBL	SR 167 EB on/WBL	Y	WB	WBL	1037	1025	99%	47.5	620	426	**31.9**
				NB	NBT	679	685	101%	33.5	311	244	
					NBR	524	520	99%	3.3	0	0	
				SB	SBL	478	473	99%	42.3	345	277	
					SBT	448	471	105%	16.8	177	142	
1100	Meridian	SR 167 WBR	Y	WB	WBR	1120	1127	101%	96.2	985	593	**21.8**
				NB	NBT	679	685	101%	16.9	62	50	
				SB	SBT	926	951	103%	3.8	34	10	
1200	Meridian	Valley Ave	Y	EB	EBL	22	21	95%	58.8	36	23	**26.7**
					EBT	147	149	101%	52.2	110	93	
					EBR	296	333	113%	26.7	195	164	
				WB	WBL	272	265	97%	63.5	164	144	
					WBT	139	140	101%	40.4	95	85	
					WBR	56	54	96%	16.5	131	119	
				NB	NBL	521	532	102%	34.3	302	268	
					NBT	961	966	101%	13.6	301	235	
					NBR	317	314	99%	2.6	56	24	
				SB	SBL	29	31	107%	57.0	38	24	
					SBT	358	352	98%	26.1	185	136	
					SBR	18	16	89%	6.4	5	0	
1300	E Pioneer	SR 512 WB	Y	EB	EBT	324	343	106%	12.1	114	80	**19.9**
					EBR	35	36	103%	8.6	157	122	
				WB	WBL	172	200	116%	46.6	196	163	
					WBT	349	351	101%	2.9	50	32	
				NB	NBL	132	134	102%	56.2	161	126	
					NBR	84	83	99%	6.3	75	60	
1400	E Pioneer	SR 512 EB	Y	EB	EBT	294	313	106%	7.6	93	69	**10.6**
					EBR	114	111	97%	5.2	69	46	
				WB	WBL	55	56	102%	49.9	62	48	
					WBT	455	484	106%	4.4	87	59	
				NB	NBL	66	66	100%	42.9	81	48	
					NBR	276	350	127%	11.2	195	82	
1500	E Pioneer	13th St SE	N	EB	EBT	552	649	118%	0.2	0	0	**9.4**
					EBR	18	15	83%	0.6	0	0	
				WB	WBL	23	21	91%	3.7	11	4	
					WBT	481	512	106%	0.2	0	0	
				NB	NBL	29	28	97%	9.4	32	22	
					NBR	50	50	100%	6.4	44	35	
1600	E Pioneer	15th St SE	Y	EB	EBL	218	217	100%	3.8	57	33	**5.6**
					EBT	384	480	125%	4.9	70	58	
				WB	WBT	426	455	107%	5.4	86	69	
					WBR	79	76	96%	4.4	41	24	
				SB	SBL	38	38	100%	12.1	0	0	
					SBR	78	78	100%	14.4	1	0	
1700	E Pioneer	21st St	Y	EB	EBT	404	498	123%	9.9	106	89	**7.3**
					EBR	18	19	106%	6.6	56	38	
				WB	WBL	49	47	96%	5.0	56	43	
					WBT	483	519	107%	2.2	56	43	
				NB	NBL	22	20	91%	20.2	19	12	
					NBR	56	58	104%	29.3	55	42	
1800	E Pioneer	25th St SE	N	EB	EBT	450	548	122%	0.8	0	0	**14.1**
					EBR	10	10	100%	0.9	0	0	
				WB	WBL	0	0	100%	0.0	0	0	
					WBT	520	545	105%	0.4	0	0	
				NB	NBL	12	14	117%	14.1	28	21	
					NBR	5	5	100%	5.1	28	20	
1900	E Pioneer	Shaw Rd E	Y	EB	EBL	204	302	148%	40.9	263	207	**41.5**
					EBT	155	156	101%	30.3	131	94	
					EBR	84	83	99%	5.0	81	66	
				WB	WBL	86	95	110%	47.6	102	80	
					WBT	221	222	100%	48.7	333	262	
					WBR	79	77	97%	40.5	126	28	
				NB	NBL	192	182	95%	75.7	117	98	
					NBT	792	796	101%	38.1	415	360	
					NBR	52	66	127%	30.9	461	406	
				SB	SBL	45	43	96%	63.3	71	53	
					SBT	243	245	101%	39.1	176	153	
					SBR	52	92	177%	38.7	176	153	
2000	E Pioneer	33rd St SE	N	EB	EBL	35	49	140%	5.2	41	25	**8.7**
					EBT	217	216	100%	3.0	46	29	
				WB	WBT	314	312	99%	1.7	49	29	
					WBR	2	2	100%	0.8	7	0	
				SB	SBL	1	1	100%	8.7	44	38	
					SBR	72	78	108%	5.7	10	5	
2100	33rd St SE	80th St	N	WB	WBL	71	69	97%	0.6	0	0	**9.3**
					WBR	1	2	200%	0.5	0	0	
				NB	NBT	18	30	167%	7.5	36	26	
					NBR	19	21	111%	0.6	0	0	
				SB	SBL	0	0	100%	9.3	26	9	
					SBT	2	10	500%	7.3	40	14	
2200	Shaw Rd E	Highlands Blvd	N	WB	WBL	5	4	80%	20.4	18	9	**20.4**
					WBR	71	78	110%	19.2	78	62	
				NB	NBT	945	958	101%	2.3	13	0	
					NBR	3	3	100%	2.0	0	0	
				SB	SBL	14	15	107%	9.4	18	5	
					SBT	332	348	105%	2.3	0	0	
2300	Shaw Rd E	16th Ave SE	N	EB	EBL	20	23	115%	16.9	26	13	**16.9**
					EBR	4	2	50%	8.4	10	3	
				NB	NBL	3	3	100%	8.5	55	0	
					NBT	928	940	101%	4.9	53	0	
				SB	SBT	333	345	104%	1.4	0	0	
					SBR	4	6	150%	1.3	0	0	
2400	Shaw Rd E	23rd Ave SE	Y	EB	EBL	118	119	101%	50.6	141	93	**19.3**
					EBT	12	13	108%	48.1	38	16	
					EBR	33	35	106%	11.6	69	44	
				WB	WBL	18	19	106%	45.8	30	16	
					WBT	25	27	108%	58.8	65	35	
					WBR	27	30	111%	22.5	100	69	
				NB	NBL	45	44	98%	17.6	21	9	
					NBT	786	796	101%	15.3	592	301	
					NBR	6	5	83%	7.1	112	77	
				SB	SBL	6	7	117%	30.9	5	2	
					SBT	275	281	102%	14.0	27	15	

2026 Scenario D AM

Node #	Primary Road	Secondary Road	Signalized?	Approach	Movement	Movement						Intersection
						Demand (vph)	Served Volume (vph)	Percent served	Vehicle Delay (sec)	95th Percentile Queue (ft)	50th Percentile Queue (ft)	Vehicle Delay (sec)
					SBR	56	56	100%	7.0	7	0	
2500	Shaw Rd E	Forrest Green Blvd	N	EB	EBL	17	17	100%	12.2	44	36	**12.2**
					EBR	33	34	103%	7.9	44	34	
				NB	NBL	17	18	106%	5.2	16	3	
					NBT	823	829	101%	3.0	5	0	
				SB	SBT	320	327	102%	3.8	0	0	
					SBR	6	9	150%	4.6	0	0	
2600	Shaw Rd E	Manorwood Dr	N	EB	EBL	25	29	116%	11.5	36	24	**11.5**
					EBR	9	8	89%	7.2	21	10	
				NB	NBL	1	1	100%	8.4	2	0	
					NBT	815	819	100%	2.5	0	0	
				SB	SBT	339	348	103%	3.3	11	0	
					SBR	14	13	93%	3.5	11	0	
2700	Shaw Rd E	39th Ave SE	Y	EB	EBL	143	147	103%	22.6	99	71	**15.1**
					EBT	0	0	100%	0.0	99	71	
					EBR	148	150	101%	6.5	80	72	
				WB	WBL	0	0	100%	0.0	8	2	
					WBT	2	2	100%	30.9	8	2	
					WBR	2	4	200%	8.8	2	0	
				NB	NBL	375	379	101%	25.5	321	165	
					NBT	671	669	100%	9.0	290	172	
					NBR	0	0	100%	0.0	246	176	
				SB	SBL	0	0	100%	0.0	0	0	
					SBT	221	225	102%	20.2	149	106	
					SBR	127	128	101%	8.1	29	20	
2800	Shaw Rd E	5th Ave SE (Future)	N	WB	WBL	0	47	100%	33.3	92	78	**8.4**
					WBR	5	100	2000%	11.9	45	34	
				NB	NBT	1074	1048	98%	7.7	273	196	
					NBR	1	111	11100%	3.3	255	184	
				SB	SBL	1	216	21600%	16.2	95	69	
					SBT	340	341	100%	2.7	43	22	
2900	33rd St SE	5th Ave SE	N	EB	EBL	0	0	100%	0.0	0	0	**0.8**
					EBR	0	0	100%	0.0	0	0	
				NB	NBL	3	9	300%	0.8	2	0	
					NBT	16	22	138%	0.2	0	0	
				SB	SBT	2	10	500%	0.1	0	0	
					SBR	0	1	100%	0.1	0	0	
3000	Shaw Rd E	Safeway	Y	EB	EBL	85	85	100%	72.5	114	89	**11.3**
					EBR	49	47	96%	8.0	59	50	
				NB	NBL	96	96	100%	6.2	25	9	
					NBT	951	963	101%	9.8	128	75	
				SB	SBT	325	337	104%	4.6	75	45	
					SBR	88	86	98%	1.3	45	20	
3100	80th St	Knutson Farms Driveway	N	EB	EBL	3	4	133%	1.3	2	0	**5.4**
					EBT	16	17	106%	0.1	0	0	
				WB	WBT	72	71	99%	0.2	0	0	
					WBR	0	36	100%	0.7	0	0	
				SB	SBL	0	15	100%	5.4	17	12	
					SBR	0	0	100%	0.0	24	17	
3200	SR 162	Pioneer	Y	EB	EBL	34	33	97%	54.6	54	35	**24.2**
					EBT	4	4	100%	53.4	54	35	
					EBR	118	117	99%	7.5	59	49	
				WB	WBL	8	7	88%	54.0	50	31	
					WBT	18	17	94%	55.6	50	31	
					WBR	21	22	105%	18.9	75	43	
				NB	NBL	260	248	95%	78.5	596	239	
					NBT	565	576	102%	8.8	103	69	
					NBR	2	2	100%	8.9	3	0	
				SB	SBL	8	8	100%	62.5	15	8	
					SBT	295	295	100%	10.3	173	103	
					SBR	38	37	97%	8.9	218	148	
3300	SR 162	80th St	N	EB	EBL	14	23	164%	12.3	25	15	**12.3**
					EBR	2	9	450%	6.1	17	10	
				NB	NBL	10	28	280%	3.0	20	4	
					NBT	610	605	99%	1.3	13	0	
				SB	SBT	339	332	98%	1.1	13	0	
					SBR	62	79	127%	3.2	34	10	
3400	SR 162	EB	Y	EB	EBL	170	168	99%	42.4	153	113	**21.2**
					EBR	219	217	99%	8.9	95	79	
				NB	NBT	733	723	99%	24.6	547	379	
					NBR	38	44	116%	25.0	136	32	
				SB	SBL	62	60	97%	15.0	47	28	
					SBT	168	181	108%	4.2	58	28	
3500	SR 162	WB	Y	WB	WBL	86	104	121%	45.4	106	75	**18.2**
					WBR	118	114	97%	5.4	8	2	
				NB	NBL	344	335	97%	42.7	372	314	
					NBT	559	555	99%	4.2	103	52	
				SB	SBT	144	139	97%	16.7	77	54	
					SBR	119	119	100%	4.2	8	2	

2026 Scenario D PM

Node #	Primary Road	Secondary Road	Signalized?	Approach	Movement	Movement: Demand	Movement: Served Volume (vph)	Movement: Percent served	Movement: Vehicle Delay (sec)	Movement: 95th Percentile Queue (ft)	50th Percentile Queue (ft)	Intersection: Vehicle Delay (sec)
100	Traffic Ave/Fryar Ave	SW 6th Street	Y	EB	EBL	97	86	89%	144.2	679	225	**63.1**
					EBT	264	234	89%	150.4	1491	1145	
					EBR	396	383	97%	120.5	1346	897	
				WB	WBL	118	136	115%	65.2	184	124	
					WBT	171	168	98%	60.8	314	207	
					WBR	50	47	94%	50.0	152	103	
				NB	NBL	216	185	86%	58.5	240	181	
					NBT	357	334	94%	19.5	265	199	
					NBR	92	92	100%	7.5	64	48	
				NE	NER	12	11	92%	19.4	29	16	
				SB	SBL	94	89	95%	68.7	100	80	
					SBT	583	638	109%	29.1	299	245	
					SBR	126	126	100%	21.4	350	285	
200	Traffic Ave	State St	Y	EB	EBL	29	27	94%	22.6	28	15	**42.1**
					EBR	10	8	81%	72.8	35	11	
				NB	NBL	19	15	80%	21.8	17	11	
					NBT	670	587	88%	2.6	108	50	
				SB	SBT	1192	1102	92%	63.6	997	423	
					SBR	2	2	91%	59.8	957	385	
300	E Main Ave	SR 410 WB/Thompson St	Y	EB	EBL	110	109	99%	40.7	103	76	**89.1**
					EBT	13	15	113%	35.3	39	10	
					EBR	300	297	99%	37.0	212	151	
				WB	WBL	300	225	75%	252.2	714	703	
					WBT	151	116	77%	168.6	227	144	
					WBR	12	8	66%	117.9	25	7	
				NB	NBL	468	492	105%	98.7	684	650	
					NBT	566	485	86%	41.4	353	236	
					NBR	178	142	80%	38.1	353	236	
				SB	SBL	10	9	91%	66.7	11	5	
					SBT	774	701	91%	95.3	789	716	
					SBR	418	367	88%	81.2	843	770	
400	E Main Ave	SR 410 EB	Y	EB	EBL	294	214	73%	245.8	1317	1084	**94.4**
					EBR	687	569	83%	79.3	255	152	
				NB	NBL	248	213	86%	163.9	477	394	
					NBT	918	923	101%	116.9	996	698	
				SB	SBT	1246	1108	89%	47.2	603	554	
					SBR	128	111	87%	46.4	588	539	
500	E Main Ave	5th Ave NE	N	EB	EBL	55	55	100%	11.2	50	41	**16.7**
					EBR	56	48	85%	6.3	9	0	
				NB	NBL	42	39	93%	14.5	42	19	
					NBT	1110	1142	103%	16.7	225	57	
				SB	SBT	1887	1646	87%	2.9	111	66	
					SBR	46	38	82%	1.9	111	66	
600	E Main Ave	Shaw Rd E	Y	EB	EBT	404	384	95%	21.4	116	98	**26.2**
					EBR	248	275	111%	13.5	138	117	
				WB	WBL	1216	1085	89%	47.9	874	567	
					WBT	728	603	83%	8.8	226	178	
				NB	NBL	261	329	126%	41.9	281	221	
					NBR	747	810	108%	9.9	221	153	
700	E Main Ave	15th St SE	Y	EB	EBL	6	4	72%	12.3	5	0	**10.6**
					EBT	457	487	107%	16.7	203	168	
					EBR	114	108	95%	8.4	22	11	
				WB	WBL	254	216	85%	6.3	53	37	
					WBT	670	659	98%	7.7	268	153	
					WBR	68	56	82%	0.9	4	2	
				NB	NBL	85	81	96%	19.8	64	47	
					NBT	25	22	87%	20.1	64	47	
					NBR	125	127	102%	0.9	0	0	
				SB	SBL	51	48	95%	19.8	60	45	
					SBT	42	40	95%	20.1	60	45	
					SBR	12	13	107%	13.6	79	63	
800	E Main Ave	5th Ave SE	Y	EB	EBL	6	4	72%	22.1	5	2	**16.5**
					EBT	356	376	106%	14.8	170	146	
					EBR	30	30	101%	13.1	195	170	
				WB	WBL	191	165	86%	17.5	64	44	
					WBT	636	650	102%	16.5	333	246	
					WBR	88	82	93%	15.2	361	271	
				NB	NBL	17	15	91%	25.2	18	10	
					NBT	43	40	93%	28.4	69	40	
					NBR	78	79	101%	12.4	95	66	
				SB	SBL	79	76	96%	19.1	54	33	
					SBT	87	89	102%	19.4	60	42	
					SBR	10	8	81%	11.8	89	71	
900	E Main Ave	2nd St SE	Y	EB	EBL	57	57	99%	10.3	33	23	**11.4**
					EBT	378	411	109%	10.0	144	104	
				NB	NBL	78	78	100%	13.6	169	128	
					NBT	749	742	99%	12.7	169	128	
					NBR	0	0	100%	0.0	0	0	
				WB	WBT	332	334	101%	11.7	155	104	
					WBR	330	336	102%	9.6	145	118	
1000	SR 167 EB on/WBL	SR 167 EB on/WBL	Y	WB	WBL	833	828	99%	47.7	344	317	**30.6**
				NB	NBT	699	705	101%	57.1	937	619	
					NBR	1380	1335	97%	16.9	0	0	
				SB	SBL	1149	949	83%	33.8	427	423	
					SBT	1032	930	90%	11.7	237	188	
1100	Meridian	SR 167 WBR	Y	WB	WBR	707	706	100%	39.7	195	153	**13.0**
				NB	NBT	699	706	101%	40.3	139	93	
				SB	SBT	2181	1894	87%	17.4	273	250	
				EB	EBL	87	61	70%	292.5	86	53	**138.9**
					EBT	367	245	67%	287.4	172	132	
					EBR	744	516	69%	501.2	1679	1647	
					WBL	674	624	93%	181.7	1598	1039	

2026 Scenario D PM

Node #	Primary Road	Secondary Road	Signalized?	Approach	Movement	Movement: Demand	Movement: Served Volume (vph)	Movement: Percent served	Movement: Vehicle Delay (sec)	Movement: 95th Percentile Queue (ft)	50th Percentile Queue (ft)	Intersection: Vehicle Delay (sec)
1200	Meridian	Valley Ave	Y	WB	WBT	163	167	102%	46.2	113	94	
					WBR	67	64	96%	34.1	147	129	
				NB	NBL	569	558	98%	30.7	312	272	
					NBT	540	535	99%	14.6	173	137	
					NBR	297	298	100%	3.3	83	45	
				SB	SBL	16	16	100%	97.0	26	17	
					SBT	763	762	100%	58.7	652	462	
					SBR	22	22	100%	22.6	2	0	
1300	E Pioneer	SR 512 WB	Y	EB	EBT	496	495	100%	19.7	192	126	**20.4**
					EBR	96	96	100%	17.3	235	169	
				WB	WBL	520	564	109%	35.7	458	354	
					WBT	523	509	97%	3.1	61	48	
				NB	NBL	93	92	99%	42.0	89	57	
					NBR	84	80	95%	5.1	58	45	
1400	E Pioneer	SR 512 EB	Y	EB	EBT	488	484	99%	7.2	131	76	**10.4**
					EBR	93	91	98%	5.2	108	55	
				WB	WBL	42	38	91%	47.7	43	30	
					WBT	968	1001	103%	7.1	193	157	
				NB	NBL	76	77	101%	42.6	70	57	
					NBR	385	413	107%	13.8	173	120	
1500	E Pioneer	13th St SE	N	EB	EBT	821	845	103%	0.3	0	0	**12.1**
					EBR	54	51	94%	0.8	0	0	
				WB	WBL	67	61	91%	6.4	25	16	
					WBT	988	1022	103%	0.3	0	0	
				NB	NBL	23	21	91%	12.1	27	19	
					NBR	51	49	97%	7.2	47	35	
1600	E Pioneer	15th St SE	Y	EB	EBL	167	163	98%	5.0	49	32	**12.5**
					EBT	705	727	103%	11.2	150	116	
				WB	WBT	709	732	103%	11.8	163	140	
					WBR	67	60	89%	10.2	115	92	
				SB	SBL	169	160	95%	15.4	0	0	
					SBR	346	350	101%	18.9	6	2	
1700	E Pioneer	21st St	Y	EB	EBT	839	849	101%	12.8	229	161	**9.7**
					EBR	35	33	93%	10.7	179	111	
				WB	WBL	92	79	86%	8.8	87	70	
					WBT	756	778	103%	3.5	87	70	
				NB	NBL	21	21	100%	26.0	20	14	
					NBR	85	82	97%	32.7	77	56	
1800	E Pioneer	25th St SE	N	EB	EBT	909	916	101%	3.3	48	2	**21.8**
					EBR	15	14	91%	1.3	48	2	
				WB	WBL	3	3	91%	6.1	4	0	
					WBT	842	853	101%	0.3	0	0	
				NB	NBL	6	5	91%	21.8	27	11	
					NBR	8	7	91%	7.0	26	11	
1900	E Pioneer	Shaw Rd E	Y	EB	EBL	246	276	112%	93.8	652	384	**66.6**
					EBT	444	409	92%	74.9	808	535	
					EBR	204	193	95%	9.8	120	105	
				WB	WBL	188	197	105%	78.7	336	211	
					WBT	276	266	96%	67.5	566	354	
					WBR	60	56	93%	61.7	194	66	
				NB	NBL	170	150	88%	60.9	97	81	
					NBT	530	471	89%	44.9	273	241	
					NBR	125	112	90%	34.8	319	287	
				SB	SBL	133	111	84%	70.9	123	92	
					SBT	983	866	88%	71.6	940	820	
					SBR	368	409	111%	85.1	940	820	
2000	E Pioneer	33rd St SE	N	EB	EBL	149	135	90%	13.8	258	207	**13.8**
					EBT	542	491	91%	12.3	272	219	
				WB	WBT	335	335	100%	3.7	85	62	
					WBR	10	9	91%	1.2	28	9	
				SB	SBL	4	4	91%	9.8	68	58	
					SBR	189	197	104%	7.0	33	23	
2100	33rd St SE	80th St	N	WB	WBL	159	151	95%	0.9	0	0	**8.2**
					WBR	1	2	181%	0.5	0	0	
				NB	NBT	54	50	93%	8.2	33	27	
					NBR	106	94	89%	0.7	12	0	
				SB	SBL	4	3	68%	6.6	46	39	
					SBT	34	51	149%	8.0	70	60	
2200	Shaw Rd E	Highlands Blvd	N	WB	WBL	2	1	45%	55.7	12	0	**55.7**
					WBR	47	51	108%	11.9	58	45	
				NB	NBT	672	645	96%	1.9	0	0	
					NBR	14	6	42%	1.7	0	0	
				SB	SBL	91	80	88%	19.6	30	17	
					SBT	1298	1199	92%	17.0	166	100	
2300	Shaw Rd E	16th Ave SE	N	EB	EBL	12	12	101%	38.1	19	11	**38.1**
					EBR	2	0	0%	26.1	3	0	
				NB	NBL	6	2	36%	34.8	92	3	
					NBT	674	641	95%	4.8	89	1	
				SB	SBT	1231	1131	92%	11.6	244	172	
					SBR	68	62	91%	11.1	244	172	
2400	Shaw Rd E	23rd Ave SE	Y	EB	EBL	109	113	104%	46.5	132	78	**41.4**
					EBT	53	54	102%	54.8	112	71	
					EBR	60	57	96%	32.2	141	101	
				WB	WBL	41	39	95%	48.1	47	30	
					WBT	29	28	98%	56.8	59	34	
					WBR	31	26	85%	19.8	94	64	
				NB	NBL	50	47	95%	43.6	31	20	
					NBT	540	509	94%	12.4	229	184	
					NBR	31	25	81%	5.5	28	13	
				SB	SBL	36	33	92%	57.8	16	8	
					SBT	1016	925	91%	55.5	1420	1132	
					SBR	181	160	88%	48.1	49	38	
2500	Shaw Rd E	Forrest Green Blvd	N	EB	EBL	34	29	86%	22.3	53	44	**22.3**
					EBR	29	31	108%	17.7	53	43	
				NB	NBL	30	25	84%	14.6	82	21	
					NBT	588	554	94%	2.9	70	8	
				SB	SBT	1073	980	91%	10.1	168	121	
					SBR	44	41	92%	8.9	168	121	
2600	Shaw Rd E	Manorwood Dr	N	EB	EBL	30	26	86%	19.3	41	24	**20.8**
					EBR	14	13	91%	20.8	25	14	
				NB	NBL	12	10	82%	20.5	12	5	
					NBT	587	557	95%	1.8	0	0	
				SB	SBT	1042	945	91%	16.8	433	277	
					SBR	60	57	95%	15.8	433	277	
				EB	EBL	198	200	101%	35.0	166	125	**75.8**
					EBT	7	7	106%	32.1	166	125	
					EBR	423	414	98%	23.8	236	204	
					WBL	2	2	91%	48.6	16	8	

2026 Scenario D PM

Node #	Primary Road	Secondary Road	Signalized?	Approach	Movement	Movement						Intersection
						Demand	Served Volume (vph)	Percent served	Vehicle Delay (sec)	95th Percentile Queue (ft)	50th Percentile Queue (ft)	Vehicle Delay (sec)
2700	Shaw Rd E	39th Ave SE	Y	WB	WBT	7	6	91%	53.9	16	8	
					WBR	9	8	91%	7.8	3	0	
				NB	NBL	391	365	93%	170.1	1653	1213	
					NBT	393	360	92%	97.4	486	116	
					NBR	2	3	136%	86.6	504	126	
				SB	SBL	3	2	60%	69.5	5	2	
					SBT	790	702	89%	73.2	1293	993	
					SBR	263	242	92%	38.5	232	187	
2800	Shaw Rd E	5th Ave SE (Future)	N	WB	WBL	122	229	187%	62.1	477	237	**38.2**
					WBR	226	436	193%	25.6	296	192	
				NB	NBT	783	714	91%	32.1	315	242	
					NBR	54	88	162%	23.5	297	224	
				SB	SBL	102	176	173%	42.5	173	105	
					SBT	1361	1181	87%	42.4	651	514	
2900	33rd St SE	5th Ave SE	N	EB	EBL	0	0	100%	0.0	0	0	**6.3**
					EBR	0	27	100%	6.3	34	29	
				NB	NBL	0	12	100%	0.5	2	0	
					NBT	0	40	100%	0.2	0	0	
				SB	SBT	0	27	100%	0.1	0	0	
					SBR	0	0	100%	0.0	0	0	
3000	Shaw Rd E	Safeway	Y	EB	EBL	98	107	109%	70.4	212	132	**12.1**
					EBR	282	283	101%	18.7	149	123	
				NB	NBL	82	61	75%	8.1	14	6	
					NBT	726	632	87%	5.2	75	51	
				SB	SBT	1211	1117	92%	9.8	244	184	
					SBR	163	136	83%	4.3	214	156	
3100	80th St	Knutson Farms Driveway	N	EB	EBL	0	4	100%	1.8	3	0	**6.8**
					EBT	106	93	88%	0.2	0	0	
				WB	WBT	159	151	95%	0.3	0	0	
					WBR	17	35	206%	0.8	0	0	
				SB	SBL	42	76	181%	6.8	38	33	
					SBR	0	2	100%	6.5	51	45	
3200	SR 162	Pioneer	Y	EB	EBL	81	81	100%	55.2	100	78	**24.9**
					EBT	11	11	100%	56.4	100	78	
					EBR	295	293	99%	28.0	232	138	
				WB	WBL	4	3	68%	46.6	38	20	
					WBT	18	15	85%	50.4	38	20	
					WBR	12	14	115%	11.0	52	20	
				NB	NBL	224	221	99%	64.0	244	189	
					NBT	440	447	102%	6.7	109	85	
					NBR	9	7	79%	2.9	6	0	
				SB	SBL	22	21	95%	57.5	29	22	
					SBT	805	804	100%	19.4	687	435	
					SBR	76	72	95%	18.7	712	489	
3300	SR 162	80th St	N	EB	EBL	86	94	109%	42.7	127	90	**42.7**
					EBR	60	73	122%	26.2	128	90	
				NB	NBL	18	33	185%	8.5	75	24	
					NBT	515	510	99%	1.8	58	8	
				SB	SBT	843	825	98%	3.6	55	11	
					SBR	159	155	97%	5.0	81	33	
3400	SR 162	EB	Y	EB	EBL	162	162	100%	30.1	110	94	**16.3**
					EBR	485	472	97%	32.5	432	237	
				NB	NBT	524	503	96%	17.3	350	249	
					NBR	150	168	112%	17.1	230	121	
				SB	SBL	137	143	104%	11.4	55	35	
					SBT	776	766	99%	3.5	161	94	
3500	SR 162	WB	Y	WB	WBL	153	160	104%	38.2	137	103	**21.0**
					WBR	128	128	100%	5.4	10	2	
				NB	NBL	246	240	97%	27.7	182	148	
					NBT	441	427	97%	4.8	102	79	
				SB	SBT	760	751	99%	29.3	758	549	
					SBR	229	225	98%	12.9	20	9	

2026 Scenario E AM

Node #	Primary Road	Secondary Road	Signalized?	Approach	Movement	Movement						Intersection
						Demand	Served Volume (vph)	Percent served	Vehicle Delay (sec)	95th Percentile Queue (ft)	50th Percentile Queue (ft)	Vehicle Delay (sec)
100	Traffic Ave/Fryar Ave	SW 6th Street	Y	EB	EBL	88	37	42%	11.2	76	47	**18.3**
					EBT	83	99	119%	15.4	66	47	
					EBR	128	162	127%	5.5	70	54	
				WB	WBL	60	80	133%	11.2	41	30	
					WBT	115	96	83%	13.2	95	77	
					WBR	34	31	91%	7.5	106	80	
				NB	NBL	383	148	39%	27.1	1129	894	
					NBT	726	274	38%	19.0	1163	1001	
					NBR	113	70	62%	5.4	63	52	
				NE	NER	8	11	138%	6.4	33	14	
				SB	SBL	18	18	100%	35.0	26	13	
					SBT	216	205	95%	33.8	149	115	
					SBR	32	0	0%	0.0	180	145	
200	Traffic Ave	State St	Y	EB	EBL	18	17	94%	34.9	34	13	**2.3**
					EBR	3	5	167%	9.6	17	4	
				NB	NBL	10	12	120%	29.2	12	7	
					NBT	1204	474	39%	1.0	574	313	
				SB	SBT	394	440	112%	1.6	52	20	
					SBR	9	3	33%	2.3	32	8	
300	E Main Ave	SR 410 WB/Thompson St	Y	EB	EBL	213	94	44%	4.2	216	162	**7.5**
					EBT	12	13	108%	44.4	25	7	
					EBR	136	254	187%	12.3	63	51	
				WB	WBL	46	67	146%	1.6	49	27	
					WBT	48	37	77%	48.9	47	34	
					WBR	12	3	25%	10.1	14	9	
				NB	NBL	479	301	63%	7.4	208	112	
					NBT	989	390	39%	3.7	254	159	
					NBR	109	116	106%	5.3	254	159	
				SB	SBL	2	5	250%	7.7	2	0	
					SBT	240	264	110%	5.9	113	82	
					SBR	155	175	113%	5.1	165	129	
400	E Main Ave	SR 410 EB	Y	EB	EBL	410	206	50%	40.5	571	369	**14.7**
					EBR	437	570	130%	13.0	168	110	
				NB	NBL	119	134	113%	15.7	68	45	
					NBT	1167	604	52%	10.3	368	253	
				SB	SBT	350	540	154%	11.7	96	85	
					SBR	72	44	61%	9.4	82	70	
500	E Main Ave	5th Ave NE	N	EB	EBL	20	15	75%	7.1	37	22	**7.1**
					EBR	10	16	160%	6.2	0	0	
				NB	NBL	34	28	82%	4.0	17	5	
					NBT	1266	722	57%	0.4	0	0	
				SB	SBT	742	1083	146%	0.4	0	0	
					SBR	45	27	60%	0.9	0	0	
600	E Main Ave	Shaw Rd E	Y	EB	EBT	313	270	86%	21.7	98	80	**14.9**
					EBR	182	235	129%	10.5	102	86	
				WB	WBL	500	716	143%	20.3	117	97	
					WBT	252	381	151%	7.2	84	64	
				NB	NBL	239	214	90%	25.1	132	103	
					NBR	987	485	49%	7.0	250	194	
700	E Main Ave	15th St SE	Y	EB	EBL	2	3	150%	4.5	2	0	**7.9**
					EBT	377	362	96%	13.4	127	92	
					EBR	42	67	160%	7.1	8	0	
				WB	WBL	70	140	200%	4.2	24	18	
					WBT	396	419	106%	5.1	101	67	
					WBR	25	36	144%	0.8	2	0	
				NB	NBL	97	87	90%	15.6	69	50	
					NBT	31	23	74%	15.9	69	50	
					NBR	116	136	117%	1.0	0	0	
				SB	SBL	2	8	400%	18.1	17	7	
					SBT	12	4	33%	15.6	17	7	
					SBR	0	1	100%	11.8	26	12	
800	E Main Ave	5th Ave SE	Y	EB	EBL	0	3	100%	10.1	0	0	**11.9**
					EBT	357	306	86%	11.3	154	103	
					EBR	6	18	300%	10.0	178	126	
				WB	WBL	36	86	239%	11.6	20	9	
					WBT	336	369	110%	11.8	131	101	
					WBR	88	49	56%	9.8	159	129	
				NB	NBL	12	18	150%	17.0	21	8	
					NBT	24	52	217%	18.2	53	32	
					NBR	131	96	73%	9.0	83	61	
				SB	SBL	48	32	67%	15.7	32	20	
					SBT	25	39	156%	14.9	21	12	
					SBR	3	4	133%	9.2	44	27	
900	E Main Ave	2nd St SE	Y	EB	EBL	46	40	87%	29.0	58	33	**15.0**
					EBT	363	327	90%	28.5	220	189	
				NB	NBL	59	86	146%	8.2	129	108	
					NBT	844	810	96%	7.3	129	108	
					NBR	0	0	100%	0.0	0	0	
				WB	WBT	125	190	152%	28.6	93	68	
					WBR	226	200	88%	11.3	122	103	
1000	SR 167 EB on/WBL	SR 167 EB on/WBL	Y	WB	WBL	1037	1150	111%	40.8	620	426	**28.5**
				NB	NBT	679	409	60%	32.9	311	244	
					NBR	524	797	152%	3.3	0	0	
				SB	SBL	478	526	110%	44.9	345	277	
					SBT	448	465	104%	18.8	177	142	
1100	Meridian	SR 167 WBR	Y	WB	WBR	1120	1000	89%	66.9	985	593	**16.0**
				NB	NBT	679	410	60%	16.7	62	50	
				SB	SBT	926	995	107%	4.9	34	10	
				EB	EBL	22	27	123%	57.4	36	23	**32.8**
					EBT	147	185	126%	49.5	110	93	
					EBR	296	291	98%	23.2	195	164	
					WBL	272	323	119%	96.8	164	144	

2026 Scenario E AM

Node #	Primary Road	Secondary Road	Signalized?	Approach	Movement	Movement: Demand	Movement: Served Volume (vph)	Movement: Percent served	Movement: Vehicle Delay (sec)	Movement: 95th Percentile Queue (ft)	50th Percentile Queue (ft)	Intersection: Vehicle Delay (sec)
1200	Meridian	Valley Ave	Y	WB	WBT	139	107	77%	40.1	95	85	
					WBR	56	29	52%	12.9	131	119	
				NB	NBL	521	596	114%	30.8	302	268	
					NBT	961	521	54%	11.5	301	235	
					NBR	317	289	91%	3.4	56	24	
				SB	SBL	29	9	31%	57.5	38	24	
					SBT	358	381	106%	30.2	185	136	
					SBR	18	10	56%	7.7	5	0	
1300	E Pioneer	SR 512 WB	Y	EB	EBT	355	320	90%	12.9	119	81	22.3
					EBR	35	59	169%	8.7	162	122	
				WB	WBL	225	293	130%	47.8	194	161	
					WBT	362	311	86%	2.7	50	36	
				NB	NBL	132	113	86%	59.2	172	122	
					NBR	86	104	121%	5.9	76	61	
1400	E Pioneer	SR 512 EB	Y	EB	EBT	327	369	113%	6.8	83	69	9.7
					EBR	114	55	48%	4.8	61	46	
				WB	WBL	55	19	35%	50.8	63	50	
					WBT	521	551	106%	4.7	82	60	
				NB	NBL	66	55	83%	39.8	74	43	
					NBR	398	361	91%	14.1	201	86	
1500	E Pioneer	13th St SE	N	EB	EBT	707	691	98%	0.2	0	0	10.1
					EBR	18	37	206%	0.7	0	0	
				WB	WBL	23	38	165%	4.5	12	4	
					WBT	547	546	100%	0.1	0	0	
				NB	NBL	29	23	79%	10.1	32	23	
					NBR	50	55	110%	6.6	44	35	
1600	E Pioneer	15th St SE	Y	EB	EBL	218	131	60%	3.3	58	30	5.9
					EBT	539	615	114%	5.3	69	55	
				WB	WBT	492	508	103%	5.4	90	63	
					WBR	79	45	57%	4.1	44	24	
				SB	SBL	38	39	103%	14.5	0	0	
					SBR	78	77	99%	15.7	3	0	
1700	E Pioneer	21st St	Y	EB	EBT	559	635	114%	10.6	102	82	8.1
					EBR	18	19	106%	8.3	52	30	
				WB	WBL	49	62	127%	6.2	56	40	
					WBT	549	538	98%	2.1	56	40	
				NB	NBL	22	15	68%	22.3	18	12	
					NBR	56	63	113%	33.3	54	43	
1800	E Pioneer	25th St SE	N	EB	EBT	605	687	114%	1.0	0	0	15.4
					EBR	10	9	90%	0.9	0	0	
				WB	WBL	0	2	100%	3.8	0	0	
					WBT	586	595	102%	0.3	0	0	
				NB	NBL	12	8	67%	15.4	28	20	
					NBR	5	11	220%	5.1	28	20	
1900	E Pioneer	Shaw Rd E	Y	EB	EBL	359	259	72%	42.5	283	202	34.1
					EBT	155	303	195%	38.3	124	95	
					EBR	84	124	148%	7.3	82	67	
				WB	WBL	99	111	112%	42.5	102	78	
					WBT	221	217	98%	41.8	336	253	
					WBR	79	48	61%	33.8	131	52	
				NB	NBL	192	138	72%	48.7	115	97	
					NBT	824	448	54%	30.3	416	361	
					NBR	82	109	133%	19.5	462	407	
				SB	SBL	45	61	136%	44.7	73	47	
					SBT	257	464	181%	30.2	187	153	
					SBR	118	197	167%	33.0	187	153	
2000	E Pioneer	33rd St SE	N	EB	EBL	65	97	149%	8.3	40	23	8.3
					EBT	217	373	172%	6.3	46	26	
				WB	WBT	314	305	97%	1.9	49	30	
					WBR	2	10	500%	1.0	7	0	
				SB	SBL	1	1	100%	6.6	44	38	
					SBR	85	71	84%	5.7	10	5	
2100	33rd St SE	80th St	N	WB	WBL	71	62	87%	0.6	0	0	7.2
					WBR	1	2	200%	0.5	0	0	
				NB	NBT	48	47	98%	7.2	37	25	
					NBR	19	60	316%	0.6	0	0	
				SB	SBL	0	0	100%	7.2	26	9	
					SBT	15	10	67%	6.9	40	14	
2200	Shaw Rd E	Highlands Blvd	N	WB	WBL	5	2	40%	17.7	20	9	17.7
					WBR	76	81	107%	13.3	75	63	
				NB	NBT	1002	659	66%	1.9	12	0	
					NBR	3	6	200%	1.6	0	0	
				SB	SBL	16	75	469%	11.5	15	6	
					SBT	357	612	171%	4.0	0	0	
2300	Shaw Rd E	16th Ave SE	N	EB	EBL	26	22	85%	14.7	27	15	14.7
					EBR	4	4	100%	9.6	10	3	
				NB	NBL	3	6	200%	8.8	43	0	
					NBT	979	644	66%	4.2	41	0	
				SB	SBT	355	578	163%	2.5	0	0	
					SBR	7	31	443%	2.8	0	0	
2400	Shaw Rd E	23rd Ave SE	Y	EB	EBL	130	88	68%	46.9	150	97	20.2
					EBT	12	38	317%	54.3	39	15	
					EBR	33	41	124%	23.4	70	43	
				WB	WBL	18	32	178%	46.8	26	15	
					WBT	25	23	92%	59.3	62	38	
					WBR	33	21	64%	21.8	97	72	
				NB	NBL	45	52	116%	18.9	24	9	
					NBT	819	542	66%	12.1	487	319	
					NBR	6	28	467%	6.3	13	0	
				SB	SBL	9	23	256%	25.0	7	1	
					SBT	289	468	162%	19.6	140	83	
					SBR	61	91	149%	14.1	23	15	
2500	Shaw Rd E	Forrest Green Blvd	N	EB	EBL	19	27	142%	14.4	45	35	14.4
					EBR	33	24	73%	9.2	45	34	
				NB	NBL	17	28	165%	6.3	13	3	
					NBT	851	597	70%	2.5	8	0	
				SB	SBT	331	520	157%	4.7	0	0	
					SBR	9	23	256%	5.0	0	0	
2600	Shaw Rd E	Manorwood Dr	N	EB	EBL	31	25	81%	10.9	36	25	10.9
					EBR	9	12	133%	9.4	21	10	
				NB	NBL	1	12	1200%	8.5	2	0	
					NBT	837	601	72%	1.9	0	0	
				SB	SBT	348	510	147%	4.7	0	0	
					SBR	16	34	213%	3.6	0	0	
				EB	EBL	156	96	62%	26.0	103	72	32.6
					EBT	0	2	100%	16.4	103	72	
					EBR	148	199	134%	9.2	79	72	
					WBL	0	0	100%	23.0	8	2	

2026 Scenario E AM

Node #	Primary Road	Secondary Road	Signalized?	Approach	Movement	Movement						Intersection
						Demand	Served Volume (vph)	Percent served	Vehicle Delay (sec)	95th Percentile Queue (ft)	50th Percentile Queue (ft)	Vehicle Delay (sec)
2700	Shaw Rd E	39th Ave SE	Y	WB	WBT	2	2	100%	35.7	8	2	
					WBR	2	4	200%	7.8	2	0	
				NB	NBL	375	517	138%	60.5	307	170	
					NBT	680	514	76%	28.3	265	166	
					NBR	0	4	100%	30.6	281	176	
				SB	SBL	0	2	100%	33.4	0	0	
					SBT	225	374	166%	24.1	140	110	
					SBR	132	146	111%	9.6	32	18	
2800	Shaw Rd E	5th Ave SE (Future)	Y	WB	WBL	80	48	60%	33.1	45	33	**6.8**
					WBR	152	100	66%	8.6	89	78	
				NB	NBT	1074	600	56%	7.0	285	172	
					NBR	188	152	81%	4.6	272	153	
				SB	SBL	342	271	79%	11.0	97	71	
					SBT	340	676	199%	3.3	41	25	
2900	33rd St SE	5th Ave SE	N	EB	EBL	0	0	100%	0.0	0	0	**0.5**
					EBR	0	0	100%	0.0	0	0	
				NB	NBL	18	10	56%	0.5	2	0	
					NBT	31	39	126%	0.2	0	0	
				SB	SBT	15	10	67%	0.1	0	0	
					SBR	0	1	100%	0.1	0	0	
3000	Shaw Rd E	Safeway	Y	EB	EBL	85	35	41%	66.2	114	89	**5.5**
					EBR	49	96	196%	6.8	59	50	
				NB	NBL	96	69	72%	5.7	17	8	
					NBT	1013	663	65%	3.5	115	73	
				SB	SBT	352	610	173%	4.5	67	47	
					SBR	88	90	102%	2.0	37	19	
3100	80th St	Knutson Farms Driveway	N	EB	EBL	3	3	100%	1.2	2	0	**5.8**
					EBT	16	57	356%	0.1	0	0	
				WB	WBT	72	64	89%	0.4	0	0	
					WBR	62	58	94%	0.7	0	0	
				SB	SBL	27	15	56%	5.8	17	12	
					SBR	0	0	100%	0.0	24	17	
3200	SR 162	Pioneer	Y	EB	EBL	34	32	94%	56.3	54	35	**32.3**
					EBT	4	4	100%	50.1	54	35	
					EBR	118	117	99%	8.1	59	48	
				WB	WBL	8	4	50%	49.4	50	31	
					WBT	18	23	128%	55.0	50	31	
					WBR	21	20	95%	19.6	75	43	
				NB	NBL	260	256	98%	98.4	596	239	
					NBT	596	549	92%	20.0	103	69	
					NBR	2	9	450%	23.2	3	0	
				SB	SBL	8	11	138%	52.6	15	8	
					SBT	308	372	121%	11.2	174	99	
					SBR	38	32	84%	10.0	219	148	
3300	SR 162	80th St	N	EB	EBL	28	40	143%	3.0	25	15	**5.7**
					EBR	15	31	207%	1.0	17	10	
				NB	NBL	41	27	66%	3.1	20	4	
					NBT	610	573	94%	4.7	13	0	
				SB	SBT	339	384	113%	5.0	13	0	
					SBR	93	95	102%	5.7	34	10	
3400	SR 162	EB	Y	EB	EBL	170	92	54%	41.0	151	113	**13.6**
					EBR	219	292	133%	12.4	95	77	
				NB	NBT	733	570	78%	14.3	543	387	
					NBR	52	182	350%	13.5	247	54	
				SB	SBL	62	37	60%	10.8	46	29	
					SBT	199	287	144%	5.3	54	28	
3500	SR 162	WB	Y	WB	WBL	117	127	109%	44.2	106	75	**19.2**
					WBR	118	90	76%	5.2	8	2	
				NB	NBL	344	282	82%	39.1	375	312	
					NBT	559	0	0%	0.0	101	54	
				SB	SBT	144	0	0%	0.0	77	53	
					SBR	119	0	0%	0.0	8	2	

2026 Scenario E PM

Node #	Primary Road	Secondary Road	Signalized?	Approach	Movement	Movement: Demand	Movement: Served Volume (vph)	Movement: Percent served	Movement: Vehicle Delay (sec)	Movement: 95th Percentile Queue (ft)	50th Percentile Queue (ft)	Intersection: Vehicle Delay (sec)
100	Traffic Ave/Fryar Ave	SW 6th Street	Y	EB	EBL	97	91	94%	51.5	331	45	**41.1**
					EBT	264	245	93%	62.6	485	106	
					EBR	396	407	103%	54.6	1028	108	
				WB	WBL	118	136	115%	37.0	848	47	
					WBT	171	168	98%	36.3	283	71	
					WBR	50	47	94%	24.4	504	85	
				NB	NBL	216	212	98%	62.7	326	68	
					NBT	357	379	106%	26.4	1038	112	
					NBR	92	104	113%	8.0	587	102	
				NE	NER	12	11	92%	25.1	663	80	
				SB	SBL	94	89	95%	61.6	1230	107	
					SBT	583	644	110%	35.1	700	97	
					SBR	126	127	101%	27.1	1197	46	
200	Traffic Ave	State St	Y	EB	EBL	29	28	98%	57.7	355	55	**42.5**
					EBR	10	8	81%	52.9	742	85	
				NB	NBL	19	17	91%	56.6	425	82	
					NBT	670	670	100%	1.2	1196	118	
				SB	SBT	1192	1116	94%	67.4	842	77	
					SBR	2	2	91%	75.6	971	91	
300	E Main Ave	SR 410 WB/Thompson St	Y	EB	EBL	110	108	98%	64.4	863	99	**74.5**
					EBT	13	15	113%	58.4	993	78	
					EBR	300	296	99%	25.1	664	114	
				WB	WBL	300	250	83%	203.7	636	123	
					WBT	151	129	85%	211.7	910	110	
					WBR	12	9	74%	143.9	902	66	
				NB	NBL	468	531	113%	63.0	561	116	
					NBT	566	570	101%	3.6	1006	59	
					NBR	178	170	96%	4.2	865	113	
				SB	SBL	10	9	91%	69.3	703	89	
					SBT	774	721	93%	102.5	499	85	
					SBR	418	375	90%	84.7	758	94	
400	E Main Ave	SR 410 EB	Y	EB	EBL	294	296	101%	43.0	994	128	**32.3**
					EBR	687	732	106%	20.1	506	135	
				NB	NBL	248	231	93%	29.2	772	79	
					NBT	918	982	107%	27.1	1025	137	
				SB	SBT	1246	1151	92%	41.9	511	118	
					SBR	128	114	89%	35.8	867	106	
500	E Main Ave	5th Ave NE	N	EB	EBL	55	55	100%	7.3	819	80	**19.5**
					EBR	56	48	85%	6.4	1012	139	
				NB	NBL	42	39	93%	19.5	771	78	
					NBT	1110	1159	104%	0.7	758	115	
				SB	SBT	1887	1840	98%	1.4	1062	133	
					SBR	46	43	93%	2.2	603	141	
600	E Main Ave	Shaw Rd E	Y	EB	EBT	404	380	94%	45.4	868	136	**29.6**
					EBR	248	273	110%	22.8	905	98	
				WB	WBL	1216	1196	98%	45.2	612	109	
					WBT	728	684	94%	15.7	796	104	
				NB	NBL	261	336	129%	35.3	764	124	
					NBR	747	822	110%	11.0	763	77	
700	E Main Ave	15th St SE	Y	EB	EBL	6	4	72%	11.4	626	127	**10.7**
					EBT	457	481	105%	17.7	658	123	
					EBR	114	107	94%	8.8	844	94	
				WB	WBL	254	236	93%	6.2	854	130	
					WBT	670	711	106%	7.6	599	138	
					WBR	68	63	92%	0.9	657	105	
				NB	NBL	85	80	94%	21.2	741	101	
					NBT	25	22	87%	21.2	814	86	
					NBR	125	125	100%	1.0	642	127	
				SB	SBL	51	48	95%	19.9	660	127	
					SBT	42	40	95%	19.8	790	78	
					SBR	12	13	107%	15.3	766	138	
800	E Main Ave	5th Ave SE	Y	EB	EBL	6	4	72%	13.3	665	126	**17.0**
					EBT	356	372	105%	14.3	656	129	
					EBR	30	30	101%	12.2	651	111	
				WB	WBL	191	176	92%	18.1	772	103	
					WBT	636	684	108%	17.5	713	126	
					WBR	88	86	97%	15.4	798	85	
				NB	NBL	17	15	91%	26.0	661	140	
					NBT	43	40	93%	28.6	628	105	
					NBR	78	78	100%	13.2	640	133	
				SB	SBL	79	75	94%	20.4	663	115	
					SBT	87	89	102%	20.0	813	92	
					SBR	10	8	81%	10.7	678	160	
900	E Main Ave	2nd St SE	Y	EB	EBL	57	57	99%	10.4	547	105	**11.7**
					EBT	378	405	107%	9.7	800	84	
				NB	NBL	78	78	100%	14.2	622	118	
					NBT	749	742	99%	13.5	667	143	
					NBR	0	0	100%	0.0	0	0	
				WB	WBT	332	352	106%	11.6	633	116	
					WBR	330	355	108%	9.8	767	74	
1000	SR 167 EB on/WBL	SR 167 EB on/WBL	Y	WB	WBL	833	828	99%	47.7	644	197	**30.6**
				NB	NBT	699	705	101%	57.1	709	169	
					NBR	1380	1335	97%	16.9	594	109	
				SB	SBL	1149	949	83%	33.8	675	173	
					SBT	1032	930	90%	11.7	650	105	
1100	Meridian	SR 167 WBR	Y	WB	WBR	707	706	100%	39.7	680	126	**13.0**
				NB	NBT	699	706	101%	40.3	670	144	
				SB	SBT	2181	1894	87%	17.4	714	151	
				EB	EBL	87	61	70%	292.5	743	126	**138.9**
					EBT	367	245	67%	287.4	684	143	
					EBR	744	516	69%	501.2	708	158	
					WBL	674	624	93%	181.7	712	114	

2026 Scenario E PM

Node #	Primary Road	Secondary Road	Signalized?	Approach	Movement	Movement: Demand	Movement: Served Volume (vph)	Movement: Percent served	Movement: Vehicle Delay (sec)	Movement: 95th Percentile Queue (ft)	50th Percentile Queue (ft)	Intersection: Vehicle Delay (sec)
1200	Meridian	Valley Ave	Y	WB	WBT	163	167	102%	46.2	768	166	
					WBR	67	64	96%	34.1	690	132	
				NB	NBL	569	558	98%	30.7	696	151	
					NBT	540	535	99%	14.6	1010	120	
					NBR	297	298	100%	3.3	773	144	
				SB	SBL	16	16	100%	97.0	724	149	
					SBT	763	762	100%	58.7	854	127	
					SBR	22	22	100%	22.6	687	128	
1300	E Pioneer	SR 512 WB	Y	EB	EBT	496	492	99%	21.0	802	133	23.7
					EBR	96	94	98%	19.6	698	155	
				WB	WBL	520	568	109%	44.5	839	144	
					WBT	523	522	100%	1.3	682	148	
				NB	NBL	93	92	99%	57.7	1045	129	
					NBR	84	80	95%	4.8	822	115	
1400	E Pioneer	SR 512 EB	Y	EB	EBT	488	482	99%	6.9	832	116	11.1
					EBR	93	90	97%	5.1	684	147	
				WB	WBL	42	38	91%	42.6	672	138	
					WBT	968	1014	105%	8.6	766	107	
				NB	NBL	76	77	101%	43.9	828	131	
					NBR	385	411	107%	14.5	979	136	
1500	E Pioneer	13th St SE	N	EB	EBT	821	839	102%	0.3	807	128	11.2
					EBR	54	51	94%	0.7	971	119	
				WB	WBL	67	62	92%	7.0	918	109	
					WBT	988	1033	105%	0.2	990	149	
				NB	NBL	23	21	91%	11.2	892	120	
					NBR	51	49	97%	6.7	691	130	
1600	E Pioneer	15th St SE	Y	EB	EBL	167	162	97%	4.4	667	127	14.9
					EBT	705	722	102%	8.9	793	87	
				WB	WBT	709	747	105%	8.7	569	121	
					WBR	67	62	92%	6.3	922	144	
				SB	SBL	169	161	95%	31.3	522	118	
					SBR	346	349	101%	39.8	715	137	
1700	E Pioneer	21st St	Y	EB	EBT	839	849	101%	13.2	592	98	9.2
					EBR	35	33	93%	9.8	496	78	
				WB	WBL	92	83	91%	7.1	493	126	
					WBT	756	794	105%	2.3	820	117	
				NB	NBL	21	21	100%	25.4	587	96	
					NBR	85	82	97%	31.7	537	106	
1800	E Pioneer	25th St SE	N	EB	EBT	909	918	101%	1.5	831	73	18.3
					EBR	15	14	91%	1.1	256	65	
				WB	WBL	3	3	91%	1.7	877	107	
					WBT	842	873	104%	0.3	331	60	
				NB	NBL	6	5	91%	18.3	407	97	
					NBR	8	7	91%	7.2	616	103	
1900	E Pioneer	Shaw Rd E	Y	EB	EBL	246	279	113%	57.3	1067	76	53.8
					EBT	444	407	92%	72.1	394	113	
					EBR	204	193	95%	10.5	406	107	
				WB	WBL	188	193	103%	91.3	941	68	
					WBT	276	259	94%	85.2	387	124	
					WBR	60	54	89%	76.9	802	86	
				NB	NBL	170	152	89%	63.8	825	58	
					NBT	530	475	90%	20.8	338	80	
					NBR	125	112	90%	16.6	658	92	
				SB	SBL	133	121	91%	46.1	244	60	
					SBT	983	944	96%	54.9	311	64	
					SBR	368	441	120%	57.0	672	93	
2000	E Pioneer	33rd St SE	N	EB	EBL	149	138	92%	15.0	243	79	15.0
					EBT	542	501	92%	13.6	1022	84	
				WB	WBT	335	329	98%	4.2	1022	64	
					WBR	10	9	91%	2.6	248	68	
				SB	SBL	4	4	91%	11.9	495	104	
					SBR	189	194	103%	7.4	656	97	
2100	33rd St SE	80th St	N	WB	WBL	159	150	94%	1.0	372	109	8.0
					WBR	1	2	181%	0.8	1068	72	
				NB	NBT	54	51	95%	8.0	1050	81	
					NBR	106	95	90%	0.7	472	103	
				SB	SBL	4	3	68%	7.0	242	80	
					SBT	34	49	143%	8.0	724	108	
2200	Shaw Rd E	Highlands Blvd	N	WB	WBL	2	1	45%	50.0	741	134	68.5
					WBR	47	46	98%	11.1	339	86	
				NB	NBT	672	659	98%	1.9	264	67	
					NBR	14	6	42%	1.7	801	115	
				SB	SBL	91	150	165%	68.5	1213	60	
					SBT	1298	1231	95%	27.2	405	112	
2300	Shaw Rd E	16th Ave SE	N	EB	EBL	12	10	85%	46.7	251	62	46.7
					EBR	2	0	0%	41.1	725	103	
				NB	NBL	6	2	36%	23.1	785	111	
					NBT	674	656	97%	4.8	389	109	
				SB	SBT	1231	1157	94%	14.4	276	57	
					SBR	68	65	96%	13.5	1319	68	
2400	Shaw Rd E	23rd Ave SE	Y	EB	EBL	109	110	101%	47.7	270	50	44.8
					EBT	53	52	98%	55.1	1286	60	
					EBR	60	55	92%	31.9	401	85	
				WB	WBL	41	37	91%	47.1	691	80	
					WBT	29	27	94%	59.7	267	53	
					WBR	31	25	82%	20.9	1333	62	
				NB	NBL	50	49	99%	48.4	420	90	
					NBT	540	526	97%	13.1	1251	69	
					NBR	31	26	84%	6.4	281	47	
				SB	SBL	36	35	98%	60.6	710	77	
					SBT	1016	948	93%	61.2	514	80	
					SBR	181	165	91%	53.8	534	66	
2500	Shaw Rd E	Forrest Green Blvd	N	EB	EBL	34	29	86%	24.9	274	46	24.9
					EBR	29	30	105%	21.2	544	38	
				NB	NBL	30	26	87%	20.3	314	45	
					NBT	588	576	98%	3.1	528	44	
				SB	SBT	1073	995	93%	7.7	1126	65	
					SBR	44	41	92%	7.5	510	73	
2600	Shaw Rd E	Manorwood Dr	N	EB	EBL	30	26	86%	19.6	232	47	28.0
					EBR	14	13	91%	28.0	1246	50	
				NB	NBL	12	11	91%	21.1	520	52	
					NBT	587	579	99%	2.0	273	50	
				SB	SBT	1042	956	92%	19.6	618	51	
					SBR	60	59	99%	18.1	584	70	
				EB	EBL	198	201	101%	47.1	198	43	49.3
					EBT	7	7	106%	46.9	329	31	
					EBR	423	415	98%	32.8	537	90	
					WBL	2	2	91%	88.8	552	62	

2026 Scenario E PM

Node #	Primary Road	Secondary Road	Signalized?	Approach	Movement	Movement						Intersection
						Demand	Served Volume (vph)	Percent served	Vehicle Delay (sec)	95th Percentile Queue (ft)	50th Percentile Queue (ft)	Vehicle Delay (sec)
2700	Shaw Rd E	39th Ave SE	Y	WB	WBT	7	6	91%	64.5	415	32	
					WBR	9	8	91%	8.8	622	76	
				NB	NBL	391	392	100%	51.9	343	40	
					NBT	393	381	97%	12.3	675	80	
					NBR	2	3	136%	9.7	746	77	
				SB	SBL	3	2	60%	119.2	665	62	
					SBT	790	696	88%	80.6	396	45	
					SBR	263	249	95%	43.3	472	34	
2800	Shaw Rd E	5th Ave SE (Future)	N	WB	WBL	122	233	191%	39.6	479	57	**10.9**
					WBR	226	438	193%	18.8	562	52	
				NB	NBT	783	718	92%	10.5	560	43	
					NBR	54	89	164%	5.4	328	37	
				SB	SBL	102	187	183%	13.1	509	67	
					SBT	1361	1282	94%	3.3	670	65	
2900	33rd St SE	5th Ave SE	N	EB	EBL	0	0	100%	0.0	487	62	**6.3**
					EBR	0	25	100%	6.3	743	65	
				NB	NBL	0	12	100%	0.7	351	64	
					NBT	0	40	100%	0.2	742	52	
				SB	SBT	0	27	100%	0.1	480	53	
					SBR	0	0	100%	0.0	294	29	
3000	Shaw Rd E	Safeway	Y	EB	EBL	98	104	106%	59.8	350	41	**10.8**
					EBR	282	273	97%	17.0	674	45	
				NB	NBL	82	62	76%	8.0	827	83	
					NBT	726	637	88%	5.0	592	58	
				SB	SBT	1211	1179	97%	9.3	792	69	
					SBR	163	148	91%	2.6	372	28	
3100	80th St	Knutson Farms Driveway	N	EB	EBL	0	4	100%	1.0	285	32	**6.7**
					EBT	106	94	89%	0.1	560	42	
				WB	WBT	159	150	94%	0.3	328	32	
					WBR	17	35	206%	0.7	624	46	
				SB	SBL	42	76	181%	6.7	859	55	
					SBR	0	2	100%	5.8	496	55	
3200	SR 162	Pioneer	Y	EB	EBL	81	81	100%	32.5	976	50	**30.1**
					EBT	11	11	100%	33.2	500	37	
					EBR	295	292	99%	20.7	522	72	
				WB	WBL	4	3	68%	33.3	844	60	
					WBT	18	15	85%	31.2	615	32	
					WBR	12	14	115%	7.6	448	25	
				NB	NBL	224	220	98%	40.2	635	50	
					NBT	440	446	101%	8.2	588	80	
					NBR	9	7	79%	2.6	407	30	
				SB	SBL	22	21	95%	56.3	910	65	
					SBT	805	793	99%	41.7	570	57	
					SBR	76	71	94%	40.9	566	95	
3300	SR 162	80th St	N	EB	EBL	86	95	110%	46.5	367	46	**46.5**
					EBR	60	73	122%	2.2	566	58	
				NB	NBL	18	33	185%	6.7	1054	65	
					NBT	515	509	99%	8.6	511	98	
				SB	SBT	843	819	97%	32.8	238	43	
					SBR	159	154	97%	31.6	424	63	
3400	SR 162	EB	Y	EB	EBL	162	162	100%	34.6	283	31	**24.1**
					EBR	485	471	97%	40.6	667	92	
				NB	NBT	524	504	96%	26.9	483	53	
					NBR	150	167	111%	24.7	550	94	
				SB	SBL	137	143	104%	15.2	464	46	
					SBT	776	769	99%	11.5	277	37	
3500	SR 162	WB	Y	WB	WBL	153	161	105%	38.4	234	42	**21.8**
					WBR	128	128	100%	5.3	646	89	
				NB	NBL	246	239	97%	49.9	942	88	
					NBT	441	0	0%	0.0	205	38	
				SB	SBT	760	0	0%	0.0	475	58	
					SBR	229	0	0%	0.0	695	100	