

TECHNICAL MEMORANDUM

Project: Puyallup High School Building-02 Demo and Portable Placement

Subject: Updated Transportation Analysis

Date: April 4, 2024

Author: Tod S. McBryan, P.E.

The Puyallup School District plans to demolish Puyallup High School's (PHS) library-science building (known as Building-02) in spring or summer of 2024. This memorandum presents an updated description of the proposal and a summary of the estimated net change in school trip generation. It reflects changes to address comments from the City of Puyallup (City) on the prior traffic scoping analysis.¹ Please contact Tod McBryan (206) 527-8410 with any questions regarding this memorandum.

1. Project Description

Figure 1 shows the location on campus and the interior floor plans of Building-02, which is planned to be demolished (25,324 square feet gross floor area (sfgfa)). As shown, the project would remove nine existing classrooms and the library space. To temporarily replace some of those spaces, the District proposes to locate three double-portable buildings (with two classrooms in each; three portables have a total of 5,376 sfgfa) on vacant property located on the western half of the block bounded by 7th and 8th Streets NW, 2nd Avenue NW, W Main Street. Figure 2 shows the proposed location of the new portable buildings.

If no other suitable space within the existing remaining buildings is available, one of the newly placed portables or another existing portable already on the campus would be converted for use as a library. As a result, the demolition and portable placement would result in a net decrease of either three or four classrooms for the overall campus (nine classrooms removed, and five or six new classrooms added). Therefore, the project would reduce the overall student capacity of PHS. For capacity determinations associated with general education classrooms, the District assumes 26.6 students each.² As a result, the proposed project would result in a net decrease in overall PHS capacity by either 80 or 106 students (depending on where the temporary library is located).

Current PHS enrollment (as of October 2023) is about 1,600 students³ and the existing and projected enrollment would be accommodated in the near-term by the proposed portable classrooms. However, the District intends to fully recover the lost capacity in its next phase of construction at Puyallup High School, included in the District's six-year capital facilities plan.

¹ Heffron Transportation, Inc., *Puyallup High School Building-02 Demo and Portable Placement – Traffic Information for Scoping Worksheet*, November 9, 2023.

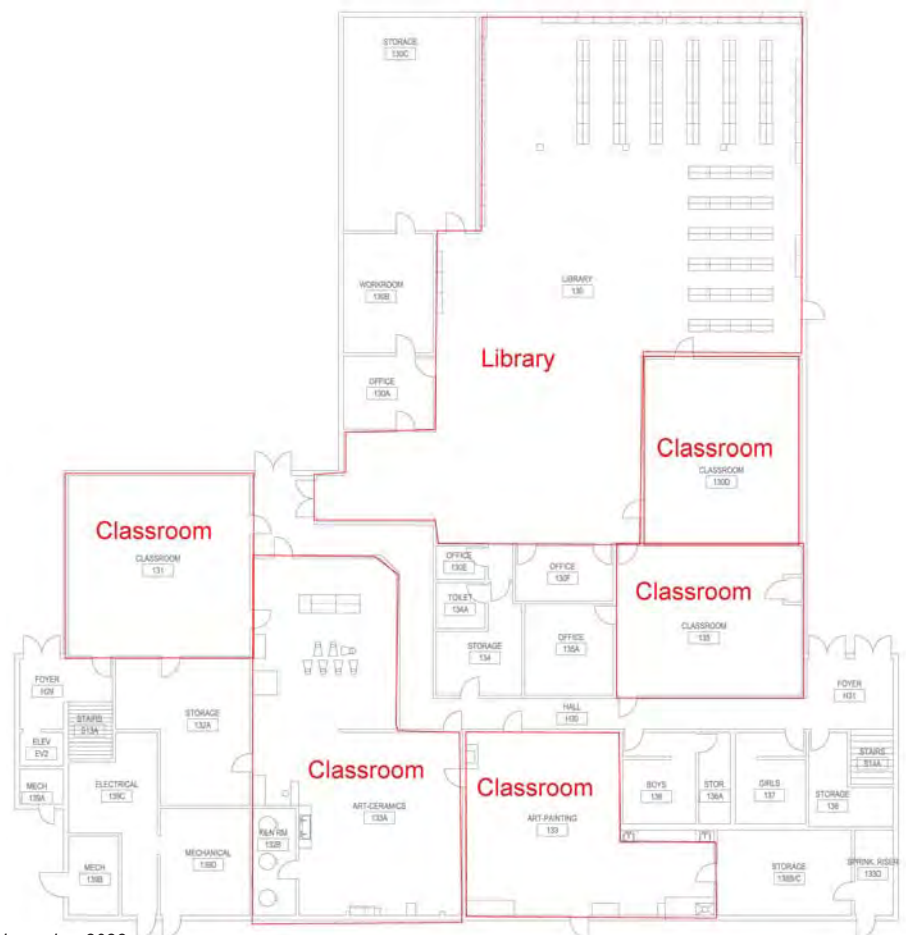
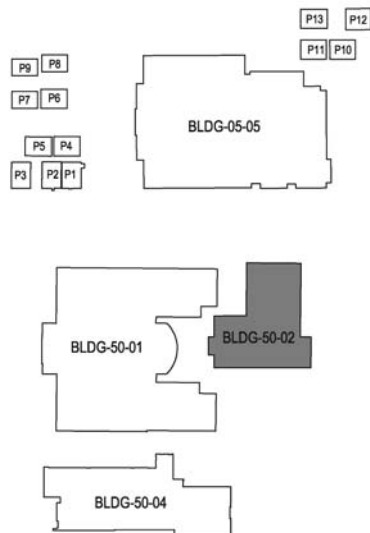
² PSD, utilizing Puyallup SD CFP adopted Level-of-Service standard for high school facilities – a base student count of 32 per classroom with a utilization factor of 83%.

³ B. Devereux, Puyallup School District, November 2023.

The floor plan of the second floor includes the following labeled areas:

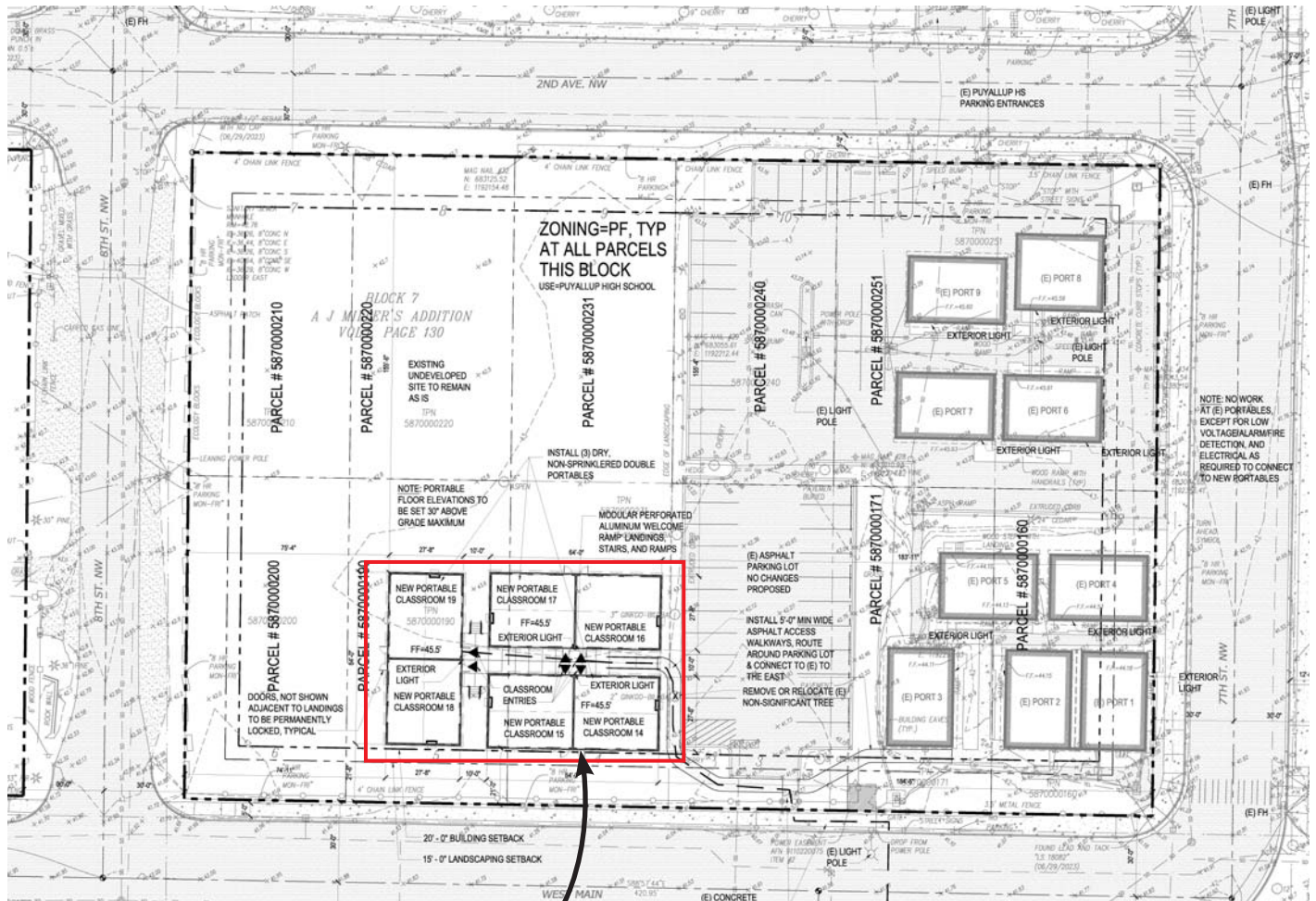
- Classroom 230:** Located in the top left, containing a Science lab (230), a Chem Lab (232), and a Shared Lab/Classroom.
- Classroom 234:** Located in the top center, containing a Science lab (234).
- Classroom 238:** Located in the top right, containing a Science lab (238).
- Classroom 233:** Located in the bottom center, containing a Science lab (233) and a Shared Lab/Classroom.
- Other areas:**
 - Science Pref (231)
 - Boys (236A)
 - Girls (236B)
 - Storage (235A, 227)
 - Hall (H32)
 - Stair (S15B, S14B)
 - Office (238C)
 - Stor (238A, 238B, 238C)
 - Elsv (EVA)

Overall Campus Plan and Building Location



PUYALLUP HIGH SCHOOL BUILDING-02 DEMO AND PORTABLE PLACEMENT

Building-02 Floor Plan



Proposed new portables

Source: Studio Meng Strazzara, CUP Site Plan, October 11, 2023

PUYALLUP HIGH SCHOOL
BUILDING-02 DEMO AND
PORTABLE PLACEMENT

Figure 2
Proposed New Portables



2. Project Net Trip Generation

The net change in school trip generation was estimated using rates published by the Institute of Transportation Engineers (ITE) in the current version of its *Trip Generation Manual*.⁴ Average trip rates per student were used instead of trip equations because they result in smaller estimated decreases in peak hour trips. Table 1 summarizes the ITE trip rates for High Schools (Land Use Code 525).

Table 1. ITE Trip Generation Rates and Equations – High School (Land Use 525)

	Weekday Daily		AM Peak Hour of Adjacent Street		PM Peak Hour of Generator		PM Peak Hour of Adjacent Street	
	In	Out	In	Out	In	Out	In	Out
Rates	1.94 trips / student		0.52 trips / student		0.32 trips / student		0.14 trips / student	
In / Out %	50%	50%	68%	32%	32%	68%	48%	52%

Source: ITE, *Trip Generation Manual*, 11th Edition, September 2021,

The rates above were applied to the capacity associated with each project component: the addition of new portables and the removal of Building-02. Table 2 summarizes the estimated net change in trip generation at Puyallup High School assuming a net reduction of three classrooms (and 80 students of capacity) that would occur with the demolition and portable placement project. If a portable on campus is re-purposed as a temporary library, the reductions in trip generation would be larger (-208 daily, -56 AM, -34 PM peak of generator, and -15 PM).

Table 2. PHS Building-02 Demolition and Portable Placement – Trip Generation Summary

Site Condition	Students	Daily	AM Peak Hour of Adjacent Street			PM Peak Hour of Generator			PM Peak Hour of Adjacent Street		
			In	Out	Total	In	Out	Total	In	Out	Total
Add New Portables ¹	160	310	56	27	83	35	16	51	15	7	22
Remove Building-02 ²	-240	-466	-85	-40	-125	-52	-25	-77	-23	-11	-34
Net Change	-80	-156	-29	-13	-42	-17	-9	-26	-8	-4	-12

Source: Heffron Transportation, Inc., November 2023 based on ITE Trip Generation rates (see Table 1).

1. Capacity of six proposed portables.

2. Capacity of Building-01 to be demolished (none classrooms).

3. Pedestrian Crossings of 7th Street NW

The project would place three double portables (up to six classrooms) on District property located west of 7th Street NW, where there are already nine single portable classrooms. As a result, there would be proportional increases in pedestrian crossings by students and staff between the 15 portables and the other school buildings located east of 7th Street NW. These crossings already occur daily as students, staff, and visitors regularly walk between designated school parking lots and school buildings as well as among buildings between classes (there are six class changes per day).

To mitigate the potential impacts of additional pedestrian crossings, the District and City have agreed to pilot a temporary closure 7th Street NW and a small segment of W Main. The closure would extend about two blocks from 3rd Avenue NW to W Main and around the 90-degreed bend on W Main to 7th Street NW. The temporary closure would be accomplished with removable barriers with signage that is compliant with the *Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways*.⁵

⁴ ITE, 11th Edition, September 2021.

⁵ USDOT and Federal Highway Administration, 2009 Edition including Revisions 1, 2, and 3, Last Updated July 2022.

Access by emergency vehicles would be retained. The temporary closure would be a condition of the Conditional Use Permit (CUP) for the portable placement project. Figure 3 shows a sketch of the proposed temporary closure. The City requested analysis of the anticipated traffic impacts of this closure, which is provided in the following section.

4. Traffic Analysis

The closure of 7th Street NW between 3rd Avenue NW and W Main would change vehicular traffic patterns for both school trips and non-school trips that may use those roadway segments. New 72-hour machine counts were performed along six key roadways near Puyallup High School. The counts were performed by Idax Data Solutions, Inc. (a traffic count data vendor), from Tuesday, January 23, through Thursday, January 25, 2024 at the following locations:

- 7th Street NW north of 3rd Street NW;
- 5th Street NW north of 2nd Street NW;
- 8th Street NW north of W Main;
- 9th Street NW north of W Main;
- 2nd Avenue NW between 7th and 8th Streets NW; and
- 6th Street NW north of W Pioneer.

The data were compiled and 15-minute volumes were averaged across the three-day count period. Figure 4 shows charts of the hourly volumes at each location; each chart uses the same scale to demonstrate the range of volumes on each of the roadways. The total daily volume using 7th Street NW north of 3rd Avenue NW is about 22% of the volume that uses 5th Street NW. The volumes on the other four streets range from 2% to 7% of the 5th Street volume.

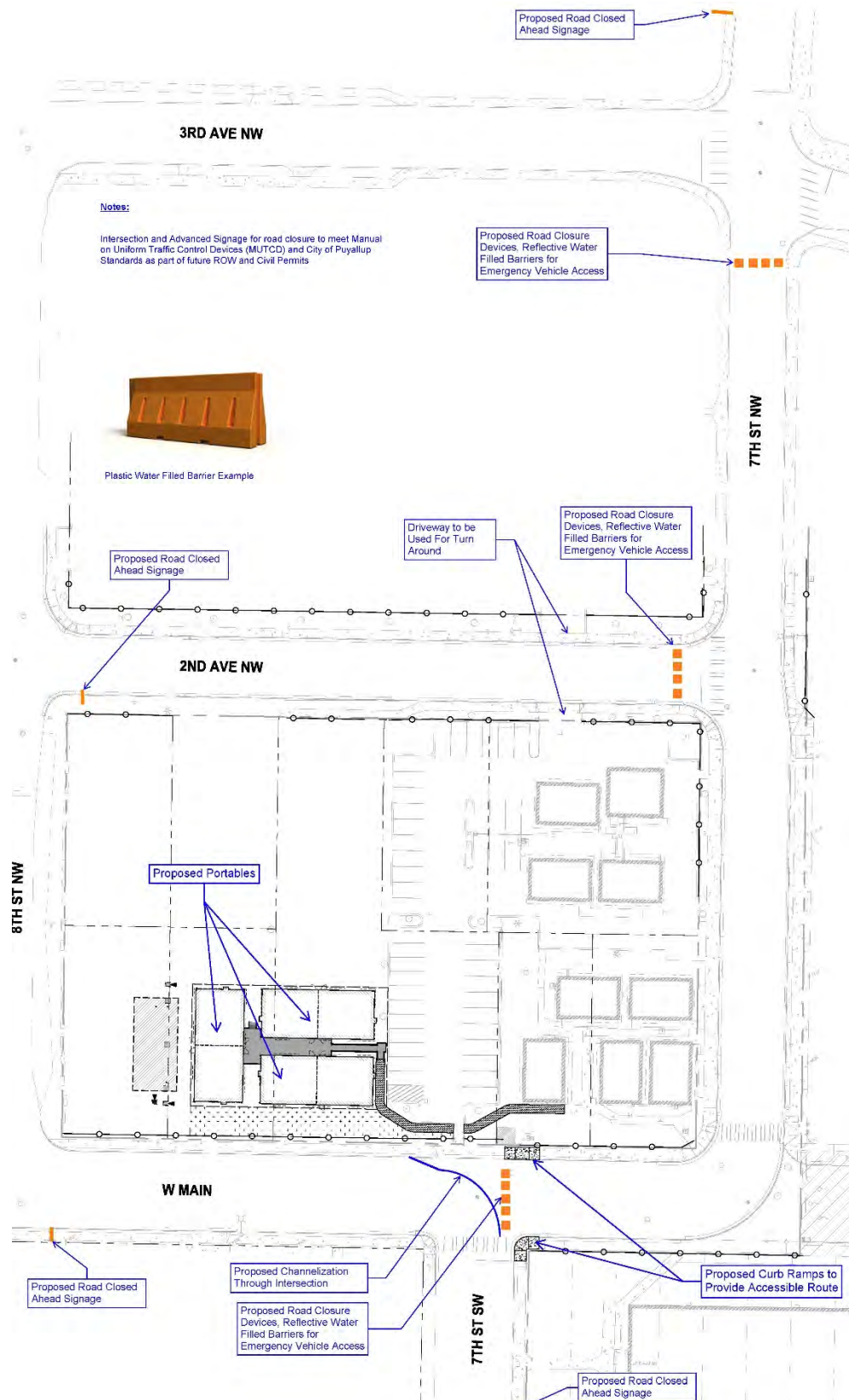
In addition to the 72-hour machine counts, peak period video turning movement counts were taken at five key locations that could be affected by the closure of 7th Street NW to vehicle traffic. The counts were also performed by Idax on Wednesday, January 24, 2024 at the following intersections from 7:00 to 9:00 A.M. and from 2:00 to 6:00 P.M. The count data sheets are provided in Attachment A.

- 8th Street NW / 3rd Street NW;
- 7th Street NW / 3rd Street NW;
- 7th Street NW / 2nd Street NW;
- 7th Street NW / W Main; and
- 7th Street NW / W Pioneer.

School hours are 8:25 A.M. to 2:55 P.M. The counts indicate that the morning (AM) peak hour occurs from 7:30 to 8:30 A.M., the afternoon dismissal peak hour occurs from 2:30 to 3:30 P.M., and the commuter PM peak hour of the adjacent roadways occurs from 4:30 to 5:30 P.M. Figure 5, Figure 6, and Figure 7 show the existing peak hour vehicular turning movement volumes during the AM, afternoon, and PM peak hours, respectively.

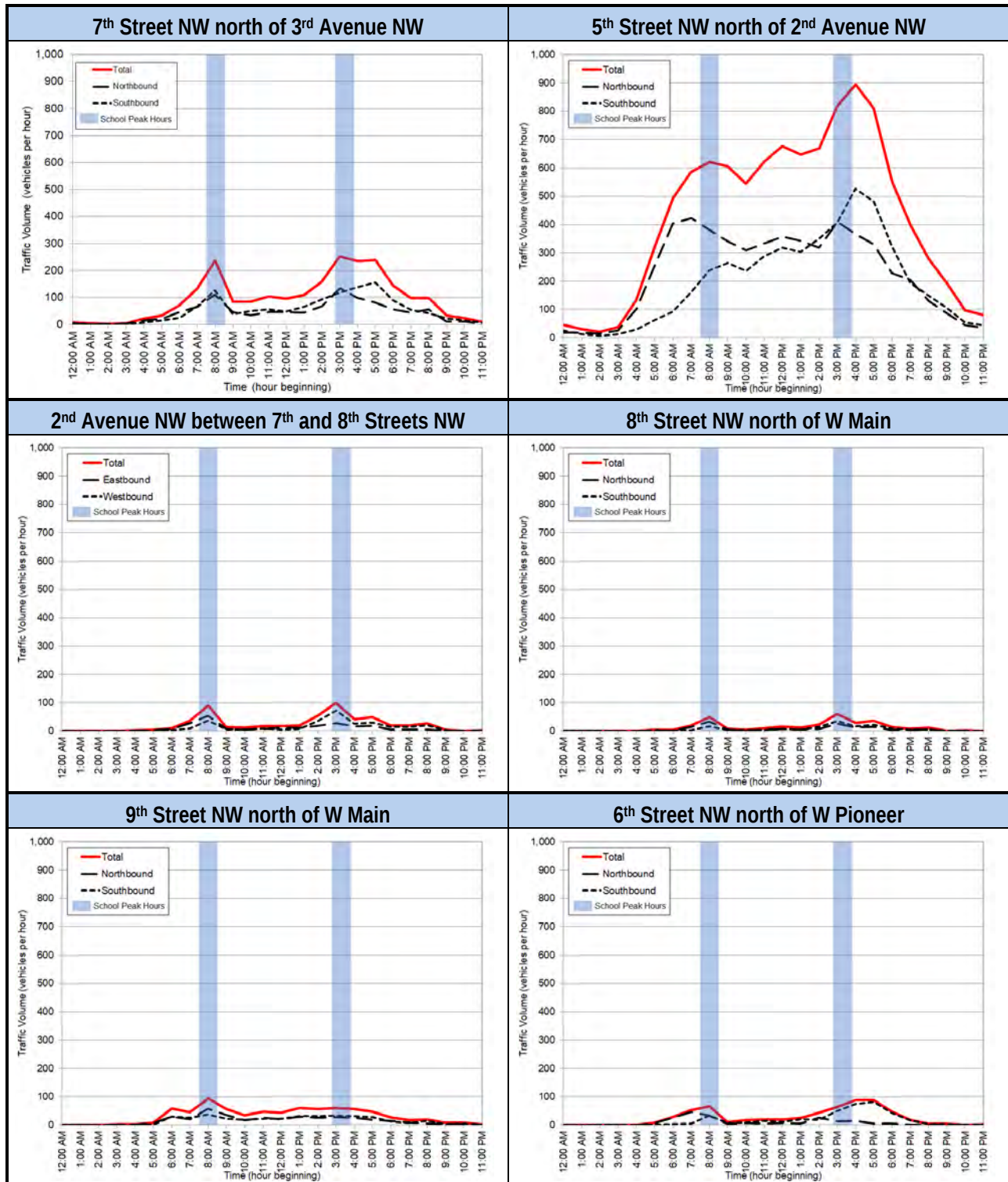
The existing peak hour turning movement counts were examined to estimate how traffic might re-distribute to the surrounding roadway network with the street closure. For the three existing volume figures, the values shown in red denote the intersection movements that would be diverted with the proposed street closure. Much of the traffic that now uses 7th Street NW during the peak hours is school related—either part of a drop-off/pick-up trip or a trip to reach school parking lots. Most of this traffic would continue to use the next closest street that serves these functions, which is 8th Street NW. Some of the traffic that now uses 7th Street NW is non-school-related through traffic. To present a potential worst-case condition, all of the through traffic was also assumed to divert to 8th Street NW even though some traffic could disperse to other streets on the grid. Concentrating the diverted trips to 8th Street NW presents a worst-case condition for the intersections along that route. Figure 8, Figure 9, and Figure 10 show the estimated diverted trips with the temporary street closure for the AM, afternoon, and PM peak hours, respectively. As shown, the road closure is estimated to shift between 60 and 150 northbound trips per hour and between 50 and about 125 southbound trips to 8th Street NW.

Figure 3. Proposed Temporary Street Closure

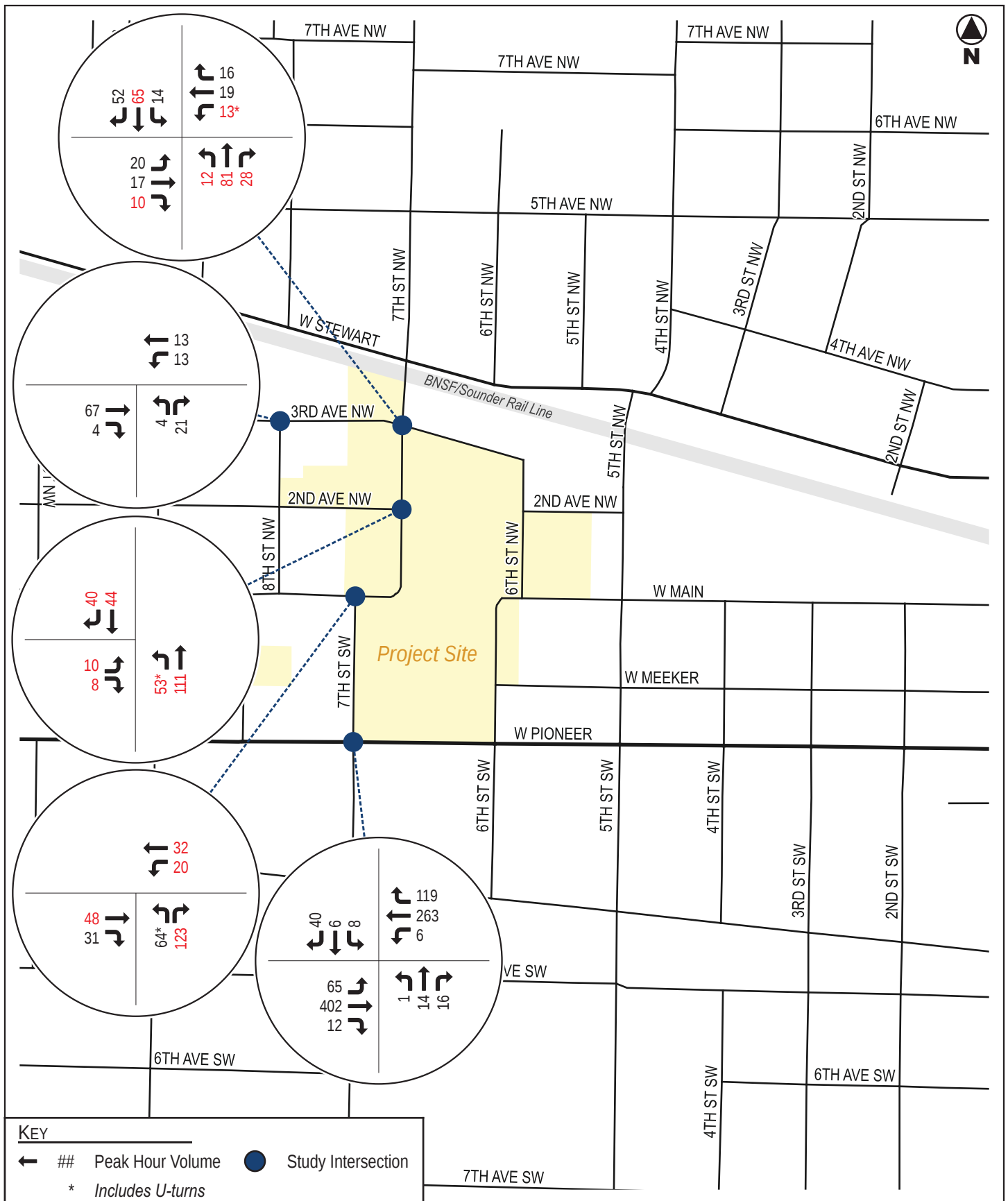


Source: Studio Meng Strazzara and JMJ Team, March 27, 2024,

Figure 4. Vicinity Traffic Volumes Near Puyallup High School – January 2024



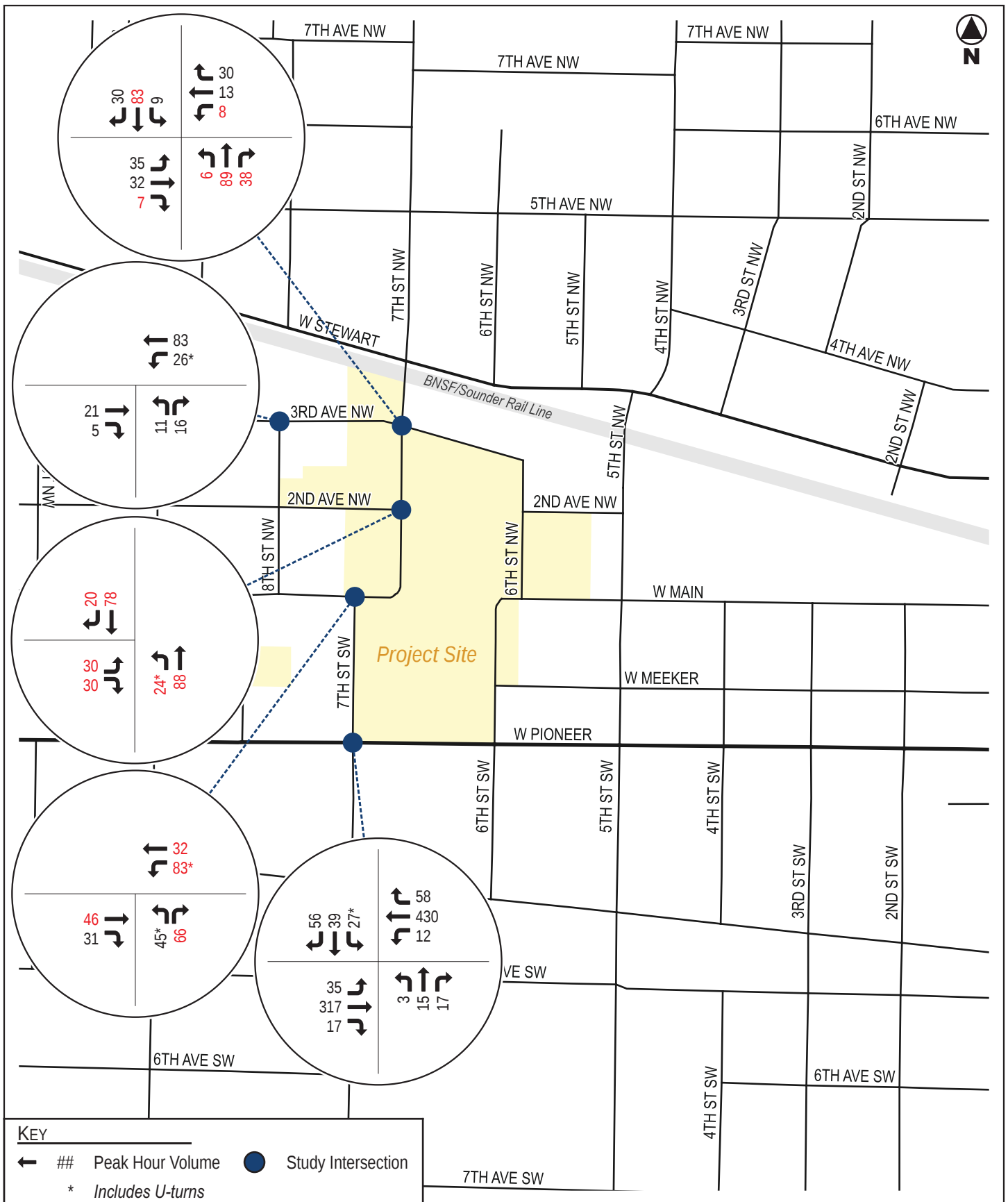
Source: Heffron Transportation, Inc., March 2024 from counts performed by Idax, January 23-25, 2024.

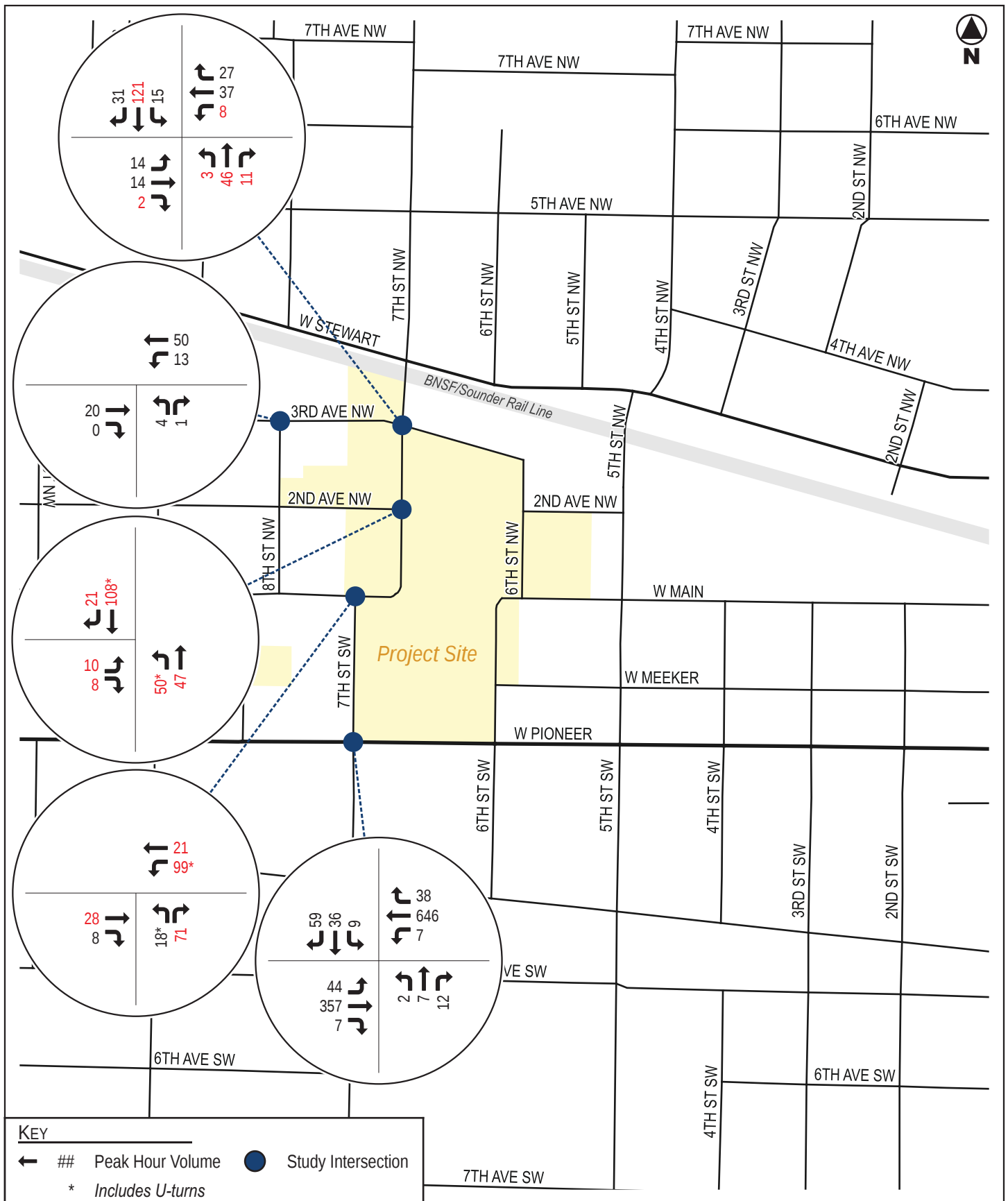


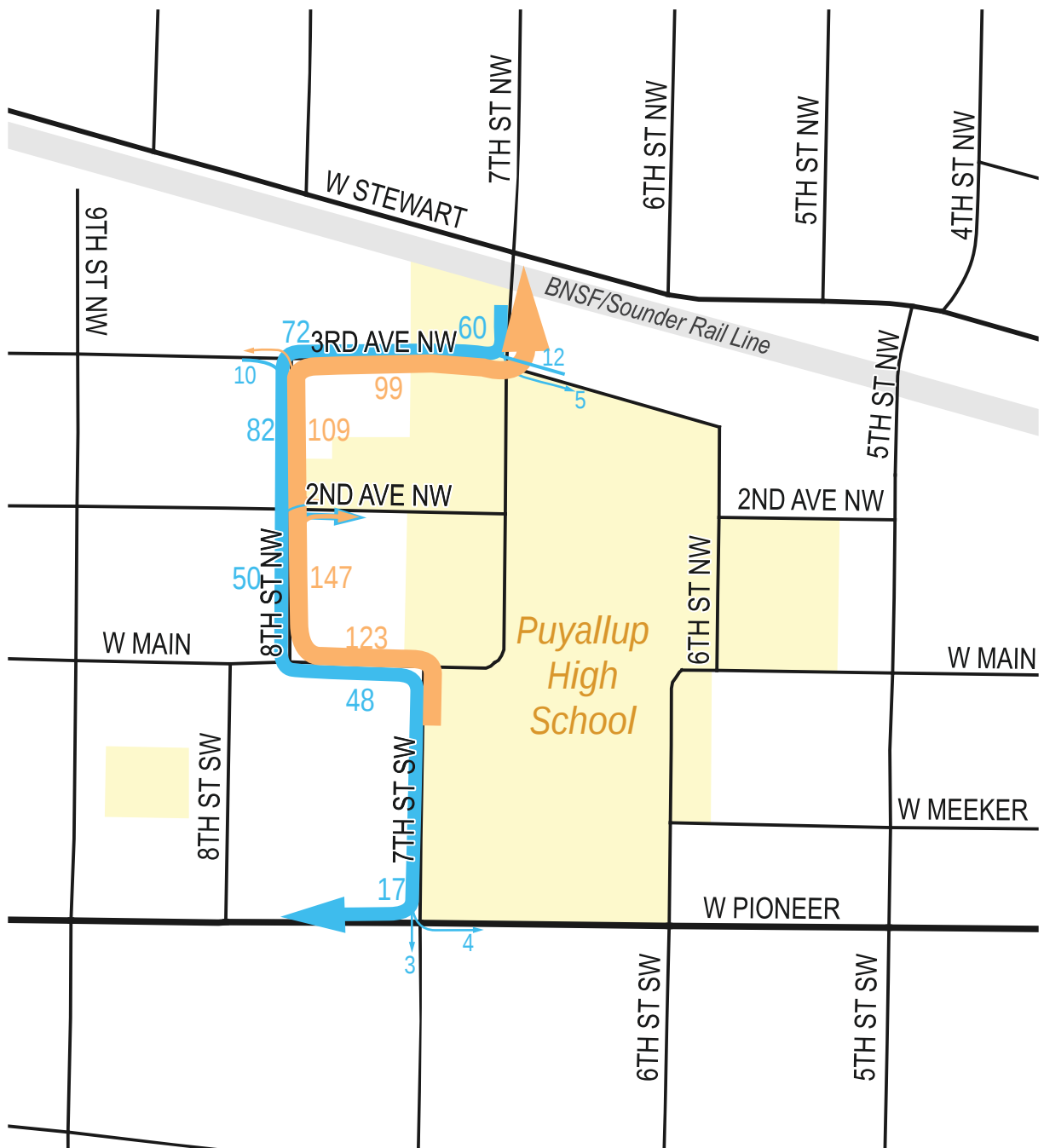
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Figure 5
2024 Existing Conditions Volumes
AM Peak Hour









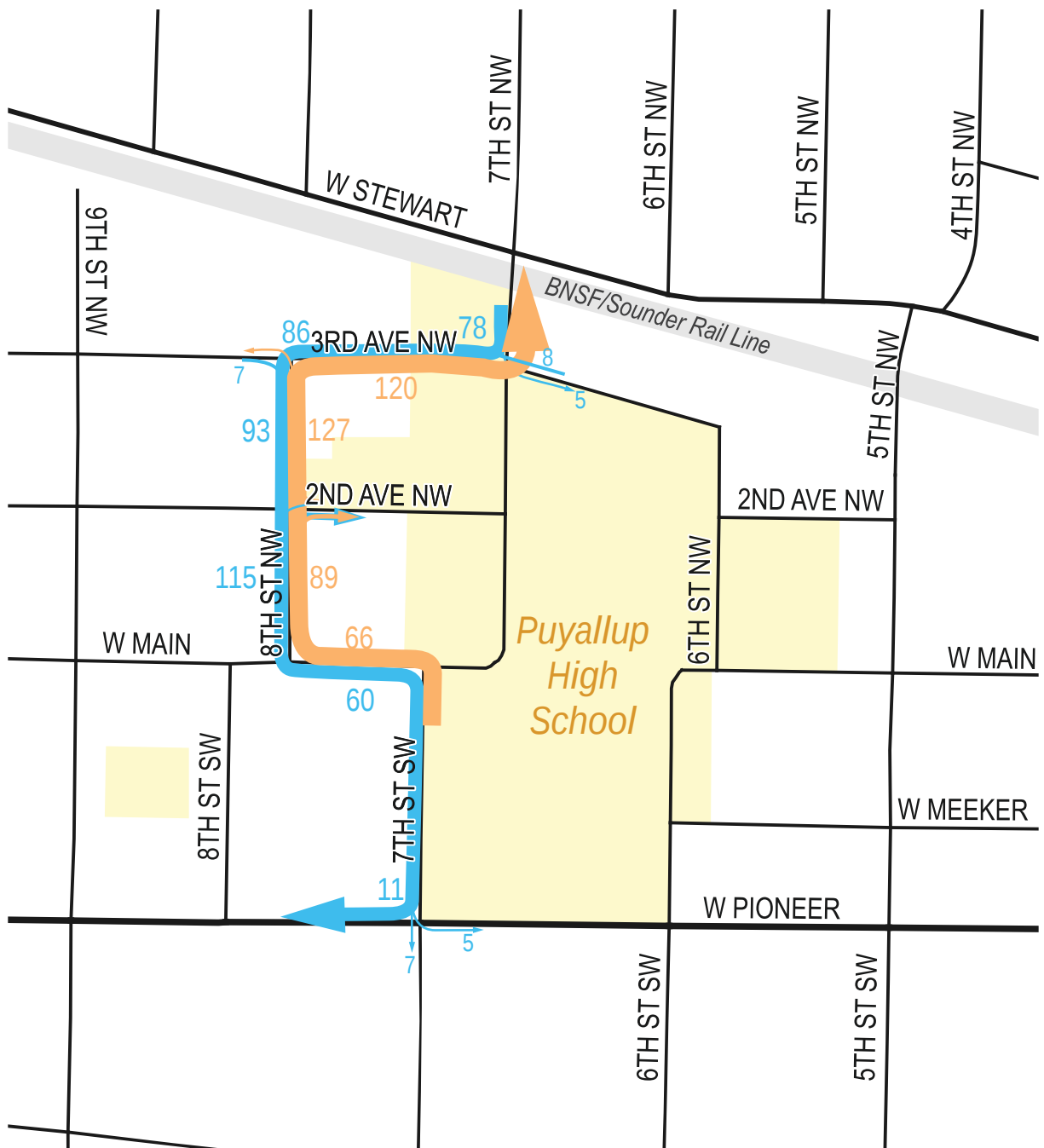
Key:

- Orange arrow: ## Diverted Northbound Trips
- Blue arrow: ## Diverted Southbound Trips

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Figure 8
Estimated Diverted Trips
AM Peak Hour





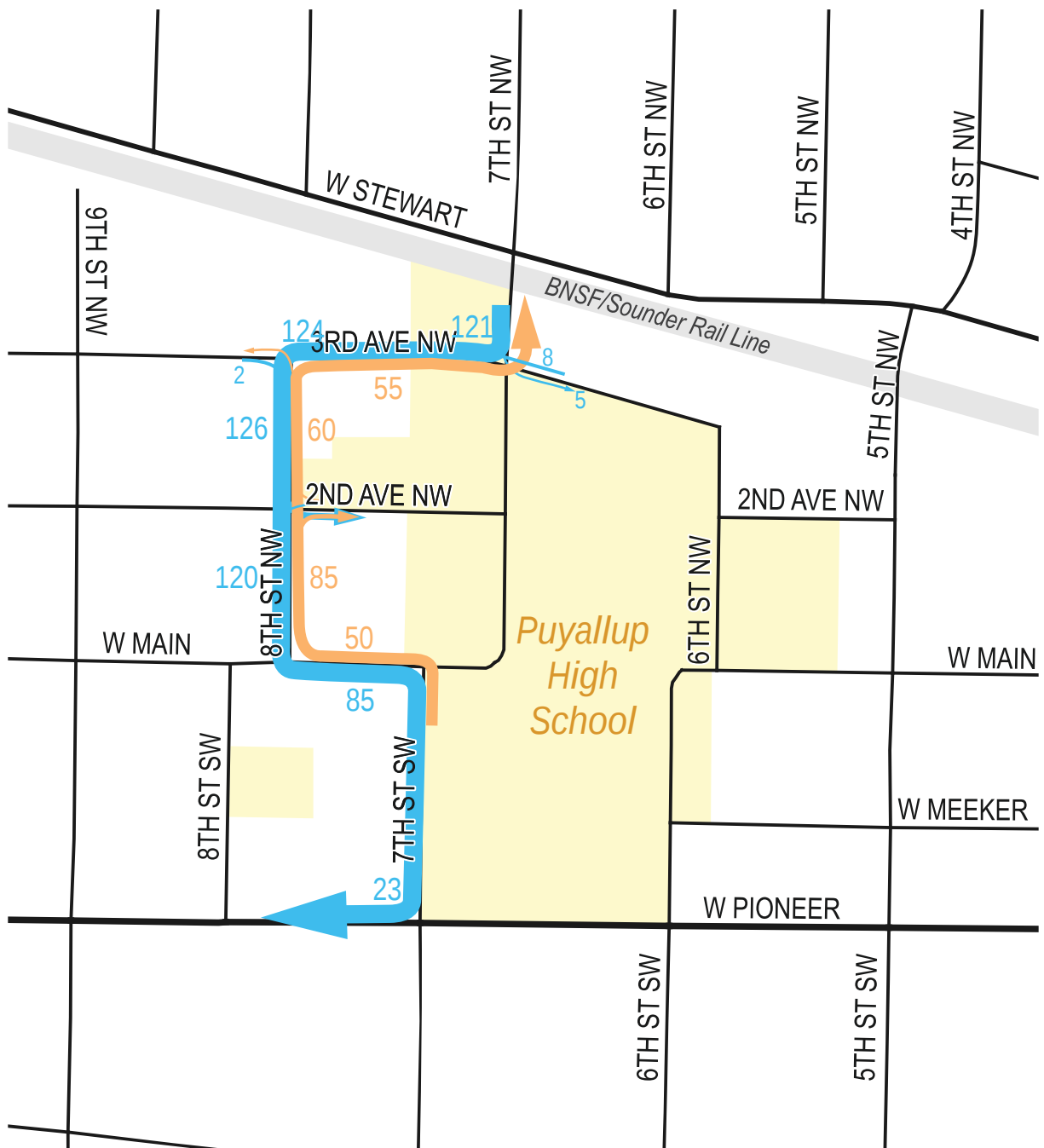
Key:

- ➡ ## Diverted Northbound Trips
- ➡ ## Diverted Southbound Trips

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Figure 9
Estimated Diverted Trips
Afternoon Peak Hour





Key:

- ▶ ## Diverted Northbound Trips
- ▶ ## Diverted Southbound Trips

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Figure 10
Estimated Diverted Trips
PM Peak Hour



5. Operational Impacts of Closure

The potential impacts of the roadway closure were evaluated using traffic operations analysis. Traffic operations are evaluated based on level-of-service (LOS), which is a qualitative measure used to characterize intersection operating conditions. Six letter designations, “A” through “F,” are used to define level of service. LOS A is the best and represents good traffic operations with little or no delay to motorists. LOS F is the worst and indicates poor traffic operations with long delays. Levels of service for the study area intersections were determined using methodologies established in the *Highway Capacity Manual (HCM)*, 6th Edition.⁶ Attachment B summarizes HCM level of service thresholds. The City’s adopted minimum operational standard for all intersections in the City is LOS D.⁷

Table 3 summarizes levels of service for the existing (2024) morning arrival, afternoon dismissal, and PM peak hours for the study-area intersections. As shown, all five study-area intersections currently operate at LOS A overall with all but one movement at LOS C or better during all three peak hours. The southbound movement at the 7th Street NW / W Pioneer intersection operates at LOS F in the afternoon peak hour and LOS E in the PM peak hour. The LOS calculation sheets are provided in Attachment C.

Table 3. Level of Service – Existing (2024) and Forecast-with-Road-Closure Conditions

Intersections	AM Peak Hour (7:30 to 8:30 A.M.)				Afternoon Peak (2:30 to 3:30 P.M.)				PM Peak Hour (4:30 to 5:30 P.M.)			
	Existing		W/ Closure		Existing		W/ Closure		Existing		W/ Closure	
	LOS ^a	Delay ^b	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
8 th St NW / 3 rd Ave NW	A	3.5	A	9.1	A	3.0	A	7.7	A	1.6	A	6.2
Northbound Approach	A	9.3	B	12.5	A	9.7	B	12.0	A	9.3	A	9.3
Westbound Left Turn	A	7.5	A	7.8	A	7.4	A	7.7	A	7.5	A	7.8
7 th St NW / 3 rd Ave NW	A	4.1	A	7.8	A	6.8	C	18.3	A	4.2	A	6.0
Northbound Left Turn	A	7.8	n/a ^c		A	7.7	n/a ^c		A	7.6	n/a ^c	
Eastbound Approach	B	13.5	B	13.9	C	19.7	C	24.1	B	11.8	B	11.5
Westbound Approach	B	12.4	B	10.9	B	12.5	A	9.9	B	11.3	B	10.8
Southbound Left Turn	A	7.6	A	7.3	A	8.0	A	7.3	A	7.4	A	7.3
7 th St NW / 2 nd Ave NW	A	2.5	n/a ^c		A	5.0	n/a ^c		A	2.7	n/a ^c	
Northbound Left Turn	A	8.1			A	8.5			A	7.8		
Eastbound Approach	B	13.5			C	18.6			B	11.1		
7 th St NW / W Main	A	7.5	A	7.8	A	8.1	A	4.9	A	6.6	A	4.0
Northbound Approach	B	13.0	B	11.9	C	17.8	B	13.6	A	9.8	A	9.6
Westbound Left Turn	A	7.8	n/a ^c		A	8.6	n/a ^c		A	7.5	n/a ^c	
7 th St NW / W Pioneer	A	2.7	A	3.5	A	9.8	A	11.8	A	4.5	A	5.5
Northbound Approach	C	20.3	C	20.5	C	24.4	D	25.0	C	21.4	C	21.9
Eastbound Left Turn	A	8.7	A	8.7	A	8.8	A	8.8	A	9.4	A	9.4
Westbound Left Turn	A	8.4	A	8.4	A	8.3	A	8.3	A	8.1	A	8.1
Southbound Approach	C	18.2	C	20.7	F	57.3	F	61.4	E	35.8	E	40.7

Source: Heffron Transportation, Inc., March 2024.

- a. Level of service.
- b. Average seconds of delay per vehicle.
- c. n/a – Not applicable; no volumes with street closure,

⁶ Transportation Research Board 2016.

⁷ City of Puyallup, *Puyallup Comprehensive Plan – Transportation Element*, 2015.

The road closure and the assumed traffic shifts would result in increases in delay at some locations, the largest of which is forecast for the overall 7th Street NW/3rd Avenue NW intersection during the afternoon peak hour. The increase in delay would occur due to the elimination of southbound through volumes, which occur with negligible delays and reduce the overall average intersection delay. The analysis also shows that with the street closure and diversions, the southbound approach at the 7th Street NW / W Pioneer intersection is forecast to continue operating at LOS F. However, it is likely that some of the through traffic would divert to other streets on the grid where turning onto W Pioneer is easier, such as at 9th Street NW or 5th Street NW. The potential diversions to those other streets would be small. All other intersections are forecast to continue operating at acceptable levels of service. Based on these results, the temporary road closure is not anticipated to result in significant adverse impacts to traffic operations in the school vicinity.

As required by the City, the District will perform post closure monitoring traffic counts and analysis during the first school year that the temporary closure is in place. These counts will be performed to evaluate what, if any, impact the closure has on the adjoining street grid compared to the pre-closure counts and analysis. The post-closure counts and analysis will be provided to the City for further review of the relative merits of making the closure permanent.

6. Parking Demand Displacement

The planned road closure would also displace on-street parking demand that currently occurs along the affected segments of 7th Street NW and W Main. Parking demand counts were performed at these locations across multiple times on two days—Thursday, January 18 and Thursday, March 14, 2024. The counts on January 18 were performed during school at 10:00 A.M. and 2:00 P.M., and after school at 3:30 P.M.; counts on March 14 were performed at 7:00 A.M. before school and 10:00 A.M. during school. Table 4 shows the parking demand count results, which indicate that the affected roadway segments serve school-related parking demand ranging from 1 vehicle (before school hours) to 20 vehicles in the early afternoon before school dismissal. Parking counts of the school’s seven off-street parking lots were conducted on the same days and at the same times. Those counts indicate that between 105 and 142 unused stalls during the school day. Therefore, the parking demand that would be displaced by the planned road closure can be accommodated by off-street school lots. It is noted that some drivers may still choose to park on-street for convenience.

Table 4. On-Street Parking Demand Summary

Street	Segment (between)	Side	Parking Demand Count Times and Days				
			7:00 A.M.		10:00 A.M.		2:00 P.M.
			3/14/2024	1/18/2024	3/14/2024	1/18/2024	3:30 P.M.
7 th Street NW	3 rd Ave NW to 2 nd Ave NW	W	0	4	7	6	2
7 th Street NW	3 rd Ave NW to 2 nd Ave NW	E	0	0	3	5	1
7 th Street NW	2 nd Ave NW to W Main	W	1	8	7	7	8
7 th Street NW	2 nd Ave NW to W Main	E	0	1	0	1	3
W Main	7 th Ave NW (N) to 7 th Ave NW (S)	N	0	2	0	0	0
W Main	7 th Ave NW (N) to 7 th Ave NW (S)	S	0	0	0	1	0
Total Demand Likely to be Displaced			1	15	17	20	14

Source: Heffron Transportation, Inc., April 2024.

7. Other Road Closure Considerations

Currently, three Special Education (SPED) school buses use the south side of W Main east of 7th Street NW for student load/unload activities. Three other SPED buses use the east side of 7th Street NW south of W Main. The District will re-route the three buses that use W Main to either the existing school bus load zone on 7th Street NW south of W Main or to the east side of the school on 6th Street NW, where all other general education buses load and unload.

The District will continue coordinating with City staff to develop and implement the temporary road closure, including right-of-way improvements and MUTCD signage that may be required.

8. Findings

The following summarizes the analysis and findings of the analysis.

- The proposed building demolition and placement of portables would result in a net decrease in school capacity and no new school traffic generation.
- The relocation of students to the new portables would introduce additional pedestrian crossings of both 7th Street NW and W Main.
- Based on counts and observations of 7th Street NW and W Main, high volumes of pedestrian crossings already occur during morning arrival, during class period changes, during afternoon dismissal, and after-school during the commuter PM peak period.
- To mitigate potential operational and safety impacts of the added pedestrian crossings, the City and District have agreed to pilot a temporary closure of 7th Street NW and a short segment of W Main near the portable placement area.
- The road closure is expected to shift some school-generated and background traffic to other roadways in the local vicinity, with most assumed to shift to 8th Street NW.
- The shift in traffic would add delay to some locations, but would not result in significant adverse impacts to local traffic operations.
- School-generated parking demand that would be displaced from the closed roadway segments can be accommodated in off-street school lots.
- The District will perform post closure monitoring and analysis during the first school year that the temporary closure is in place. Post-closure counts and analysis will be provided to the City for further review of the relative merits of making the closure permanent.
- The District will coordinate with City staff to develop and implement the temporary road closure, including right-of-way improvements and MUTCD-compliant signage that may be required.
- No other transportation mitigation should be required.

Attachments:

Attachment A – Traffic Count Data Sheets
Attachment B – Level of Service Definitions
Attachment C – Level of Service Calculations

TSM/mch

PSD PHS Demo-Portables Updated Traffic Memo - FINAL

Traffic Count Data Sheets

Location: 7th St NW N/O 3rd Ave NW
Date Range: 1/23/2024 - 1/29/2024
Site Code: 01

Time	Tuesday 1/23/2024			Wednesday 1/24/2024			Thursday 1/25/2024			Friday 1/26/2024			Saturday 1/27/2024			Sunday 1/28/2024			Monday 1/29/2024			Mid-Week Average		
	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	3	5	8	4	6	10	2	5	7	-	-	-	-	-	-	-	-	-	-	-	-	3	5	8
1:00 AM	3	3	6	0	3	3	4	2	6	-	-	-	-	-	-	-	-	-	-	-	-	2	3	5
2:00 AM	1	1	2	1	3	4	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2
3:00 AM	7	2	9	4	3	7	4	0	4	-	-	-	-	-	-	-	-	-	-	-	-	5	2	7
4:00 AM	12	7	19	16	8	24	12	5	17	-	-	-	-	-	-	-	-	-	-	-	-	13	7	20
5:00 AM	20	16	36	23	12	35	16	16	32	-	-	-	-	-	-	-	-	-	-	-	-	20	15	34
6:00 AM	49	25	74	43	25	68	45	27	72	-	-	-	-	-	-	-	-	-	-	-	-	46	26	71
7:00 AM	66	73	139	70	64	134	62	65	127	-	-	-	-	-	-	-	-	-	-	-	-	66	67	133
8:00 AM	94	122	216	121	118	239	116	137	253	-	-	-	-	-	-	-	-	-	-	-	-	110	126	236
9:00 AM	52	38	90	37	35	72	51	42	93	-	-	-	-	-	-	-	-	-	-	-	-	47	38	85
10:00 AM	34	45	79	36	51	87	36	52	88	-	-	-	-	-	-	-	-	-	-	-	-	35	49	85
11:00 AM	44	51	95	46	54	100	53	66	119	-	-	-	-	-	-	-	-	-	-	-	-	48	57	105
12:00 PM	55	46	101	47	43	90	41	58	99	-	-	-	-	-	-	-	-	-	-	-	-	48	49	97
1:00 PM	46	55	101	51	69	120	39	71	110	-	-	-	-	-	-	-	-	-	-	-	-	45	65	110
2:00 PM	70	96	166	63	83	146	67	99	166	-	-	-	-	-	-	-	-	-	-	-	-	67	93	159
3:00 PM	109	130	239	166	120	286	129	109	238	-	-	-	-	-	-	-	-	-	-	-	-	135	120	254
4:00 PM	99	159	258	87	129	216	110	121	231	-	-	-	-	-	-	-	-	-	-	-	-	99	136	235
5:00 PM	86	132	218	90	170	260	67	165	232	-	-	-	-	-	-	-	-	-	-	-	-	81	156	237
6:00 PM	54	76	130	63	84	147	48	110	158	-	-	-	-	-	-	-	-	-	-	-	-	55	90	145
7:00 PM	35	50	85	60	59	119	39	50	89	-	-	-	-	-	-	-	-	-	-	-	-	45	53	98
8:00 PM	23	37	60	77	42	119	63	51	114	-	-	-	-	-	-	-	-	-	-	-	-	54	43	98
9:00 PM	13	22	35	6	25	31	14	17	31	-	-	-	-	-	-	-	-	-	-	-	-	11	21	32
10:00 PM	9	16	25	12	17	29	9	9	18	-	-	-	-	-	-	-	-	-	-	-	-	10	14	24
11:00 PM	6	8	14	1	9	10	4	7	11	-	-	-	-	-	-	-	-	-	-	-	-	4	8	12
Total	990	1,215	2,205	1,124	1,232	2,356	1,032	1,284	2,316	-	-	-	-	-	-	-	-	-	-	-	-	1,049	1,244	2,292
Percent	45%	55%		48%	52%		45%	55%		-	-	-	-	-	-	-	-	-	-	-	-	46%	54%	
AM Peak	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	08:00	08:00	08:00
Vol.	94	122	216	121	118	239	116	137	253	-	-	-	-	-	-	-	-	-	-	-	-	110	126	236
PM Peak	15:00	16:00	16:00	15:00	17:00	15:00	15:00	17:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	15:00	17:00	15:00
Vol.	109	159	258	166	170	286	129	165	238	-	-	-	-	-	-	-	-	-	-	-	-	135	156	254

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

Location: 5th St NW N/O 3rd Ave NW
Date Range: 1/23/2024 - 1/29/2024
Site Code: 02

Time	Tuesday 1/23/2024			Wednesday 1/24/2024			Thursday 1/25/2024			Friday 1/26/2024			Saturday 1/27/2024			Sunday 1/28/2024			Monday 1/29/2024			Mid-Week Average		
	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	12	21	33	26	33	59	19	24	43	-	-	-	-	-	-	-	-	-	-	-	-	19	26	45
1:00 AM	15	16	31	23	11	34	14	10	24	-	-	-	-	-	-	-	-	-	-	-	-	17	12	30
2:00 AM	14	8	22	16	7	23	12	7	19	-	-	-	-	-	-	-	-	-	-	-	-	14	7	21
3:00 AM	24	13	37	30	7	37	23	15	38	-	-	-	-	-	-	-	-	-	-	-	-	26	12	37
4:00 AM	108	30	138	118	33	151	84	28	112	-	-	-	-	-	-	-	-	-	-	-	-	103	30	134
5:00 AM	247	67	314	301	67	368	226	57	283	-	-	-	-	-	-	-	-	-	-	-	-	258	64	322
6:00 AM	354	86	440	479	93	572	376	95	471	-	-	-	-	-	-	-	-	-	-	-	-	403	91	494
7:00 AM	417	174	591	458	156	614	393	157	550	-	-	-	-	-	-	-	-	-	-	-	-	423	162	585
8:00 AM	459	221	680	345	275	620	343	224	567	-	-	-	-	-	-	-	-	-	-	-	-	382	240	622
9:00 AM	395	277	672	368	285	653	264	231	495	-	-	-	-	-	-	-	-	-	-	-	-	342	264	607
10:00 AM	319	252	571	339	241	580	265	215	480	-	-	-	-	-	-	-	-	-	-	-	-	308	236	544
11:00 AM	367	305	672	344	283	627	292	277	569	-	-	-	-	-	-	-	-	-	-	-	-	334	288	623
12:00 PM	431	335	766	373	333	706	269	290	559	-	-	-	-	-	-	-	-	-	-	-	-	358	319	677
1:00 PM	380	296	676	336	322	658	312	289	601	-	-	-	-	-	-	-	-	-	-	-	-	343	302	645
2:00 PM	340	355	695	328	357	685	289	337	626	-	-	-	-	-	-	-	-	-	-	-	-	319	350	669
3:00 PM	417	442	859	438	419	857	372	365	737	-	-	-	-	-	-	-	-	-	-	-	-	409	409	818
4:00 PM	390	576	966	375	555	930	337	448	785	-	-	-	-	-	-	-	-	-	-	-	-	367	526	894
5:00 PM	346	522	868	306	469	775	336	452	788	-	-	-	-	-	-	-	-	-	-	-	-	329	481	810
6:00 PM	239	306	545	200	293	493	244	370	614	-	-	-	-	-	-	-	-	-	-	-	-	228	323	551
7:00 PM	225	205	430	203	199	402	185	176	361	-	-	-	-	-	-	-	-	-	-	-	-	204	193	398
8:00 PM	142	134	276	122	159	281	130	153	283	-	-	-	-	-	-	-	-	-	-	-	-	131	149	280
9:00 PM	101	136	237	76	72	148	83	110	193	-	-	-	-	-	-	-	-	-	-	-	-	87	106	193
10:00 PM	43	50	93	50	55	105	40	53	93	-	-	-	-	-	-	-	-	-	-	-	-	44	53	97
11:00 PM	44	49	93	29	32	61	32	53	85	-	-	-	-	-	-	-	-	-	-	-	-	35	45	80
Total	5,829	4,876	10,705	5,683	4,756	10,439	4,940	4,436	9,376	-	-	-	-	-	-	-	-	-	-	-	-	5,484	4,689	10,173
Percent	54%	46%		54%	46%		53%	47%		-	-	-	-	-	-	-	-	-	-	-	-	54%	46%	
AM Peak	08:00	11:00	08:00	06:00	09:00	09:00	07:00	11:00	11:00	-	-	-	-	-	-	-	-	-	-	-	-	07:00	11:00	11:00
Vol.	459	305	680	479	285	653	393	277	569	-	-	-	-	-	-	-	-	-	-	-	-	423	288	623
PM Peak	12:00	16:00	16:00	15:00	16:00	16:00	15:00	17:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	15:00	16:00	16:00
Vol.	431	576	966	438	555	930	372	452	788	-	-	-	-	-	-	-	-	-	-	-	-	409	526	894

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

Location: 9th St NW S/O 2nd Ave NW
Date Range: 1/23/2024 - 1/29/2024
Site Code: 03

Time	Tuesday 1/23/2024			Wednesday 1/24/2024			Thursday 1/25/2024			Friday 1/26/2024			Saturday 1/27/2024			Sunday 1/28/2024			Monday 1/29/2024			Mid-Week Average		
	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	0	0	0	0	0	0	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
1:00 AM	1	2	3	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
2:00 AM	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
3:00 AM	0	0	0	5	1	6	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	2	0	2
4:00 AM	1	1	2	1	1	2	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2
5:00 AM	8	0	8	8	2	10	7	1	8	-	-	-	-	-	-	-	-	-	-	-	-	8	1	9
6:00 AM	31	29	60	31	25	56	27	29	56	-	-	-	-	-	-	-	-	-	-	-	-	30	28	57
7:00 AM	16	23	39	21	30	51	21	24	45	-	-	-	-	-	-	-	-	-	-	-	-	19	26	45
8:00 AM	58	37	95	51	37	88	62	37	99	-	-	-	-	-	-	-	-	-	-	-	-	57	37	94
9:00 AM	35	18	53	32	19	51	36	29	65	-	-	-	-	-	-	-	-	-	-	-	-	34	22	56
10:00 AM	17	20	37	14	20	34	19	16	35	-	-	-	-	-	-	-	-	-	-	-	-	17	19	35
11:00 AM	28	27	55	16	19	35	29	21	50	-	-	-	-	-	-	-	-	-	-	-	-	24	22	47
12:00 PM	23	21	44	19	23	42	20	23	43	-	-	-	-	-	-	-	-	-	-	-	-	21	22	43
1:00 PM	28	34	62	27	29	56	32	31	63	-	-	-	-	-	-	-	-	-	-	-	-	29	31	60
2:00 PM	27	36	63	20	24	44	29	36	65	-	-	-	-	-	-	-	-	-	-	-	-	25	32	57
3:00 PM	31	34	65	20	40	60	30	27	57	-	-	-	-	-	-	-	-	-	-	-	-	27	34	61
4:00 PM	33	27	60	24	31	55	22	37	59	-	-	-	-	-	-	-	-	-	-	-	-	26	32	58
5:00 PM	16	28	44	17	28	45	26	29	55	-	-	-	-	-	-	-	-	-	-	-	-	20	28	48
6:00 PM	24	16	40	10	10	20	9	13	22	-	-	-	-	-	-	-	-	-	-	-	-	14	13	27
7:00 PM	10	4	14	7	8	15	12	10	22	-	-	-	-	-	-	-	-	-	-	-	-	10	7	17
8:00 PM	10	5	15	5	18	23	4	21	25	-	-	-	-	-	-	-	-	-	-	-	-	6	15	21
9:00 PM	3	3	6	3	5	8	4	4	8	-	-	-	-	-	-	-	-	-	-	-	-	3	4	7
10:00 PM	2	9	11	4	5	9	2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	3	7	9
11:00 PM	0	1	1	2	3	5	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
Total	402	375	777	337	378	715	393	396	789	-	-	-	-	-	-	-	-	-	-	-	-	377	383	760
Percent	52%	48%		47%	53%		50%	50%		-	-	-	-	-	-	-	-	-	-	-	-	50%	50%	
AM Peak	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	08:00	08:00	08:00
Vol.	58	37	95	51	37	88	62	37	99	-	-	-	-	-	-	-	-	-	-	-	-	57	37	94
PM Peak	16:00	14:00	15:00	13:00	15:00	15:00	13:00	16:00	14:00	-	-	-	-	-	-	-	-	-	-	-	-	13:00	15:00	15:00
Vol.	33	36	65	27	40	60	32	37	65	-	-	-	-	-	-	-	-	-	-	-	-	29	34	61

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

Location: 8th St NW S/O 2nd Ave NW
 Date Range: 1/23/2024 - 1/29/2024
 Site Code: 04

Time	Tuesday 1/23/2024			Wednesday 1/24/2024			Thursday 1/25/2024			Friday 1/26/2024			Saturday 1/27/2024			Sunday 1/28/2024			Monday 1/29/2024			Mid-Week Average		
	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	0	0	0	2	0	2	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
1:00 AM	0	0	0	0	0	0	0	2	2	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
2:00 AM	0	0	0	0	0	0	0	2	2	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
3:00 AM	1	0	1	0	0	0	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
4:00 AM	1	0	1	0	1	1	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	1
5:00 AM	3	2	5	2	4	6	1	4	5	-	-	-	-	-	-	-	-	-	-	-	-	2	3	5
6:00 AM	2	3	5	2	2	4	2	1	3	-	-	-	-	-	-	-	-	-	-	-	-	2	2	4
7:00 AM	20	5	25	0	0	0	24	6	30	-	-	-	-	-	-	-	-	-	-	-	-	15	4	18
8:00 AM	45	22	67	0	0	0	52	28	80	-	-	-	-	-	-	-	-	-	-	-	-	32	17	49
9:00 AM	8	2	10	0	0	0	8	5	13	-	-	-	-	-	-	-	-	-	-	-	-	5	2	8
10:00 AM	4	5	9	0	0	0	4	7	11	-	-	-	-	-	-	-	-	-	-	-	-	3	4	7
11:00 AM	7	8	15	0	0	0	10	6	16	-	-	-	-	-	-	-	-	-	-	-	-	6	5	10
12:00 PM	13	9	22	0	0	0	7	12	19	-	-	-	-	-	-	-	-	-	-	-	-	7	7	14
1:00 PM	6	8	14	0	0	0	9	10	19	-	-	-	-	-	-	-	-	-	-	-	-	5	6	11
2:00 PM	14	29	43	0	0	0	12	18	30	-	-	-	-	-	-	-	-	-	-	-	-	9	16	24
3:00 PM	25	44	69	15	34	49	35	33	68	-	-	-	-	-	-	-	-	-	-	-	-	25	37	62
4:00 PM	10	12	22	12	13	25	16	27	43	-	-	-	-	-	-	-	-	-	-	-	-	13	17	30
5:00 PM	10	29	39	18	27	45	12	9	21	-	-	-	-	-	-	-	-	-	-	-	-	13	22	35
6:00 PM	1	9	10	6	12	18	6	9	15	-	-	-	-	-	-	-	-	-	-	-	-	4	10	14
7:00 PM	4	3	7	2	4	6	2	11	13	-	-	-	-	-	-	-	-	-	-	-	-	3	6	9
8:00 PM	2	0	2	4	4	8	11	10	21	-	-	-	-	-	-	-	-	-	-	-	-	6	5	10
9:00 PM	0	2	2	0	2	2	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	0	2	2
10:00 PM	0	2	2	4	0	4	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	2	1	3
11:00 PM	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
Total	176	194	370	67	103	170	214	202	416	-	-	-	-	-	-	-	-	-	-	-	-	152	166	319
Percent	48%	52%		39%	61%		51%	49%		-	-	-	-	-	-	-	-	-	-	-	-	48%	52%	
AM Peak	08:00	08:00	08:00	00:00	05:00	05:00	08:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	08:00	08:00	08:00
Vol.	45	22	67	2	4	6	52	28	80	-	-	-	-	-	-	-	-	-	-	-	-	32	17	49
PM Peak	15:00	15:00	15:00	17:00	15:00	15:00	15:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	15:00	15:00	15:00
Vol.	25	44	69	18	34	49	35	33	68	-	-	-	-	-	-	-	-	-	-	-	-	25	37	62

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

Location: 2nd Ave NW W/O 7th St NW
 Date Range: 1/23/2024 - 1/29/2024
 Site Code: 05

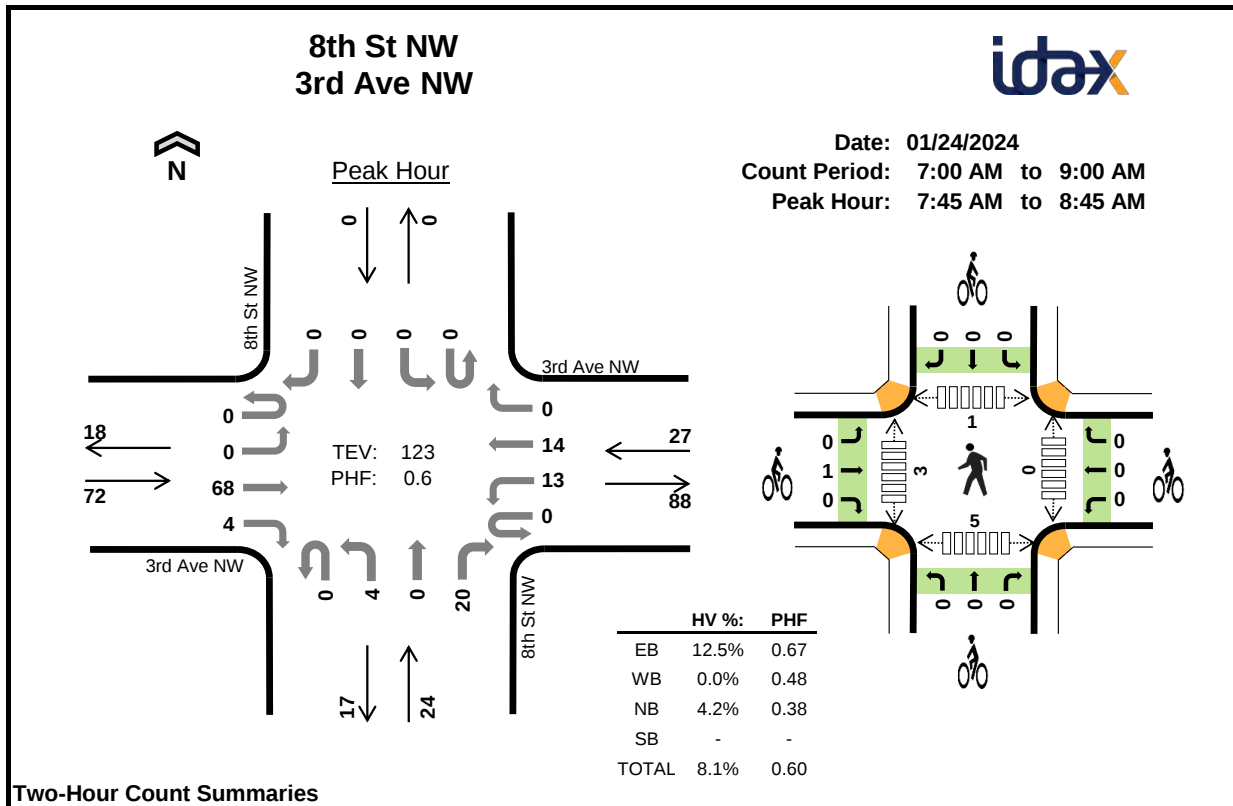
Time	Tuesday 1/23/2024			Wednesday 1/24/2024			Thursday 1/25/2024			Friday 1/26/2024			Saturday 1/27/2024			Sunday 1/28/2024			Monday 1/29/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	0	0	0	0	1	1	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
1:00 AM	0	1	1	1	0	1	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
2:00 AM	0	0	0	0	1	1	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
3:00 AM	0	0	0	0	1	1	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	0	0	1
4:00 AM	2	1	3	2	1	3	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	2	1	3
5:00 AM	5	0	5	3	0	3	2	0	2	-	-	-	-	-	-	-	-	-	-	-	-	3	0	3
6:00 AM	7	2	9	7	3	10	5	2	7	-	-	-	-	-	-	-	-	-	-	-	-	6	2	9
7:00 AM	25	9	34	30	7	37	24	10	34	-	-	-	-	-	-	-	-	-	-	-	-	26	9	35
8:00 AM	44	34	78	55	38	93	62	38	100	-	-	-	-	-	-	-	-	-	-	-	-	54	37	90
9:00 AM	8	3	11	6	10	16	8	4	12	-	-	-	-	-	-	-	-	-	-	-	-	7	6	13
10:00 AM	5	5	10	5	6	11	9	7	16	-	-	-	-	-	-	-	-	-	-	-	-	6	6	12
11:00 AM	9	11	20	6	6	12	10	9	19	-	-	-	-	-	-	-	-	-	-	-	-	8	9	17
12:00 PM	17	4	21	10	4	14	11	6	17	-	-	-	-	-	-	-	-	-	-	-	-	13	5	17
1:00 PM	9	4	13	14	8	22	12	12	24	-	-	-	-	-	-	-	-	-	-	-	-	12	8	20
2:00 PM	20	40	60	16	34	50	16	36	52	-	-	-	-	-	-	-	-	-	-	-	-	17	37	54
3:00 PM	21	64	85	28	86	114	33	69	102	-	-	-	-	-	-	-	-	-	-	-	-	27	73	100
4:00 PM	18	17	35	14	21	35	19	36	55	-	-	-	-	-	-	-	-	-	-	-	-	17	25	42
5:00 PM	12	39	51	25	34	59	19	17	36	-	-	-	-	-	-	-	-	-	-	-	-	19	30	49
6:00 PM	3	9	12	9	16	25	4	17	21	-	-	-	-	-	-	-	-	-	-	-	-	5	14	19
7:00 PM	3	13	16	5	14	19	5	15	20	-	-	-	-	-	-	-	-	-	-	-	-	4	14	18
8:00 PM	0	3	3	4	15	19	13	42	55	-	-	-	-	-	-	-	-	-	-	-	-	6	20	26
9:00 PM	3	5	8	0	5	5	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-	1	4	6
10:00 PM	0	0	0	3	1	4	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2
11:00 PM	2	2	4	0	2	2	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	1	2	2
Total	213	266	479	243	314	557	256	328	584	-	-	-	-	-	-	-	-	-	-	-	-	237	303	540
Percent	44%	56%		44%	56%		44%	56%		-	-	-	-	-	-	-	-	-	-	-	-	44%	56%	
AM Peak	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	08:00	08:00	08:00
Vol.	44	34	78	55	38	93	62	38	100	-	-	-	-	-	-	-	-	-	-	-	-	54	37	90
PM Peak	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	15:00	15:00	15:00
Vol.	21	64	85	28	86	114	33	69	102	-	-	-	-	-	-	-	-	-	-	-	-	27	73	100

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

Location: 6th St SW N/O W Pioneer Ave
Date Range: 1/23/2024 - 1/29/2024
Site Code: 06

Time	Tuesday 1/23/2024			Wednesday 1/24/2024			Thursday 1/25/2024			Friday 1/26/2024			Saturday 1/27/2024			Sunday 1/28/2024			Monday 1/29/2024			Mid-Week Average		
	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	1	1	2	0	1	1	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
1:00 AM	0	1	1	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
2:00 AM	1	1	2	0	1	1	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
3:00 AM	0	2	2	0	0	0	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
4:00 AM	1	1	2	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	1
5:00 AM	8	2	10	7	3	10	6	2	8	-	-	-	-	-	-	-	-	-	-	-	-	7	2	9
6:00 AM	26	1	27	26	2	28	22	6	28	-	-	-	-	-	-	-	-	-	-	-	-	25	3	28
7:00 AM	50	6	56	46	7	53	47	6	53	-	-	-	-	-	-	-	-	-	-	-	-	48	6	54
8:00 AM	37	33	70	25	33	58	35	32	67	-	-	-	-	-	-	-	-	-	-	-	-	32	33	65
9:00 AM	3	9	12	3	7	10	3	6	9	-	-	-	-	-	-	-	-	-	-	-	-	3	7	10
10:00 AM	10	10	20	6	9	15	8	10	18	-	-	-	-	-	-	-	-	-	-	-	-	8	10	18
11:00 AM	9	10	19	3	16	19	7	16	23	-	-	-	-	-	-	-	-	-	-	-	-	6	14	20
12:00 PM	8	9	17	7	12	19	10	11	21	-	-	-	-	-	-	-	-	-	-	-	-	8	11	19
1:00 PM	5	22	27	4	17	21	6	23	29	-	-	-	-	-	-	-	-	-	-	-	-	5	21	26
2:00 PM	31	22	53	24	18	42	19	18	37	-	-	-	-	-	-	-	-	-	-	-	-	25	19	44
3:00 PM	18	49	67	8	53	61	14	53	67	-	-	-	-	-	-	-	-	-	-	-	-	13	52	65
4:00 PM	17	77	94	10	72	82	14	70	84	-	-	-	-	-	-	-	-	-	-	-	-	14	73	87
5:00 PM	8	80	88	8	92	100	4	78	82	-	-	-	-	-	-	-	-	-	-	-	-	7	83	90
6:00 PM	3	35	38	5	41	46	7	47	54	-	-	-	-	-	-	-	-	-	-	-	-	5	41	46
7:00 PM	0	20	20	1	13	14	4	15	19	-	-	-	-	-	-	-	-	-	-	-	-	2	16	18
8:00 PM	1	2	3	0	5	5	1	5	6	-	-	-	-	-	-	-	-	-	-	-	-	1	4	5
9:00 PM	3	1	4	0	5	5	0	3	3	-	-	-	-	-	-	-	-	-	-	-	-	1	3	4
10:00 PM	0	1	1	0	1	1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	0	1	2
11:00 PM	0	3	3	0	2	2	0	2	2	-	-	-	-	-	-	-	-	-	-	-	-	0	2	2
Total	240	398	638	183	410	593	209	406	615	-	-	-	-	-	-	-	-	-	-	-	-	211	405	615
Percent	38%	62%		31%	69%		34%	66%		-	-	-	-	-	-	-	-	-	-	-	-	34%	66%	
AM Peak	07:00	08:00	08:00	07:00	08:00	08:00	07:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	07:00	08:00	08:00
Vol.	50	33	70	46	33	58	47	32	67	-	-	-	-	-	-	-	-	-	-	-	-	48	33	65
PM Peak	14:00	17:00	16:00	14:00	17:00	17:00	14:00	17:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	14:00	17:00	17:00
Vol.	31	80	94	24	92	100	19	78	84	-	-	-	-	-	-	-	-	-	-	-	-	25	83	90

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

**Two-Hour Count Summaries**

Interval Start	3rd Ave NW Eastbound				3rd Ave NW Westbound				8th St NW Northbound				8th St NW Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	4	1	0	1	2	0	0	0	0	0	0	0	0	0	8	0
7:15 AM	0	0	9	0	0	1	4	0	0	0	0	1	0	1	0	0	16	0
7:30 AM	0	0	6	0	0	0	1	0	0	0	0	2	0	0	0	0	9	0
7:45 AM	0	0	10	1	0	0	3	0	0	0	0	2	0	0	0	0	16	49
8:00 AM	0	0	26	1	0	9	5	0	0	0	0	5	0	0	0	0	46	87
8:15 AM	0	0	25	2	0	4	4	0	0	4	0	12	0	0	0	0	51	122
8:30 AM	0	0	7	0	0	0	2	0	0	0	0	1	0	0	0	0	10	123
8:45 AM	0	0	4	1	0	0	3	0	0	0	0	2	0	0	0	0	10	117
Count Total	0	0	91	6	0	15	24	0	0	4	0	25	0	1	0	0	166	0
Peak Hour	All	0	0	68	4	0	13	14	0	0	4	0	20	0	0	0	123	0
	HV	0	0	9	0	0	0	0	0	0	1	0	0	0	0	0	10	0
	HV%	-	-	13%	0%	-	0%	0%	-	-	25%	-	0%	-	-	-	8%	0

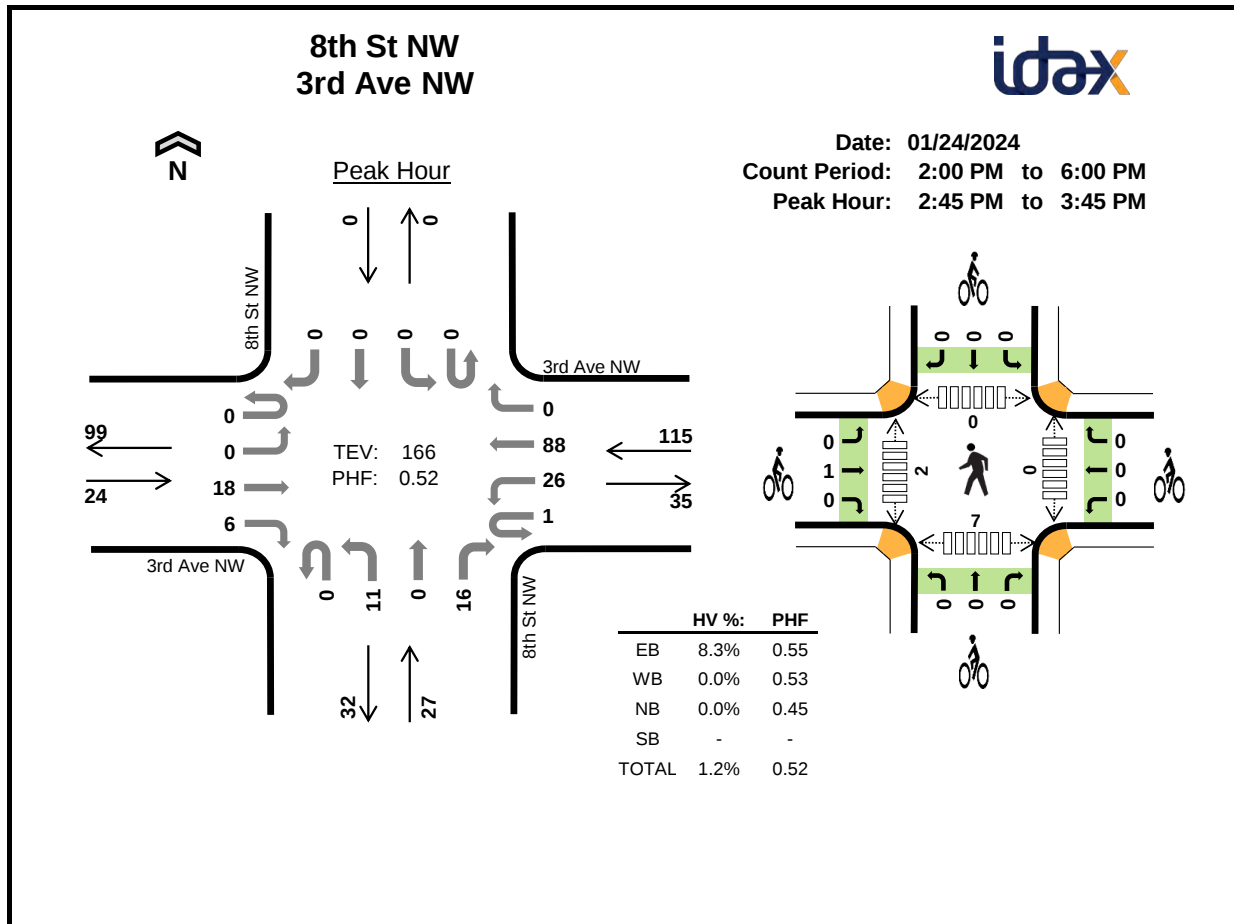
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
7:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:00 AM	4	0	0	0	4	0	0	0	0	0	0	0	1	2	3
8:15 AM	2	0	1	0	3	0	0	0	0	0	0	2	0	3	5
8:30 AM	2	0	0	0	2	1	0	0	0	1	0	1	0	0	1
8:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Count Total	13	2	1	0	16	1	0	0	0	1	0	3	1	5	9
Peak Hour	9	0	1	0	10	1	0	0	0	1	0	3	1	5	9

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	3rd Ave NW				3rd Ave NW				8th St NW				8th St NW				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	3	
7:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:00 AM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
8:15 AM	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3	
8:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Count Total	0	0	13	0	0	1	1	0	0	1	0	0	0	0	0	0	16	
Peak Hour	0	0	9	0	0	0	0	0	0	1	0	0	0	0	0	0	10	

Two-Hour Count Summaries - Bikes																	
Interval Start	3rd Ave NW			3rd Ave NW			8th St NW			8th St NW			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
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	1	0	0	0	0	0	0	0	0	0	0	1	1			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
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.

**Four-Hour Count Summaries**

Interval Start	3rd Ave NW Eastbound				3rd Ave NW Westbound				8th St NW Northbound				8th St NW Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:45 PM	0	0	5	3	1	6	29	0	0	5	0	6	0	0	0	0	55	0
3:00 PM	0	0	9	2	0	16	38	0	0	6	0	9	0	0	0	0	80	0
3:15 PM	0	0	3	0	0	2	15	0	0	0	0	1	0	0	0	0	21	0
3:30 PM	0	0	1	1	0	2	6	0	0	0	0	0	0	0	0	0	10	166
Peak Hour	All	0	0	18	6	1	26	88	0	0	11	0	16	0	0	0	166	0
	HV	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0
	HV%	-	-	11%	0%	0%	0%	0%	-	-	0%	-	0%	-	-	-	1%	0

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

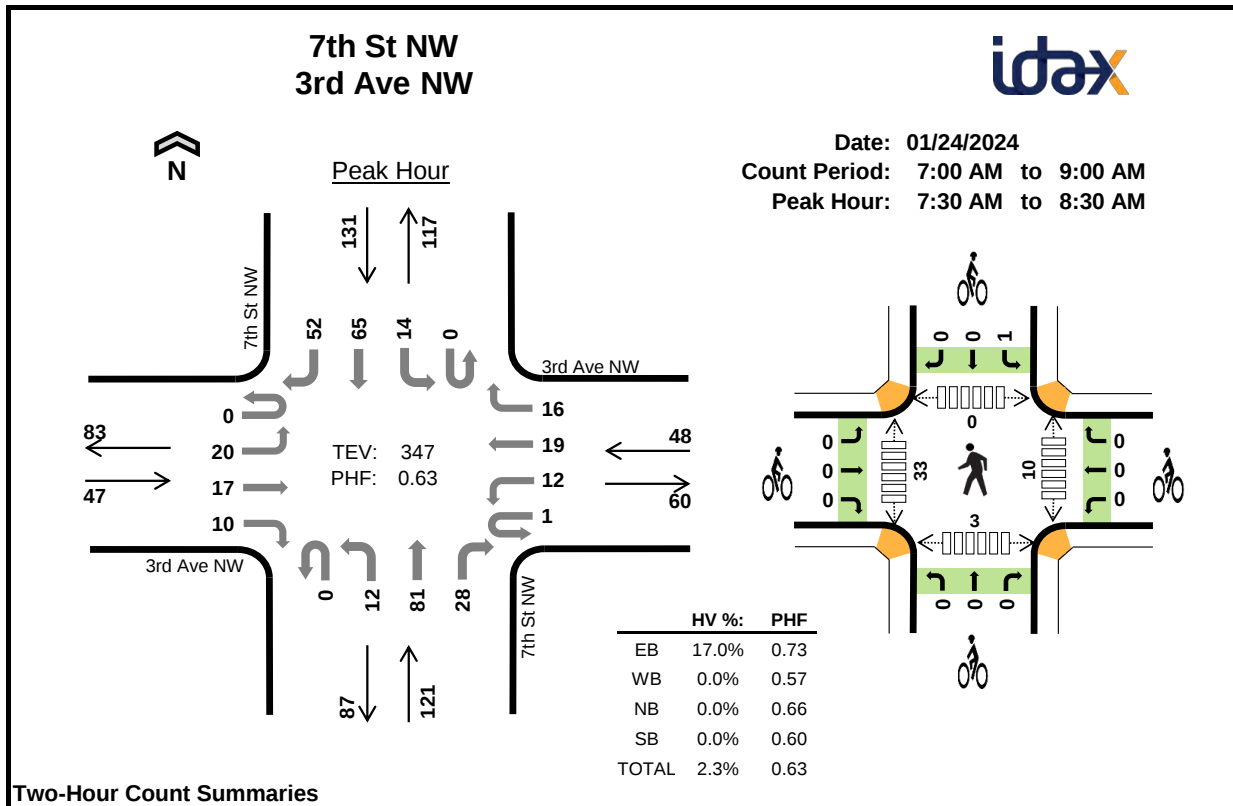
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:45 PM	2	0	0	0	2	0	0	0	0	0	0	1	0	3	4
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
3:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2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

Four-Hour Count Summaries																			
Interval Start		3rd Ave NW				3rd Ave NW				8th St NW				8th St NW				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		
2:00 PM		0	0	4	0	0	2	3	0	0	0	0	1	0	0	0	0	10	0
2:15 PM		0	0	3	0	0	1	6	0	0	0	0	0	0	0	0	0	10	0
2:30 PM		0	0	4	0	0	1	1	0	0	0	0	0	0	0	0	0	6	0
2:45 PM		0	0	5	3	1	6	29	0	0	5	0	6	0	0	0	0	55	81
3:00 PM		0	0	9	2	0	16	38	0	0	6	0	9	0	0	0	0	80	151
3:15 PM		0	0	3	0	0	2	15	0	0	0	0	1	0	0	0	0	21	162
3:30 PM		0	0	1	1	0	2	6	0	0	0	0	0	0	0	0	0	10	166
3:45 PM		0	0	6	0	0	1	6	0	0	0	0	0	0	0	0	0	13	124
4:00 PM		0	0	8	0	0	0	3	0	0	0	0	0	0	0	0	0	11	55
4:15 PM		0	0	6	0	0	2	10	0	0	0	0	1	0	0	0	0	19	53
4:30 PM		0	0	3	0	0	2	12	1	0	0	0	0	0	0	0	0	18	61
4:45 PM		0	0	7	0	0	3	12	0	0	2	0	0	0	0	0	0	24	72
5:00 PM		0	0	8	0	0	2	12	1	0	1	0	0	0	0	0	0	24	85
5:15 PM		0	0	2	0	0	6	14	0	0	1	0	1	0	0	0	0	24	90
5:30 PM		0	0	1	0	0	1	8	1	0	0	0	0	0	1	0	0	12	84
5:45 PM		0	0	3	0	1	1	9	0	0	0	0	0	0	0	0	0	14	74
Count Total		0	0	73	6	2	48	184	3	0	15	0	19	0	1	0	0	351	0
Peak Hour	All	0	0	18	6	1	26	88	0	0	11	0	16	0	0	0	0	166	0
	HV	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
	HV%	-	-	11%	0%	0%	0%	0%	-	-	0%	-	0%	-	-	-	-	1%	0
Note: Four-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				
2:00 PM		0	3	1	0	4	1	0	0	0	1	0	0	0	1	1			
2:15 PM		0	0	0	0	0	1	0	0	0	1	0	0	0	1	1			
2:30 PM		2	0	0	0	2	0	0	0	0	0	0	0	0	0	0			
2:45 PM		2	0	0	0	2	0	0	0	0	0	0	1	0	3	4			
3:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	3	3			
3:15 PM		0	0	0	0	0	1	0	0	0	1	0	0	0	0	0			
3:30 PM		0	0	0	0	0	0	0	0	0	0	1	0	1	2				
3:45 PM		1	0	0	0	1	0	0	0	0	0	0	0	0	1	1			
4:00 PM		1	0	0	0	1	0	0	0	0	0	0	0	0	0	0			
4:15 PM		0	3	0	0	3	1	0	0	0	1	0	0	2	1	3			
4:30 PM		0	7	0	0	7	0	0	0	0	0	0	0	0	2	2			
4:45 PM		3	5	0	0	8	0	0	0	0	0	0	0	0	1	1			
5:00 PM		0	2	0	0	2	0	0	0	0	0	0	0	0	0	0			
5:15 PM		0	0	1	0	1	0	0	0	0	0	0	0	0	0	0			
5:30 PM		0	1	0	0	1	0	0	0	0	0	0	0	0	2	2			
5:45 PM		0	2	0	0	2	0	0	0	0	0	0	0	0	0	0			
Count Total		9	23	2	0	34	4	0	0	0	4	0	2	2	16	20			
Peak Hour		2	0	0	0	2	1	0	0	0	1	0	2	0	7	9			

Four-Hour Count Summaries - Heavy Vehicles																		
Interval Start	3rd Ave NW				3rd Ave NW				8th St NW				8th St NW				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		
2:00 PM	0	0	0	0	0	1	2	0	0	0	0	1	0	0	0	0	4	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
2:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
4:15 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	5
4:30 PM	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	7	12
4:45 PM	0	0	3	0	0	0	5	0	0	0	0	0	0	0	0	0	8	19
5:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	20
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	18
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	12
5:45 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	6
Count Total	0	0	9	0	0	2	21	0	0	1	0	1	0	0	0	0	34	0
Peak Hour	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0

Four-Hour Count Summaries - Bikes																	
Interval Start	3rd Ave NW			3rd Ave NW			8th St NW			8th St NW			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
2:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0			
2:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0			
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
3:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	1			
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
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	1	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0			
Count Total	0	4	0	0	0	0	0	0	0	0	0	0	4	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.



Two-Hour Count Summaries

Interval Start		3rd Ave NW				3rd Ave NW				7th St NW				7th St NW				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	3	0	0	1	3	3	0	1	11	3	0	4	1	0	30	0
7:15 AM		0	2	5	1	0	4	1	3	0	1	13	5	0	4	6	4	49	0
7:30 AM		0	1	3	4	0	1	0	4	0	0	6	2	0	1	13	3	38	0
7:45 AM		0	3	4	0	0	1	1	4	0	0	15	7	0	1	9	8	53	170
8:00 AM		0	5	6	5	0	7	10	4	0	9	29	8	0	7	23	25	138	278
8:15 AM		0	11	4	1	1	3	8	4	0	3	31	11	0	5	20	16	118	347
8:30 AM		0	2	4	0	0	0	1	5	0	0	11	3	0	1	5	4	36	345
8:45 AM		0	3	1	1	0	0	0	2	0	0	16	2	0	1	8	2	36	328
Count Total		0	27	30	12	1	17	24	29	0	14	132	41	0	24	85	62	498	0
Peak Hour	All	0	20	17	10	1	12	19	16	0	12	81	28	0	14	65	52	347	0
	HV	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0
	HV%	-	0%	47%	0%	0%	0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	2%	0

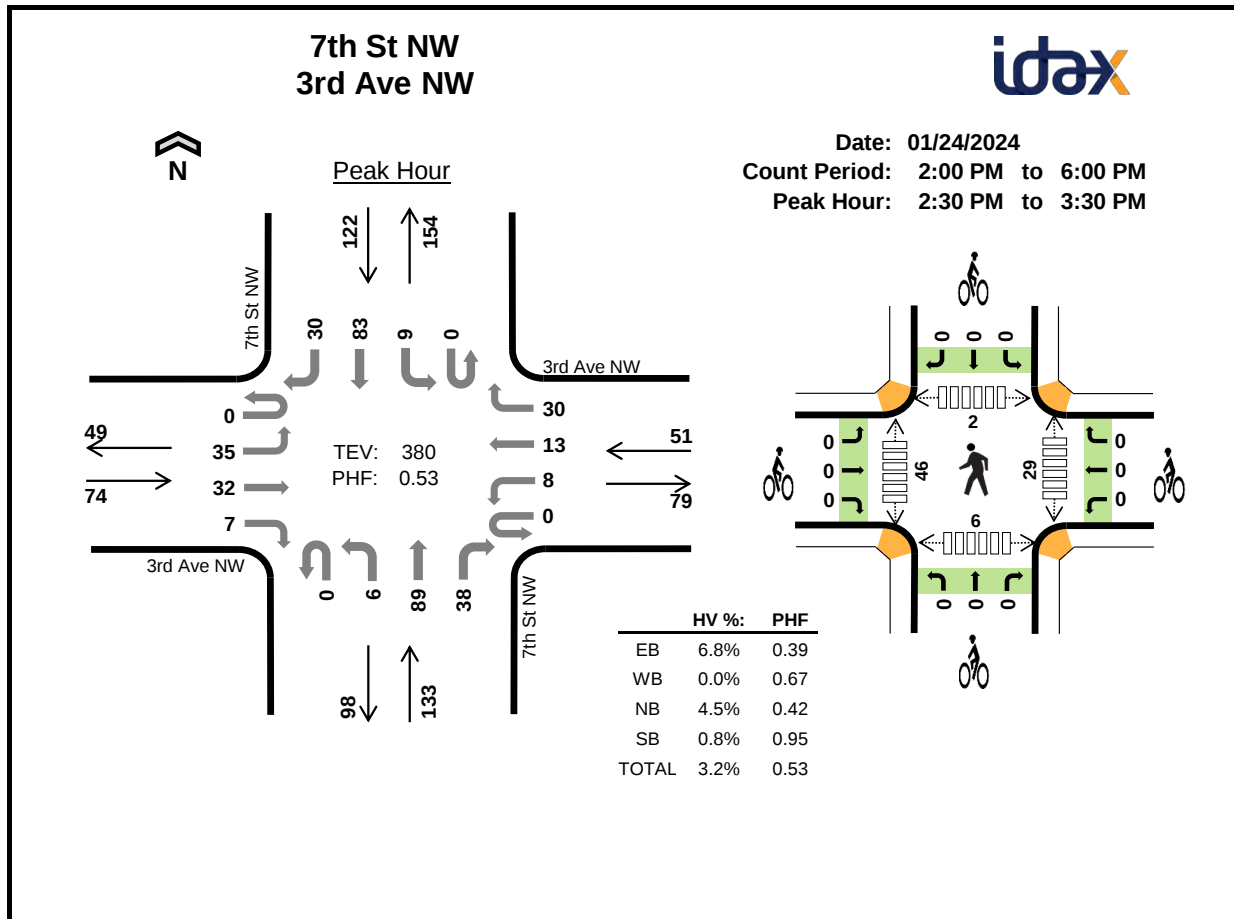
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1
7:15 AM	1	0	2	0	3	0	0	0	0	0	0	1	0	0	1
7:30 AM	2	0	0	0	2	0	0	0	0	0	0	4	0	2	6
7:45 AM	0	0	0	0	0	0	0	0	1	1	4	2	0	0	6
8:00 AM	4	0	0	0	4	0	0	0	0	0	2	10	0	1	13
8:15 AM	2	0	0	0	2	0	0	0	0	0	4	17	0	0	21
8:30 AM	2	0	0	0	2	1	0	0	0	1	1	6	0	0	7
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6
Count Total	11	1	2	0	14	1	0	0	1	2	11	46	1	3	61
Peak Hour	8	0	0	0	8	0	0	0	1	1	10	33	0	3	46

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	3rd Ave NW				3rd Ave NW				7th St NW				7th St NW				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	1	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	3	0
7:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
8:00 AM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	9
8:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8
8:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Count Total	0	0	11	0	0	0	1	0	0	0	1	1	0	0	0	0	14	0
Peak Hour	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0

Two-Hour Count Summaries - Bikes																	
Interval Start	3rd Ave NW			3rd Ave NW			7th St NW			7th St NW			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
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	1	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	0	0	0	0	0	0	0	0	0	0	0	0	1			
Count Total	0	1	0	0	0	0	0	0	0	1	0	0	2	0			
Peak Hour	0	0	0	0	0	0	0	0	0	1	0	0	1	0			

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

**Four-Hour Count Summaries**

Interval Start	3rd Ave NW Eastbound				3rd Ave NW Westbound				7th St NW Northbound				7th St NW Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:30 PM	0	1	3	0	0	2	2	4	0	1	7	6	0	3	22	2	53	0
2:45 PM	0	9	8	0	0	1	5	7	0	3	13	9	0	5	18	9	87	0
3:00 PM	0	22	20	6	0	4	3	12	0	1	57	21	0	0	23	9	178	0
3:15 PM	0	3	1	1	0	1	3	7	0	1	12	2	0	1	20	10	62	380
Peak Hour	All	0	35	32	7	0	8	13	30	0	6	89	38	0	9	83	380	0
	HV	0	0	5	0	0	0	0	0	0	0	6	0	0	1	0	12	0
	HV%	-	0%	16%	0%	-	0%	0%	0%	-	0%	0%	16%	-	0%	1%	3%	0

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

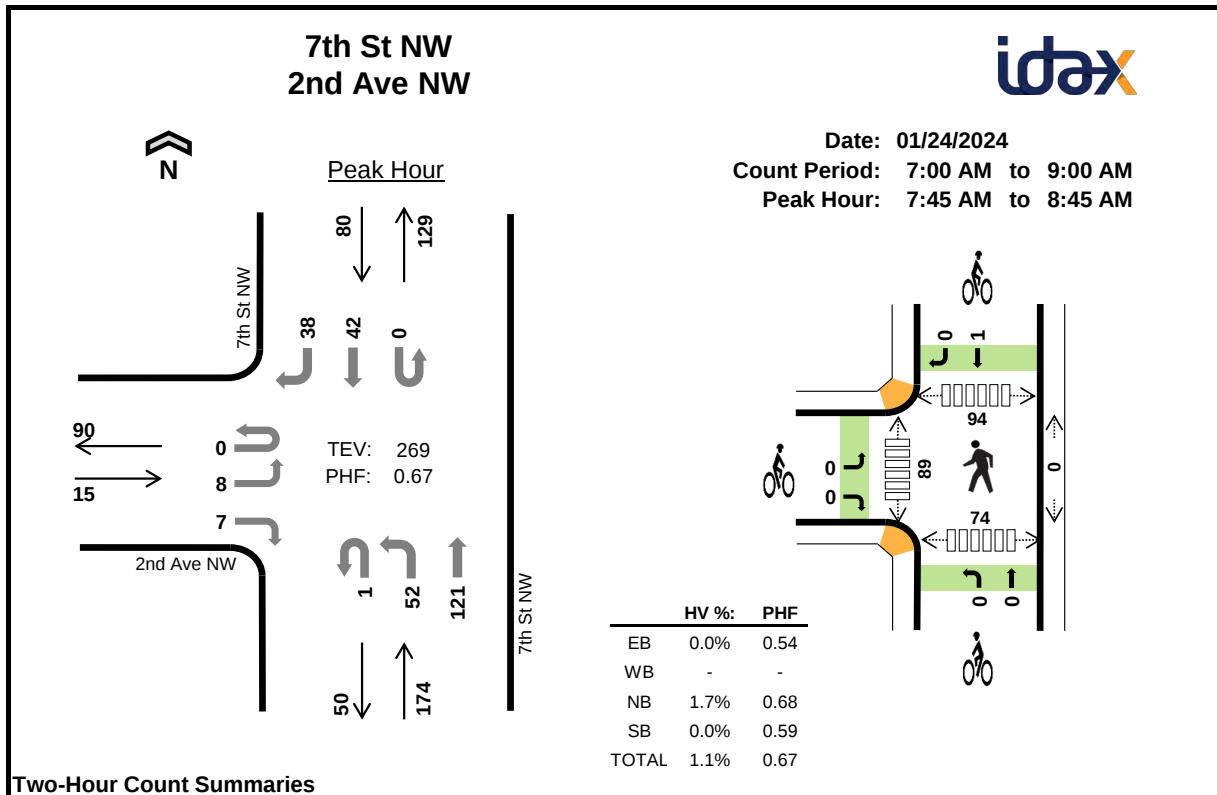
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:30 PM	2	0	3	0	5	0	0	0	0	0	0	0	0	0	0
2:45 PM	2	0	3	0	5	0	0	0	0	0	21	35	0	4	60
3:00 PM	0	0	0	0	0	0	0	0	0	0	8	9	2	2	21
3:15 PM	1	0	0	1	2	0	0	0	0	0	0	2	0	0	2
Peak Hour	5	0	6	1	12	0	0	0	0	0	29	46	2	6	83

Four-Hour Count Summaries																			
Interval Start		3rd Ave NW				3rd Ave NW				7th St NW				7th St NW				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		
2:00 PM		0	3	1	0	0	0	1	1	0	0	9	2	0	2	7	3	29	0
2:15 PM		0	2	0	1	0	1	2	1	0	0	12	4	0	2	15	4	44	0
2:30 PM		0	1	3	0	0	2	2	4	0	1	7	6	0	3	22	2	53	0
2:45 PM		0	9	8	0	0	1	5	7	0	3	13	9	0	5	18	9	87	213
3:00 PM		0	22	20	6	0	4	3	12	0	1	57	21	0	0	23	9	178	362
3:15 PM		0	3	1	1	0	1	3	7	0	1	12	2	0	1	20	10	62	380
3:30 PM		0	1	1	0	0	3	2	3	0	0	12	2	0	1	20	4	49	376
3:45 PM		0	1	5	0	0	0	1	1	0	0	8	0	0	1	31	6	54	343
4:00 PM		0	7	3	0	0	0	3	6	0	1	15	4	0	3	27	1	70	235
4:15 PM		0	3	4	1	0	0	6	6	0	0	7	2	1	4	18	6	58	231
4:30 PM		0	2	1	0	0	0	9	7	0	1	10	0	0	2	19	7	58	240
4:45 PM		0	1	7	2	0	3	12	10	0	0	12	3	0	4	35	4	93	279
5:00 PM		0	8	2	0	0	3	7	4	0	1	13	4	0	4	43	7	96	305
5:15 PM		0	3	4	0	0	2	9	6	0	1	11	4	0	5	24	13	82	329
5:30 PM		0	4	1	0	0	2	4	7	0	0	18	3	0	4	19	7	69	340
5:45 PM		0	0	1	0	0	3	5	5	0	0	9	3	0	5	24	7	62	309
Count Total		0	70	62	11	0	25	74	87	0	10	225	69	1	46	365	99	1,144	0
Peak Hour	All	0	35	32	7	0	8	13	30	0	6	89	38	0	9	83	30	380	0
	HV	0	0	5	0	0	0	0	0	0	0	0	6	0	0	1	0	12	0
	HV%	-	0%	16%	0%	-	0%	0%	0%	-	0%	0%	16%	-	0%	1%	0%	3%	0
Note: Four-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			
2:00 PM		1	1	2	2	6	0	0	0	0	0	0	0	2	0	2			
2:15 PM		0	0	0	0	0	1	1	0	0	2	1	1	0	0	2			
2:30 PM		2	0	3	0	5	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM		2	0	3	0	5	0	0	0	0	0	21	35	0	4	60			
3:00 PM		0	0	0	0	0	0	0	0	0	0	8	9	2	2	21			
3:15 PM		1	0	0	1	2	0	0	0	0	0	0	2	0	0	0	2	2	
3:30 PM		0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	
3:45 PM		1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	1	
4:00 PM		1	0	1	0	2	0	0	0	0	0	0	1	0	0	0	1	1	
4:15 PM		0	3	0	0	3	0	0	0	0	0	0	1	1	1	1	3	3	
4:30 PM		0	6	0	1	7	0	0	0	0	0	0	0	0	0	1	1	1	
4:45 PM		3	5	0	0	8	0	0	0	0	0	0	0	0	0	2	2	2	
5:00 PM		0	2	0	0	2	0	0	0	0	0	2	1	0	0	0	3	3	
5:15 PM		0	0	0	0	0	0	0	0	0	0	1	2	0	3	6	6	6	
5:30 PM		0	1	1	0	2	0	0	0	0	0	1	1	0	0	2	2	2	
5:45 PM		0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	1	1	
Count Total		11	20	10	4	45	1	1	0	0	2	36	54	6	13	109			
Peak Hour		5	0	6	1	12	0	0	0	0	0	29	46	2	6	83			

Four-Hour Count Summaries - Heavy Vehicles																		
Interval Start	3rd Ave NW				3rd Ave NW				7th St NW				7th St NW				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		
2:00 PM	0	0	1	0	0	0	1	0	0	0	1	1	0	1	0	1	6	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	5	0
2:45 PM	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	5	16
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
3:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	12
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
3:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2	5
4:15 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	6
4:30 PM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	1	7	13
4:45 PM	0	0	3	0	0	0	5	0	0	0	0	0	0	0	0	0	8	20
5:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	20
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
5:30 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	12
5:45 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	6
Count Total	0	0	11	0	0	0	20	0	0	0	2	8	0	1	1	2	45	0
Peak Hour	0	0	5	0	0	0	0	0	0	0	0	6	0	0	1	0	12	0

Four-Hour Count Summaries - Bikes																		
Interval Start	3rd Ave NW			3rd Ave NW			7th St NW			7th St NW			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	2	0				
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
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	1	0	0	1	0	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.



Two-Hour Count Summaries

Interval Start		2nd Ave NW				0				7th St NW				7th St NW				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	3	0	0	0	0	0	0	0	2	10	0	0	0	1	1	17	0
7:15 AM		0	4	0	1	0	0	0	0	0	6	14	0	0	0	9	0	34	0
7:30 AM		0	2	0	1	0	0	0	0	0	3	11	0	0	0	7	2	26	0
7:45 AM		0	2	0	3	0	0	0	0	1	8	17	0	0	0	6	11	48	125
8:00 AM		0	1	0	2	0	0	0	0	0	24	40	0	0	0	13	11	91	199
8:15 AM		0	5	0	2	0	0	0	0	0	17	43	0	0	0	18	16	101	266
8:30 AM		0	0	0	0	0	0	0	0	0	3	21	0	0	0	5	0	29	269
8:45 AM		0	3	0	0	0	0	0	0	0	1	7	0	0	0	7	1	19	240
Count Total		0	20	0	9	0	0	0	0	1	64	163	0	0	0	66	42	365	0
Peak Hour	All	0	8	0	7	0	0	0	0	1	52	121	0	0	0	42	38	269	0
	HV	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	0
	HV%	-	0%	-	0%	-	-	-	-	0%	2%	2%	-	-	-	0%	0%	1%	0

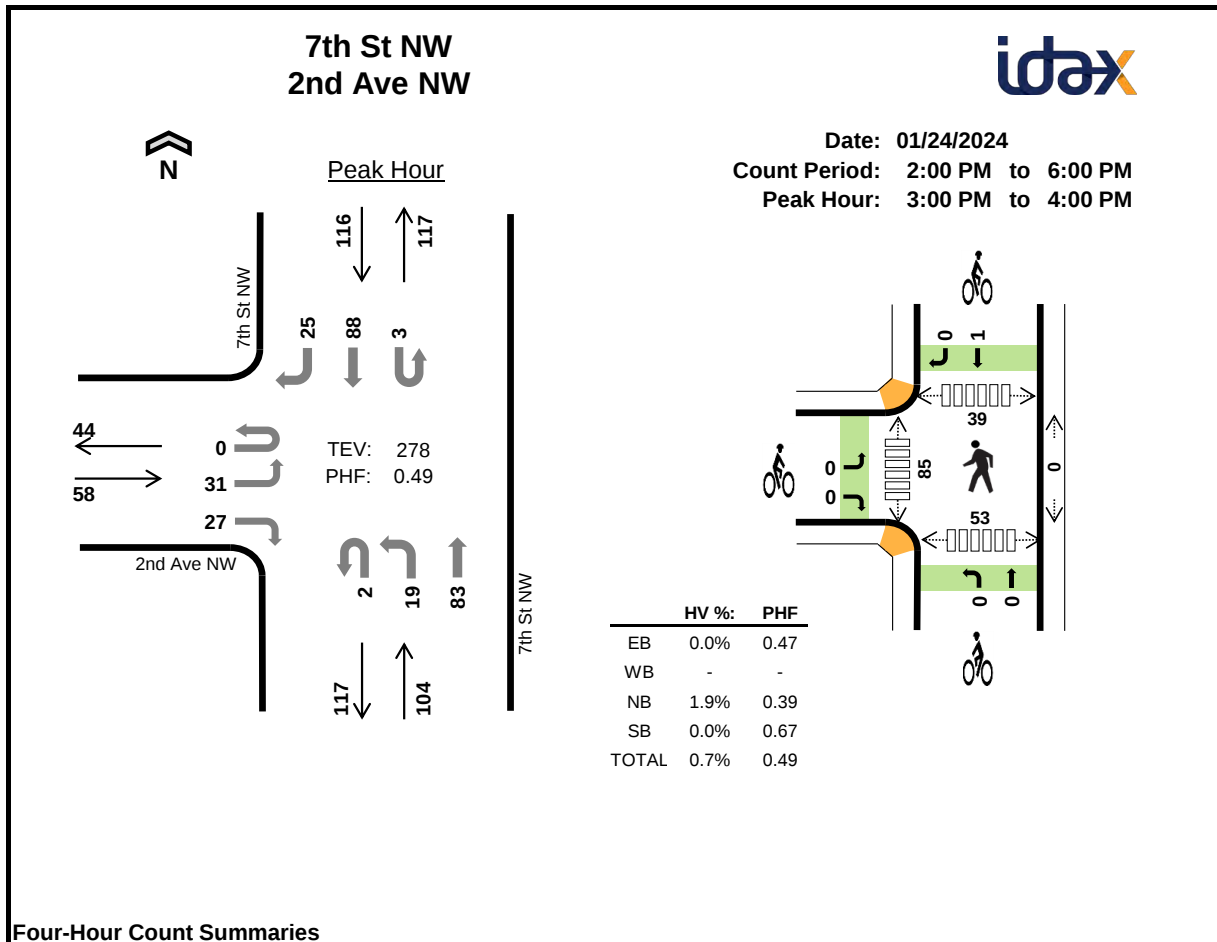
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	1	0	2	0	0	0	0	0	0	3	1	2	6
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	16	15	2	33
8:15 AM	0	0	1	0	1	0	0	0	1	1	0	63	71	63	197
8:30 AM	0	0	2	0	2	0	0	0	0	0	0	5	8	9	22
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	3	1	5
Count Total	1	0	4	0	5	0	0	0	1	1	0	95	98	79	272
Peak Hr	0	0	3	0	3	0	0	0	1	1	0	89	94	74	257

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	2nd Ave NW				0				7th St NW				7th St NW				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0
7:30 AM	0	0	0	0	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	0	0	0	2
8:00 AM	0	0	0	0	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	1	0	0	0	0	0	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Count Total	0	1	0	0	0	0	0	0	0	1	3	0	0	0	0	0	5	0
Peak Hour	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	0

Two-Hour Count Summaries - Bikes																		
Interval Start	2nd Ave NW			0			7th St NW			7th St NW			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
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	1	0	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	0	0	0	1	0	1	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.



Four-Hour Count Summaries

Interval Start		2nd Ave NW				0				7th St NW				7th St NW				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	18	0	13	0	0	0	0	0	14	53	0	0	0	27	16	141	0
3:15 PM		0	4	0	9	0	0	0	0	1	1	16	0	0	0	18	0	49	0
3:30 PM		0	8	0	3	0	0	0	0	0	2	9	0	1	0	18	5	46	0
3:45 PM		0	1	0	2	0	0	0	0	1	2	5	0	2	0	25	4	42	278
Peak Hour	All	0	31	0	27	0	0	0	0	2	19	83	0	3	0	88	25	278	0
	HV	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0
	HV%	-	0%	-	0%	-	-	-	-	0%	0%	2%	-	0%	-	0%	0%	1%	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
3:00 PM	0	0	2	0	2	0	0	0	0	0	0	67	31	38	136
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	5	4	4	13
3:30 PM	0	0	0	0	0	0	0	0	1	1	0	5	1	4	10
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	8	3	7	18
Peak Hour	0	0	2	0	2	0	0	0	1	1	0	85	39	53	177

Four-Hour Count Summaries																			
Interval Start		2nd Ave NW				0				7th St NW				7th St NW				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			
2:00 PM	0	4	0	1	0	0	0	0	0	0	11	0	1	0	8	0	25		
2:15 PM	0	2	0	1	0	0	0	0	0	1	16	0	0	0	14	2	36		
2:30 PM	0	3	0	5	0	0	0	0	0	3	11	0	0	0	20	1	43		
2:45 PM	0	5	0	3	0	0	0	0	0	5	8	0	0	0	13	3	37		
3:00 PM	0	18	0	13	0	0	0	0	0	14	53	0	0	0	27	16	141		
3:15 PM	0	4	0	9	0	0	0	0	1	1	16	0	0	0	18	0	49		
3:30 PM	0	8	0	3	0	0	0	0	0	2	9	0	1	0	18	5	46		
3:45 PM	0	1	0	2	0	0	0	0	1	2	5	0	2	0	25	4	42		
4:00 PM	0	4	0	1	0	0	0	0	0	3	14	0	0	0	22	3	47		
4:15 PM	0	4	0	0	0	0	0	0	1	5	10	0	0	0	19	0	39		
4:30 PM	0	0	0	0	0	0	0	0	0	5	10	0	0	0	15	2	32		
4:45 PM	0	2	0	5	0	0	0	0	1	9	5	0	1	0	31	7	61		
5:00 PM	0	3	0	2	0	0	0	0	0	14	16	0	0	0	38	3	76		
5:15 PM	0	5	0	1	0	0	0	0	1	20	16	0	0	0	23	9	75		
5:30 PM	0	5	0	2	0	0	0	0	0	5	14	0	0	0	15	5	46		
5:45 PM	0	0	0	1	0	0	0	0	1	4	12	0	0	0	30	3	51		
Count Total		0	68	0	49	0	0	0	0	6	93	226	0	5	0	336	63	846	
Peak Hour	All	0	31	0	27	0	0	0	0	2	19	83	0	3	0	88	25	278	
	HV	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	
	HV%	-	0%	-	0%	-	-	-	-	0%	0%	2%	-	0%	-	0%	0%	1%	
Note: Four-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				
2:00 PM		1	0	1	0	2	0	0	0	0	0	0	0	3	1	4			
2:15 PM		0	0	0	0	0	1	0	0	0	0	1	0	1	1	3			
2:30 PM		0	0	3	0	3	0	0	0	0	0	0	1	0	1	2			
2:45 PM		0	0	1	0	1	0	0	0	0	0	0	61	27	41	129			
3:00 PM		0	0	2	0	2	0	0	0	0	0	0	67	31	38	136			
3:15 PM		0	0	0	0	0	0	0	0	0	0	0	5	4	4	13			
3:30 PM		0	0	0	0	0	0	0	0	1	1	0	5	1	4	10			
3:45 PM		0	0	0	0	0	0	0	0	0	0	0	8	3	7	18			
4:00 PM		0	0	1	0	1	0	0	0	0	0	0	10	1	13	24			
4:15 PM		0	0	0	0	0	0	0	0	0	0	0	1	4	3	8			
4:30 PM		0	0	0	0	0	0	0	0	0	0	0	1	5	5	11			
4:45 PM		0	0	0	0	0	0	0	0	0	0	0	1	5	4	10			
5:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	9	1	10			
5:15 PM		0	0	0	0	0	0	0	0	0	0	0	19	26	22	67			
5:30 PM		0	0	0	0	0	0	0	0	0	0	0	8	13	7	28			
5:45 PM		0	0	0	0	0	0	0	0	1	1	0	8	7	13	28			
Count Total		1	0	8	0	9	1	0	0	2	3	0	196	140	165	501			
Peak Hr		0	0	2	0	2	0	0	0	1	1	0	85	39	53	177			

Four-Hour Count Summaries - Heavy Vehicles																		
Interval Start	2nd Ave NW				0				7th St NW				7th St NW				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		
2:00 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	6
3:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	6
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3:45 PM	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	1	0	0	0	0	0	1	1
4:15 PM	0	0	0	0	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	0	0	0	0	1
4:45 PM	0	0	0	0	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	0	0	0	0
5:15 PM	0	0	0	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	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	0	0	0	0	0	0	0	0	8	0	0	0	0	0	9	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0

Four-Hour Count Summaries - Bikes																		
Interval Start	2nd Ave NW			0			7th St NW			7th St NW			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0				
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
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	1	0	1	1				
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	1				
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	1	1	1				
Count Total	0	0	1	0	0	0	0	0	0	0	1	1	3	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.

7th St SW W Main

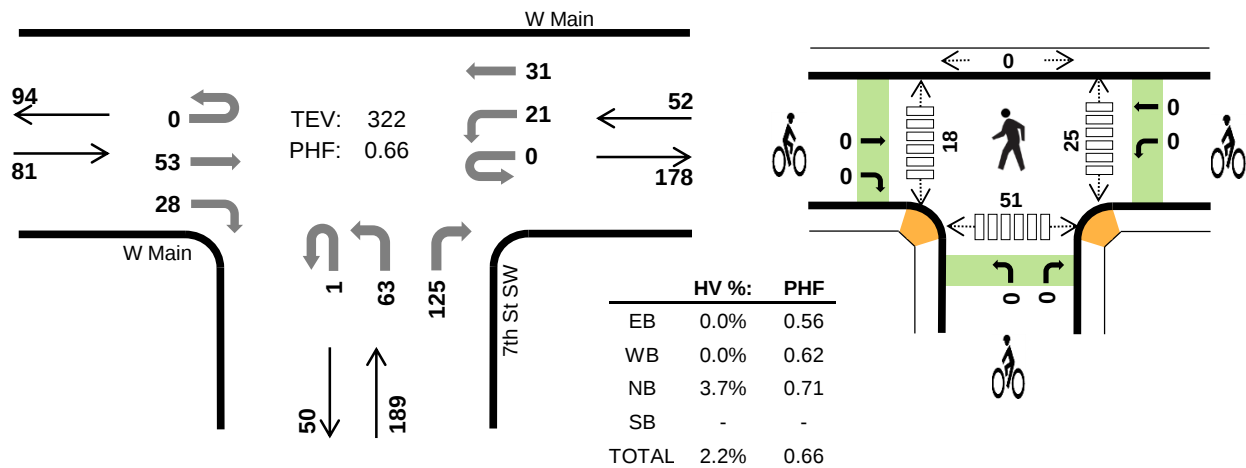


Peak Hour

Date: 01/24/2024

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

Peak Hour: 7:45 AM to 8:45 AM



Two-Hour Count Summaries

Interval Start		W Main				W Main				7th St SW				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		
7:00 AM		0	0	2	2	0	2	0	0	0	3	0	11	0	0	0	0	20	0
7:15 AM		0	0	3	0	0	6	3	0	1	1	0	19	0	0	0	0	33	0
7:30 AM		0	0	1	3	0	3	3	0	1	4	0	10	0	0	0	0	25	0
7:45 AM		0	0	3	1	0	5	4	0	0	12	0	28	0	0	0	0	53	131
8:00 AM		0	0	21	14	0	5	11	0	1	17	0	49	0	0	0	0	118	229
8:15 AM		0	0	23	13	0	7	14	0	0	29	0	36	0	0	0	0	122	318
8:30 AM		0	0	6	0	0	4	2	0	0	5	0	12	0	0	0	0	29	322
8:45 AM		0	0	2	1	0	4	3	0	0	2	0	9	0	0	0	0	21	290
Count Total		0	0	61	34	0	36	40	0	3	73	0	174	0	0	0	0	421	0
Peak Hour	All	0	0	53	28	0	21	31	0	1	63	0	125	0	0	0	0	322	0
	HV	0	0	0	0	0	0	0	0	0	4	0	3	0	0	0	0	7	0
	HV%	-	-	0%	0%	-	0%	0%	-	0%	6%	-	2%	-	-	-	-	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	3	4
7:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	2	2
7:30 AM	1	0	0	0	1	0	0	0	0	0	5	5	0	4	14
7:45 AM	0	0	0	0	0	0	0	0	0	0	9	6	0	5	20
8:00 AM	0	0	1	0	1	0	0	0	0	0	4	5	0	18	27
8:15 AM	0	0	4	0	4	0	0	0	0	0	9	7	0	28	44
8:30 AM	0	0	2	0	2	0	0	0	0	0	3	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Count Total	2	0	7	0	9	0	0	0	0	0	30	24	0	61	115
Peak Hr	0	0	7	0	7	0	0	0	0	0	25	18	0	51	94

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	W Main				W Main				7th St SW				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		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	4	6
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	7
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Count Total	0	0	1	1	0	0	0	0	0	0	4	0	3	0	0	0	9	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	4	0	3	0	0	0	7	0

Two-Hour Count Summaries - Bikes

Interval Start	W Main			W Main			7th St SW			0			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
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.

7th St SW W Main

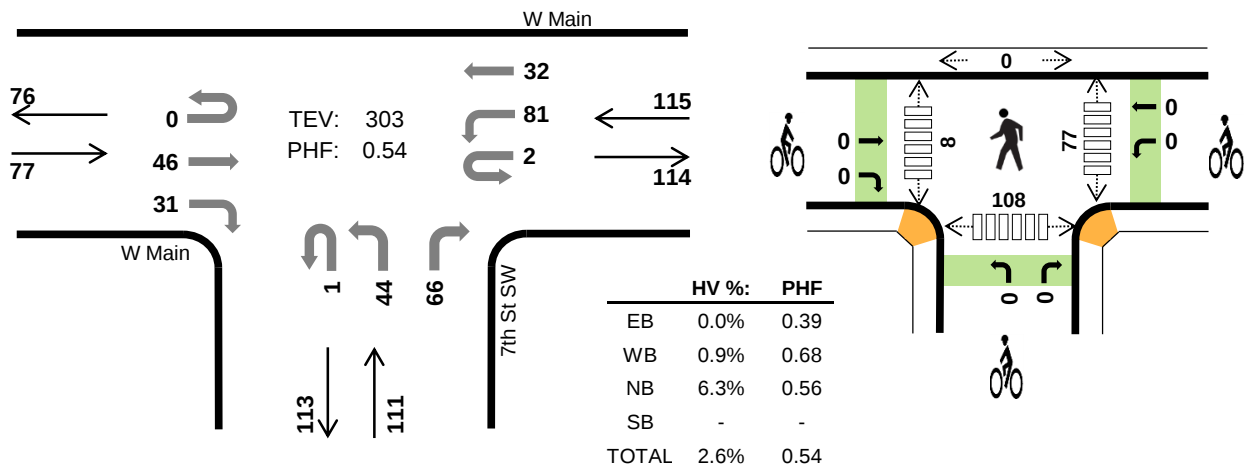


Peak Hour

Date: 01/24/2024

Count Period: 2:00 PM to 6:00 PM

Peak Hour: 2:30 PM to 3:30 PM



Four-Hour Count Summaries

Interval Start		W Main				W Main				7th St SW				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		
2:30 PM		0	0	3	3	0	19	5	0	0	5	0	15	0	0	0	0	50	0
2:45 PM		0	0	7	11	0	14	9	0	0	13	0	10	0	0	0	0	64	0
3:00 PM		0	0	33	16	2	24	16	0	1	18	0	31	0	0	0	0	141	0
3:15 PM		0	0	3	1	0	24	2	0	0	8	0	10	0	0	0	0	48	303
Peak Hour	All	0	0	46	31	2	81	32	0	1	44	0	66	0	0	0	0	303	0
	HV	0	0	0	0	0	0	1	0	0	4	0	3	0	0	0	0	8	0
	HV%	-	-	0%	0%	0%	0%	3%	-	0%	9%	-	5%	-	-	-	-	3%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:30 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	3	3
2:45 PM	0	0	2	0	2	0	0	0	0	0	59	8	0	81	148
3:00 PM	0	0	1	0	1	0	0	0	0	0	10	0	0	21	31
3:15 PM	0	1	1	0	2	0	0	0	0	0	8	0	0	3	11
Peak Hour	0	1	7	0	8	0	0	0	0	0	77	8	0	108	193

Four-Hour Count Summaries

Interval Start		W Main				W Main				7th St SW				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		
2:00 PM		0	0	1	2	0	8	2	0	0	0	0	11	0	0	0	0	24	0
2:15 PM		0	0	6	3	0	11	3	0	1	2	0	20	0	0	0	0	46	0
2:30 PM		0	0	3	3	0	19	5	0	0	5	0	15	0	0	0	0	50	0
2:45 PM		0	0	7	11	0	14	9	0	0	13	0	10	0	0	0	0	64	184
3:00 PM		0	0	33	16	2	24	16	0	1	18	0	31	0	0	0	0	141	301
3:15 PM		0	0	3	1	0	24	2	0	0	8	0	10	0	0	0	0	48	303
3:30 PM		0	0	5	3	0	16	4	0	0	1	0	5	0	0	0	0	34	287
3:45 PM		0	0	2	3	0	18	6	0	0	4	0	8	0	0	0	0	41	264
4:00 PM		0	0	4	2	0	23	1	0	0	2	0	13	0	0	0	0	45	168
4:15 PM		1	0	5	2	0	15	3	0	0	5	0	9	0	0	0	0	40	160
4:30 PM		0	0	6	0	1	14	1	0	0	1	0	11	0	0	0	0	34	160
4:45 PM		0	0	6	2	2	30	4	0	0	5	0	13	0	0	0	0	62	181
5:00 PM		0	0	11	2	1	30	10	0	1	4	0	22	0	0	0	0	81	217
5:15 PM		0	0	5	4	0	21	6	0	0	7	0	25	0	0	0	0	68	245
5:30 PM		0	0	0	2	0	18	1	0	2	2	0	19	0	0	0	0	44	255
5:45 PM		0	0	4	3	0	23	4	0	0	1	0	12	0	0	0	0	47	240
Count Total		1	0	101	59	6	308	77	0	5	78	0	234	0	0	0	0	869	0
Peak Hour	All	0	0	46	31	2	81	32	0	1	44	0	66	0	0	0	0	303	0
	HV	0	0	0	0	0	0	1	0	0	4	0	3	0	0	0	0	8	0
	HV%	-	-	0%	0%	0%	0%	3%	-	0%	9%	-	5%	-	-	-	-	3%	0

Note: Four-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
2:00 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	4	4
2:15 PM	0	0	1	0	1	0	0	0	0	0	2	0	0	1	3
2:30 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	3	3
2:45 PM	0	0	2	0	2	0	0	0	0	0	59	8	0	81	148
3:00 PM	0	0	1	0	1	0	0	0	0	0	10	0	0	21	31
3:15 PM	0	1	1	0	2	0	0	0	0	0	8	0	0	3	11
3:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	4	7
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	2	3
4:30 PM	1	0	1	0	2	0	0	0	0	0	1	0	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
5:15 PM	0	0	1	0	1	0	0	0	0	0	1	0	0	2	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Count Total	1	1	11	0	13	0	1	0	0	1	86	9	0	131	226
Peak Hr	0	1	7	0	8	0	0	0	0	0	77	8	0	108	193

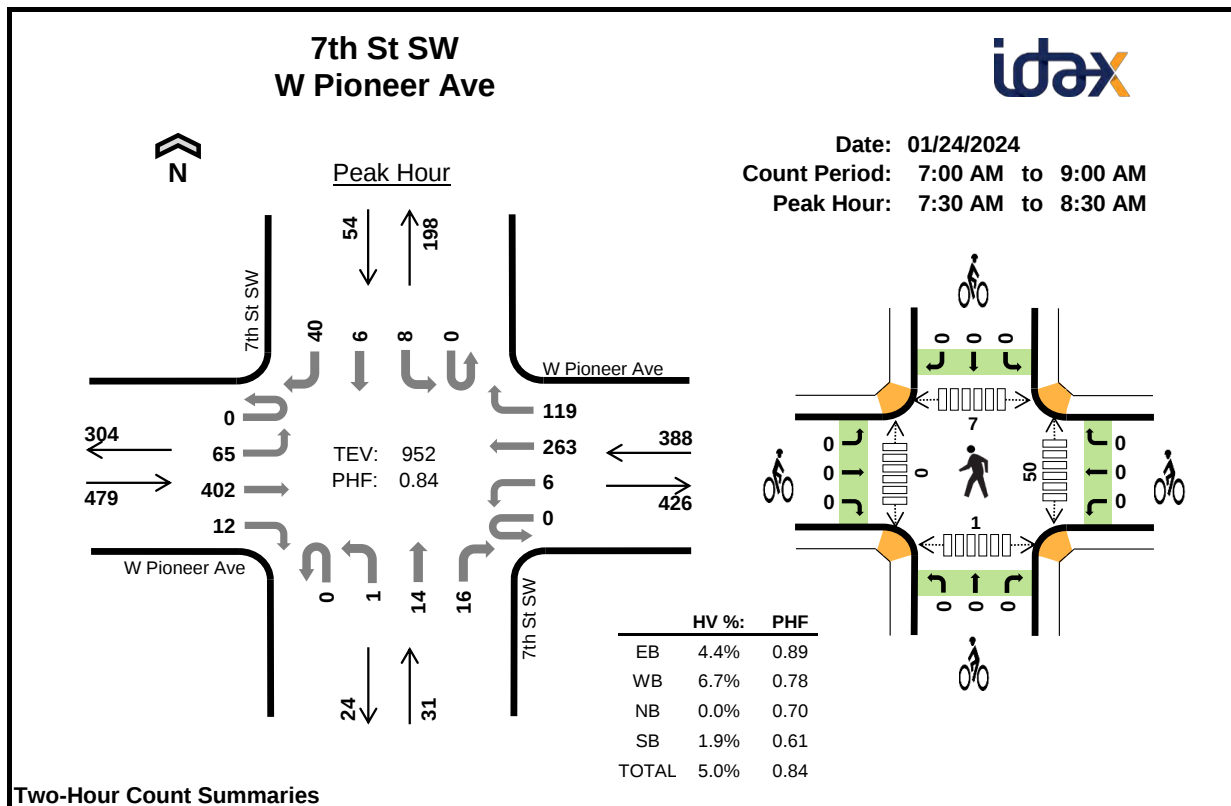
Four-Hour Count Summaries - Heavy Vehicles

Interval Start	W Main				W Main				7th St SW				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		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	7
3:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	7
3:15 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	8
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:00 PM	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
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	1	0	0	0	1	0	0	5	0	6	0	0	0	0	13	0
Peak Hour	0	0	0	0	0	0	1	0	0	4	0	3	0	0	0	0	8	0

Four-Hour Count Summaries - Bikes

Interval Start	W Main			W Main			7th St SW			0			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
2:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	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.

**Two-Hour Count Summaries**

Interval Start		W Pioneer Ave				W Pioneer Ave				7th St SW				7th St SW				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	10	132	1	0	0	44	5	0	0	0	1	0	0	1	1	195	0
7:15 AM		0	6	140	2	0	1	57	10	0	1	4	0	0	2	0	5	228	0
7:30 AM		0	8	111	1	0	0	57	5	0	0	5	2	0	0	1	4	194	0
7:45 AM		0	17	115	2	0	1	58	25	0	0	2	2	0	2	2	4	230	847
8:00 AM		0	21	68	3	0	2	78	45	0	1	3	5	0	3	1	15	245	897
8:15 AM		0	19	108	6	0	3	70	44	0	0	4	7	0	3	2	17	283	952
8:30 AM		0	6	98	2	0	1	51	10	0	2	2	2	0	1	1	2	178	936
8:45 AM		0	4	82	3	0	4	57	3	0	0	1	1	0	1	0	0	156	862
Count Total		0	91	854	20	0	12	472	147	0	4	21	20	0	12	8	48	1,709	0
Peak Hour	All	0	65	402	12	0	6	263	119	0	1	14	16	0	8	6	40	952	0
	HV	0	1	20	0	0	0	21	5	0	0	0	0	0	0	0	1	48	0
	HV%	-	2%	5%	0%	-	0%	8%	4%	-	0%	0%	0%	-	0%	0%	3%	5%	0

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

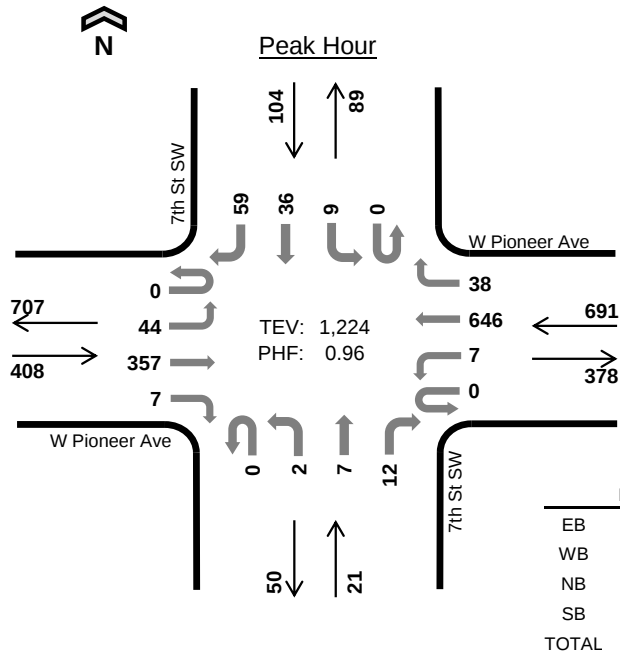
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	8	2	0	0	10	0	0	0	0	0	1	0	0	0	1
7:15 AM	6	1	0	1	8	0	0	0	0	0	0	0	0	0	0
7:30 AM	4	3	0	1	8	0	0	0	0	0	1	0	0	0	1
7:45 AM	8	4	0	0	12	0	0	0	0	0	2	0	1	1	4
8:00 AM	5	10	0	0	15	0	0	0	0	0	14	0	4	0	18
8:15 AM	4	9	0	0	13	0	0	0	0	0	33	0	2	0	35
8:30 AM	5	3	0	0	8	0	0	0	0	0	7	0	0	0	7
8:45 AM	7	6	0	0	13	0	0	0	0	0	0	0	1	0	1
Count Total	47	38	0	2	87	0	0	0	0	0	58	0	8	1	67
Peak Hour	21	26	0	1	48	0	0	0	0	0	50	0	7	1	58

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	W Pioneer Ave				W Pioneer Ave				7th St SW				7th St SW				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	7	0	0	0	2	0	0	0	0	0	0	0	0	0	10	0
7:15 AM	0	0	6	0	0	0	1	0	0	0	0	0	0	0	0	1	8	0
7:30 AM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	1	8	0
7:45 AM	0	0	8	0	0	0	4	0	0	0	0	0	0	0	0	0	12	38
8:00 AM	0	0	5	0	0	0	8	2	0	0	0	0	0	0	0	0	15	43
8:15 AM	0	1	3	0	0	0	6	3	0	0	0	0	0	0	0	0	13	48
8:30 AM	0	1	4	0	0	0	3	0	0	0	0	0	0	0	0	0	8	48
8:45 AM	0	0	7	0	0	2	4	0	0	0	0	0	0	0	0	0	13	49
Count Total	0	3	44	0	0	2	31	5	0	0	0	0	0	0	0	2	87	0
Peak Hour	0	1	20	0	0	0	21	5	0	0	0	0	0	0	0	1	48	0

Two-Hour Count Summaries - Bikes																		
Interval Start	W Pioneer Ave			W Pioneer Ave			7th St SW			7th St SW			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
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.

7th St SW W Pioneer Ave



Four-Hour Count Summaries

Interval Start		W Pioneer Ave				W Pioneer Ave				7th St SW				7th St SW				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		
4:30 PM		0	8	97	2	0	0	148	3	0	0	1	2	0	1	4	10	276	0
4:45 PM		0	11	92	1	0	0	170	6	0	0	1	4	0	3	12	19	319	0
5:00 PM		0	10	78	3	0	5	172	11	0	1	4	2	0	3	11	16	316	0
5:15 PM		0	15	90	1	0	2	156	18	0	1	1	4	0	2	9	14	313	1,224
Peak Hour	All	0	44	357	7	0	7	646	38	0	2	7	12	0	9	36	59	1,224	0
	HV	0	0	7	1	0	0	13	1	0	1	0	0	0	0	0	0	23	0
	HV%	-	0%	2%	14%	-	0%	2%	3%	-	50%	0%	0%	-	0%	0%	0%	2%	0

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

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

Four-Hour Count Summaries																			
Interval Start		W Pioneer Ave				W Pioneer Ave				7th St SW				7th St SW				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			
2:00 PM	0	5	78	2	0	3	90	4	0	0	0	0	0	3	5	5	195	0	
2:15 PM	0	8	62	1	0	3	107	15	0	3	1	0	0	2	2	6	210	0	
2:30 PM	0	6	76	1	0	1	101	16	0	1	1	1	0	7	4	10	225	0	
2:45 PM	0	6	59	5	0	4	95	17	0	1	4	4	0	3	6	17	221	851	
3:00 PM	0	17	92	10	0	6	115	15	0	0	8	9	1	8	20	16	317	973	
3:15 PM	0	6	90	1	0	1	119	10	0	1	2	3	1	7	9	13	263	1,026	
3:30 PM	0	2	91	5	0	1	121	4	0	1	1	0	0	3	3	9	241	1,042	
3:45 PM	0	1	87	0	0	1	130	5	0	2	4	1	0	7	6	10	254	1,075	
4:00 PM	0	6	113	1	0	0	143	5	0	1	5	2	0	4	4	20	304	1,062	
4:15 PM	0	7	95	0	0	3	163	5	0	1	3	1	0	2	6	9	295	1,094	
4:30 PM	0	8	97	2	0	0	148	3	0	0	1	2	0	1	4	10	276	1,129	
4:45 PM	0	11	92	1	0	0	170	6	0	0	1	4	0	3	12	19	319	1,194	
5:00 PM	0	10	78	3	0	5	172	11	0	1	4	2	0	3	11	16	316	1,206	
5:15 PM	0	15	90	1	0	2	156	18	0	1	1	4	0	2	9	14	313	1,224	
5:30 PM	0	9	66	1	0	2	167	6	0	0	3	4	0	4	4	10	276	1,224	
5:45 PM	0	9	82	1	0	1	177	3	0	0	3	0	0	4	6	18	304	1,209	
Count Total		0	126	1,348	35	0	33	2,174	143	0	13	42	37	2	63	111	202	4,329	0
Peak Hour	All	0	44	357	7	0	7	646	38	0	2	7	12	0	9	36	59	1,224	0
	HV	0	0	7	1	0	0	13	1	0	1	0	0	0	0	0	0	23	0
	HV%	-	0%	2%	14%	-	0%	2%	3%	-	50%	0%	0%	-	0%	0%	0%	2%	0
Note: Four-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			
2:00 PM		5	4	0	0	9	0	0	0	0	0	4	0	3	1	8			
2:15 PM		0	4	0	0	4	0	0	0	0	0	2	0	3	0	5			
2:30 PM		6	11	0	0	17	0	0	0	0	0	4	0	3	0	7			
2:45 PM		4	3	1	0	8	0	0	0	0	0	43	0	6	1	50			
3:00 PM		1	5	0	0	6	0	0	0	0	0	45	0	15	2	62			
3:15 PM		3	2	0	0	5	0	0	0	0	0	4	0	2	1	7			
3:30 PM		1	3	0	0	4	0	0	0	1	1	0	1	2	1	4			
3:45 PM		2	1	0	0	3	0	0	0	0	0	2	0	1	0	3			
4:00 PM		4	4	0	0	8	0	0	0	0	0	8	0	6	0	14			
4:15 PM		2	6	0	0	8	0	0	0	0	0	1	0	1	0	2			
4:30 PM		3	3	0	0	6	0	0	0	0	0	0	0	1	0	1			
4:45 PM		3	3	0	0	6	0	0	0	0	0	0	0	0	0	0			
5:00 PM		2	5	1	0	8	0	0	0	0	0	1	0	0	0	1			
5:15 PM		0	3	0	0	3	0	0	0	0	0	1	0	0	0	1			
5:30 PM		3	1	0	0	4	0	0	0	0	0	0	1	1	0	2			
5:45 PM		0	1	0	0	1	0	0	0	0	0	0	0	1	0	1			
Count Total		39	59	2	0	100	0	0	0	1	1	115	2	45	6	168			
Peak Hour		8	14	1	0	23	0	0	0	0	0	2	0	1	0	3			

Four-Hour Count Summaries - Heavy Vehicles																		
Interval Start	W Pioneer Ave				W Pioneer Ave				7th St SW				7th St SW				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		
2:00 PM	0	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0	9	0
2:15 PM	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	4	0
2:30 PM	0	0	6	0	0	0	6	5	0	0	0	0	0	0	0	0	17	0
2:45 PM	0	1	3	0	0	0	1	2	0	0	1	0	0	0	0	0	8	38
3:00 PM	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	6	35
3:15 PM	0	0	3	0	0	0	1	1	0	0	0	0	0	0	0	0	5	36
3:30 PM	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	4	23
3:45 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	18
4:00 PM	0	1	3	0	0	0	4	0	0	0	0	0	0	0	0	0	8	20
4:15 PM	0	0	2	0	0	0	6	0	0	0	0	0	0	0	0	0	8	23
4:30 PM	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	6	25
4:45 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6	28
5:00 PM	0	0	2	0	0	0	5	0	0	1	0	0	0	0	0	0	8	28
5:15 PM	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3	23
5:30 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	21
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	16
Count Total	0	2	35	2	0	0	49	10	0	1	1	0	0	0	0	0	100	0
Peak Hour	0	0	7	1	0	0	13	1	0	1	0	0	0	0	0	0	23	0

Four-Hour Count Summaries - Bikes																		
Interval Start	W Pioneer Ave				W Pioneer Ave				7th St SW				7th St SW				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
2:00 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
2:15 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
2:30 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
2:45 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
3:00 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
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	1	0		1	1
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	1
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	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.

Level of Service Definitions

Levels of service (LOS) are qualitative descriptions of traffic operating conditions. These levels of service are designated with letters ranging from LOS A, which is indicative of good operating conditions with little or no delay, to LOS F, which is indicative of stop-and-go conditions with frequent and lengthy delays. Levels of service for this analysis were developed using procedures presented in the *Highway Capacity Manual, Sixth Edition* (Transportation Research Board, 2016).

Unsignalized Intersections

For unsignalized intersections, level of service is based on the average delay per vehicle for each turning movement. The level of service for all-way stop or roundabout-controlled intersections is based upon the average delay for all vehicles that travel through the intersection. The level of service for a one- or two-way, stop-controlled intersection, delay is related to the availability of gaps in the main street's traffic flow, and the ability of a driver to enter or pass through those gaps. Table B-1 shows the level of service criteria for unsignalized intersections from the *Highway Capacity Manual, Sixth Edition*.

Table B-1. Level of Service Criteria for Unsignalized Intersections

Level of Service	Average Control Delay per Vehicle
A	0 – 10 seconds
B	> 10 – 15 seconds
C	> 15 – 25 seconds
D	> 25 – 35 seconds
E	> 35 – 50 seconds
F	> 50 seconds

Source: Transportation Research Board, *Highway Capacity Manual*, Exhibit 20.2, 2016.

Level of Service Calculation Sheets

Intersection

Int Delay, s/veh 3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
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Lane Configurations						
Traffic Vol, veh/h	67	4	13	13	4	21
Future Vol, veh/h	67	4	13	13	4	21
Conflicting Peds, #/hr	0	5	5	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	66	66	46	46	39	39
Heavy Vehicles, %	13	13	0	0	4	4
Mvmt Flow	102	6	28	28	10	54

Major/Minor	Major1	Major2	Minor1
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Conflicting Flow All	0	0	113	0	196	110
Stage 1	-	-	-	-	110	-
Stage 2	-	-	-	-	86	-
Critical Hdwy	-	-	4.1	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.2	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	1489	-	788	938
Stage 1	-	-	-	-	910	-
Stage 2	-	-	-	-	932	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1482	-	768	934
Mov Cap-2 Maneuver	-	-	-	-	768	-
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	912	-

Approach	EB	WB	NB
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HCM Control Delay, s	0	3.7	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
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Capacity (veh/h)	903	-	-	1482	-
HCM Lane V/C Ratio	0.071	-	-	0.019	-
HCM Control Delay (s)	9.3	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Puyallup HS Portables
4: 7th St NW & 3rd Ave NW

2024 Existing Conditions - AM Peak

HCM 6th TWSC

Intersection

Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	17	10	13	19	16	12	81	28	14	65	52
Future Vol, veh/h	20	17	10	13	19	16	12	81	28	14	65	52
Conflicting Peds, #/hr	0	0	3	3	0	0	33	0	10	10	0	33
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	57	57	57	66	66	66	60	60	60
Heavy Vehicles, %	17	17	17	0	0	0	0	0	0	0	0	0
Mvmt Flow	27	23	14	23	33	28	18	123	42	23	108	87

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	442	442	188	409	464	154	228	0	0	175	0	0
Stage 1	231	231	-	190	190	-	-	-	-	-	-	-
Stage 2	211	211	-	219	274	-	-	-	-	-	-	-
Critical Hdwy	7.27	6.67	6.37	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.27	5.67	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.27	5.67	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.653	4.153	3.453	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	501	488	817	556	498	897	1352	-	-	1414	-	-
Stage 1	739	686	-	816	747	-	-	-	-	-	-	-
Stage 2	758	700	-	788	687	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	433	452	789	505	462	888	1310	-	-	1401	-	-
Mov Cap-2 Maneuver	433	452	-	505	462	-	-	-	-	-	-	-
Stage 1	705	652	-	796	728	-	-	-	-	-	-	-
Stage 2	690	683	-	730	653	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.5		12.5		0.8		0.8	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1310	-	-	487 565	1401	-	-
HCM Lane V/C Ratio	0.014	-	-	0.132 0.149	0.017	-	-
HCM Control Delay (s)	7.8	0	-	13.5 12.5	7.6	0	-
HCM Lane LOS	A	A	-	B B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5 0.5	0.1	-	-

Intersection

Int Delay, s/veh 2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations						
Traffic Vol, veh/h	10	8	53	111	44	40
Future Vol, veh/h	10	8	53	111	44	40
Conflicting Peds, #/hr	86	67	86	0	0	86
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	64	64	64	62	62
Heavy Vehicles, %	0	0	1	1	0	0
Mvmt Flow	16	13	83	173	71	65

Major/Minor	Minor2	Major1		Major2	
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Conflicting Flow All	615	257	222	0	-	0
Stage 1	190	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.11	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.209	-	-	-
Pot Cap-1 Maneuver	458	787	1353	-	-	-
Stage 1	847	-	-	-	-	-
Stage 2	664	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	357	676	1242	-	-	-
Mov Cap-2 Maneuver	357	-	-	-	-	-
Stage 1	720	-	-	-	-	-
Stage 2	610	-	-	-	-	-

Approach	EB	NB	SB
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HCM Control Delay, s	13.5	2.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
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Capacity (veh/h)	1242	-	452	-	-
HCM Lane V/C Ratio	0.067	-	0.062	-	-
HCM Control Delay (s)	8.1	0	13.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-

Intersection

Int Delay, s/veh 7.5

Movement	EBT	EBR	WBL	WBT	NBU	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	48	31	20	32	2	62	123
Future Vol, veh/h	48	31	20	32	2	62	123
Conflicting Peds, #/hr	0	55	55	0	0	23	27
Sign Control	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	55	55	62	62	70	70	70
Heavy Vehicles, %	1	1	0	0	3	3	3
Mvmt Flow	87	56	32	52	3	89	176

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	198
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1387
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1314
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3	13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	714	-	-	1314	-
HCM Lane V/C Ratio	0.37	-	-	0.025	-
HCM Control Delay (s)	13	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.7	-	-	0.1	-

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	65	402	12	6	263	119	1	14	16	8	6	40
Future Vol, veh/h	65	402	12	6	263	119	1	14	16	8	6	40
Conflicting Peds, #/hr	7	0	1	1	0	7	0	0	50	50	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	78	78	78	70	70	70	61	61	61
Heavy Vehicles, %	4	4	4	7	7	7	0	0	0	2	2	2
Mvmt Flow	73	452	13	8	337	153	1	20	23	13	10	66

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	497	0	0	466	0	0	1074	1119	510	1113	1049	421
Stage 1	-	-	-	-	-	-	606	606	-	437	437	-
Stage 2	-	-	-	-	-	-	468	513	-	676	612	-
Critical Hdwy	4.14	-	-	4.17	-	-	7.1	6.5	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.263	-	-	3.5	4	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1057	-	-	1070	-	-	199	209	567	186	227	632
Stage 1	-	-	-	-	-	-	487	490	-	598	579	-
Stage 2	-	-	-	-	-	-	579	539	-	443	484	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1050	-	-	1069	-	-	158	186	539	142	202	628
Mov Cap-2 Maneuver	-	-	-	-	-	-	158	186	-	142	202	-
Stage 1	-	-	-	-	-	-	441	443	-	538	569	-
Stage 2	-	-	-	-	-	-	504	529	-	350	438	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	0.1	20.3	18.2
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	279	1050	-	-	1069	-	-	361
HCM Lane V/C Ratio	0.159	0.07	-	-	0.007	-	-	0.245
HCM Control Delay (s)	20.3	8.7	0	-	8.4	0	-	18.2
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.6	0.2	-	-	0	-	-	0.9

Intersection

Int Delay, s/veh 3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	21	5	26	83	11	16
Future Vol, veh/h	21	5	26	83	11	16
Conflicting Peds, #/hr	0	6	6	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	59	59	50	50	45	45
Heavy Vehicles, %	15	15	0	0	0	0
Mvmt Flow	36	8	52	166	24	36

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	50
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1570
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1561
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	829	-	-	1561	-
HCM Lane V/C Ratio	0.072	-	-	0.033	-
HCM Control Delay (s)	9.7	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Puyallup HS Portables
4: 7th St NW & 3rd Ave NW

2024 Existing Conditions - Afternoon Peak
HCM 6th TWSC

Intersection

Int Delay, s/veh 6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	32	7	8	13	30	6	89	38	9	83	30
Future Vol, veh/h	35	32	7	8	13	30	6	89	38	9	83	30
Conflicting Peds, #/hr	2	0	6	6	0	2	46	0	29	29	0	46
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	39	39	39	67	67	67	42	42	42	95	95	95
Heavy Vehicles, %	7	7	7	0	0	0	5	5	5	1	1	1
Mvmt Flow	90	82	18	12	19	45	14	212	90	9	87	32

Major/Minor	Minor2	Minor1	Major1	Major2
Conflicting Flow All	486	526	155	491
Stage 1	167	167	-	314
Stage 2	319	359	-	177
Critical Hdwy	7.17	6.57	6.27	7.1
Critical Hdwy Stg 1	6.17	5.57	-	6.1
Critical Hdwy Stg 2	6.17	5.57	-	6.1
Follow-up Hdwy	3.563	4.063	3.363	3.5
Pot Cap-1 Maneuver	483	450	878	491
Stage 1	823	751	-	701
Stage 2	682	618	-	829
Platoon blocked, %				
Mov Cap-1 Maneuver	412	410	835	387
Mov Cap-2 Maneuver	412	410	-	387
Stage 1	777	712	-	673
Stage 2	612	593	-	708

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.7	12.5	0.3	0.6
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1334	-	-	432	557	1200	-
HCM Lane V/C Ratio	0.011	-	-	0.439	0.137	0.008	-
HCM Control Delay (s)	7.7	0	-	19.7	12.5	8	0
HCM Lane LOS	A	A	-	C	B	A	A
HCM 95th %tile Q(veh)	0	-	-	2.2	0.5	0	-

Intersection

Int Delay, s/veh 5

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations						
Traffic Vol, veh/h	30	30	24	88	78	20
Future Vol, veh/h	30	30	24	88	78	20
Conflicting Peds, #/hr	62	84	134	0	0	134
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	48	48	42	42	57	57
Heavy Vehicles, %	0	0	5	5	0	0
Mvmt Flow	63	63	57	210	137	35

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	675	373	306	0	-	0
Stage 1	289	-	-	-	-	-
Stage 2	386	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.15	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.245	-	-	-
Pot Cap-1 Maneuver	422	678	1238	-	-	-
Stage 1	765	-	-	-	-	-
Stage 2	691	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	302	544	1080	-	-	-
Mov Cap-2 Maneuver	302	-	-	-	-	-
Stage 1	627	-	-	-	-	-
Stage 2	603	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s	18.6	1.8	0
HCM LOS	C		

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h)	1080	-	388	-	-
HCM Lane V/C Ratio	0.053	-	0.322	-	-
HCM Control Delay (s)	8.5	0	18.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1.4	-	-

Intersection

Int Delay, s/veh 8.1

Movement	EBT	EBR	WBL	WBT	NBU	NBL	NBR
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Lane Configurations							
Traffic Vol, veh/h	46	31	83	32	1	44	66
Future Vol, veh/h	46	31	83	32	1	44	66
Conflicting Peds, #/hr	0	108	108	0	0	8	77
Sign Control	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	39	39	68	68	56	56	56
Heavy Vehicles, %	0	0	1	1	6	6	6
Mvmt Flow	118	79	122	47	2	79	118

Major/Minor	Major1	Major2	Minor1
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Conflicting Flow All	0	0	305	0	0	565	343
Stage 1	-	-	-	-	0	266	-
Stage 2	-	-	-	-	0	299	-
Critical Hdwy	-	-	4.11	-	-	6.46	6.26
Critical Hdwy Stg 1	-	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.209	-	-	3.554	3.354
Pot Cap-1 Maneuver	-	-	1262	-	0	479	691
Stage 1	-	-	-	-	0	769	-
Stage 2	-	-	-	-	0	743	-
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1132	-	0	379	574
Mov Cap-2 Maneuver	-	-	-	-	0	379	-
Stage 1	-	-	-	-	0	690	-
Stage 2	-	-	-	-	0	655	-

Approach	EB	WB	NB
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HCM Control Delay, s	0	6.2	17.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
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Capacity (veh/h)	476	-	-	1132	-
HCM Lane V/C Ratio	0.413	-	-	0.108	-
HCM Control Delay (s)	17.8	-	-	8.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	2	-	-	0.4	-

Intersection

Int Delay, s/veh 9.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	35	317	17	12	430	58	3	15	17	2	25	39	56
Future Vol, veh/h	35	317	17	12	430	58	3	15	17	2	25	39	56
Conflicting Peds, #/hr	26	0	4	4	0	26	0	0	96	0	96	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	78	78	78	92	92	92	51	51	51	68	68	68	68
Heavy Vehicles, %	4	4	4	4	4	4	3	3	3	0	0	0	0
Mvmt Flow	45	406	22	13	467	63	6	29	33	3	37	57	82

Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	556	0	0	432	0	0	1105	1093	517	0	1185	1073	525
Stage 1	-	-	-	-	-	-	511	511	-	0	551	551	-
Stage 2	-	-	-	-	-	-	594	582	-	0	634	522	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.13	6.53	6.23	-	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	-	6.1	5.5	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.527	4.027	3.327	-	3.5	4	3.3
Pot Cap-1 Maneuver	1005	-	-	1117	-	-	187	213	556	0	167	222	556
Stage 1	-	-	-	-	-	-	543	535	-	0	522	519	-
Stage 2	-	-	-	-	-	-	490	497	-	0	471	534	-
Platoon blocked, %		-	-		-	-				-			
Mov Cap-1 Maneuver	980	-	-	1113	-	-	116	191	503	0	115	199	542
Mov Cap-2 Maneuver	-	-	-	-	-	-	116	191	-	0	115	199	-
Stage 1	-	-	-	-	-	-	508	501	-	0	479	497	-
Stage 2	-	-	-	-	-	-	361	476	-	0	354	500	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.2	24.4	57.3
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	253	980	-	-	1113	-	-	232
HCM Lane V/C Ratio	0.271	0.046	-	-	0.012	-	-	0.761
HCM Control Delay (s)	24.4	8.8	0	-	8.3	0	-	57.3
HCM Lane LOS	C	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	1.1	0.1	-	-	0	-	-	5.4

Intersection

Int Delay, s/veh 1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	20	0	13	50	4	1
Future Vol, veh/h	20	0	13	50	4	1
Conflicting Peds, #/hr	0	3	3	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	63	63	81	81	63	63
Heavy Vehicles, %	15	15	22	22	20	20
Mvmt Flow	32	0	16	62	6	2

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	35
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.32	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.398	-
Pot Cap-1 Maneuver	-	1456	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1452	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	842	-	-	1452	-
HCM Lane V/C Ratio	0.009	-	-	0.011	-
HCM Control Delay (s)	9.3	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Puyallup HS Portables
4: 7th St NW & 3rd Ave NW

2024 Existing Conditions - PM Peak

HCM 6th TWSC

Intersection

Int Delay, s/veh 4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	14	2	8	37	27	3	46	11	15	121	31
Future Vol, veh/h	14	14	2	8	37	27	3	46	11	15	121	31
Conflicting Peds, #/hr	0	0	6	6	0	0	3	0	3	3	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	72	72	72	83	83	83	77	77	77
Heavy Vehicles, %	10	10	10	18	18	18	0	0	0	1	1	1
Mvmt Flow	19	19	3	11	51	38	4	55	13	19	157	40

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	332	297	186	305	311	65	200	0	0	71	0	0
Stage 1	218	218	-	73	73	-	-	-	-	-	-	-
Stage 2	114	79	-	232	238	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.28	6.68	6.38	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.28	5.68	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.28	5.68	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.662	4.162	3.462	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	606	602	836	617	578	956	1384	-	-	1536	-	-
Stage 1	766	708	-	898	804	-	-	-	-	-	-	-
Stage 2	872	814	-	736	680	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	533	588	829	587	565	953	1380	-	-	1532	-	-
Mov Cap-2 Maneuver	533	588	-	587	565	-	-	-	-	-	-	-
Stage 1	761	696	-	893	799	-	-	-	-	-	-	-
Stage 2	781	809	-	700	668	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.8		11.3		0.4		0.7	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1380	-	-	572 670	1532	-	-
HCM Lane V/C Ratio	0.003	-	-	0.07 0.149	0.013	-	-
HCM Control Delay (s)	7.6	0	-	11.8 11.3	7.4	0	-
HCM Lane LOS	A	A	-	B B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2 0.5	0	-	-

Intersection

Int Delay, s/veh	2.7						
Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	10	8	50	47	1	107	21
Future Vol, veh/h	10	8	50	47	1	107	21
Conflicting Peds, #/hr	45	32	21	0	0	0	21
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	64	64	66	66	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0	0
Mvmt Flow	16	13	76	71	1	135	27

Major/Minor	Minor2	Major1		Major2			
Conflicting Flow All	438	202	183	0	-	-	0
Stage 1	170	-	-	-	-	-	-
Stage 2	268	-	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-	-
Pot Cap-1 Maneuver	580	844	1404	-	-	-	-
Stage 1	865	-	-	-	-	-	-
Stage 2	782	-	-	-	-	-	-
Platoon blocked, %				-	-	-	-
Mov Cap-1 Maneuver	525	802	1376	-	-	-	-
Mov Cap-2 Maneuver	525	-	-	-	-	-	-
Stage 1	798	-	-	-	-	-	-
Stage 2	766	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.1	4	
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1376	-	620	-	-
HCM Lane V/C Ratio	0.055	-	0.045	-	-
HCM Control Delay (s)	7.8	0	11.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.1	-	-

Intersection

Int Delay, s/veh 6.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	28	8	99	21	18	71
Future Vol, veh/h	28	8	99	21	18	71
Conflicting Peds, #/hr	0	4	4	0	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	69	69	73	73	70	70
Heavy Vehicles, %	3	3	0	0	2	2
Mvmt Flow	41	12	136	29	26	101

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	57
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1560
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1554
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.2	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	880	-	-	1554	-
HCM Lane V/C Ratio	0.144	-	-	0.087	-
HCM Control Delay (s)	9.8	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.3	-

Intersection

Int Delay, s/veh 4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	44	357	7	7	646	38	2	7	12	9	36	59
Future Vol, veh/h	44	357	7	7	646	38	2	7	12	9	36	59
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	92	92	92	75	75	75	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2	5	5	5	0	0	0
Mvmt Flow	46	376	7	8	702	41	3	9	16	12	47	78

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	744	0	0	383	0	0	1273	1232	382	1226	1215	724
Stage 1	-	-	-	-	-	-	472	472	-	740	740	-
Stage 2	-	-	-	-	-	-	801	760	-	486	475	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.15	6.55	6.25	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.1	5.5	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.545	4.045	3.345	3.5	4	3.3
Pot Cap-1 Maneuver	864	-	-	1175	-	-	142	175	659	157	183	429
Stage 1	-	-	-	-	-	-	567	554	-	412	426	-
Stage 2	-	-	-	-	-	-	374	410	-	566	561	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	863	-	-	1175	-	-	86	161	658	137	168	429
Mov Cap-2 Maneuver	-	-	-	-	-	-	86	161	-	137	168	-
Stage 1	-	-	-	-	-	-	528	516	-	384	420	-
Stage 2	-	-	-	-	-	-	269	405	-	504	523	-

Approach	EB		WB		NB		SB
HCM Control Delay, s	1		0.1		21.4		35.8
HCM LOS					C		E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	247	863	-	-	1175	-	-	249
HCM Lane V/C Ratio	0.113	0.054	-	-	0.006	-	-	0.55
HCM Control Delay (s)	21.4	9.4	0	-	8.1	0	-	35.8
HCM Lane LOS	C	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0	-	-	3

Puyallup HS Portables
3: 8th St NW & 3rd Ave NW

2024 Existing w-7th Closed - AM Peak

HCM 6th TWSC

Intersection

Int Delay, s/veh 9.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	57	14	85	1	16	130
Future Vol, veh/h	57	14	85	1	16	130
Conflicting Peds, #/hr	0	5	5	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	66	66	46	46	39	39
Heavy Vehicles, %	13	13	0	0	4	4
Mvmt Flow	86	21	185	2	41	333

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	112
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1490
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1483
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.7	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	850	-	-	1483	-
HCM Lane V/C Ratio	0.44	-	-	0.125	-
HCM Control Delay (s)	12.5	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	2.3	-	-	0.4	-

Puyallup HS Portables
4: 7th St NW & 3rd Ave NW

2024 Existing w-7th Closed - AM Peak
HCM 6th TWSC

Intersection

Int Delay, s/veh 7.8

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕				↕			↕			↕	
Traffic Vol, veh/h	101	45	0	1	0	31	16	0	0	0	19	0	112
Future Vol, veh/h	101	45	0	1	0	31	16	0	0	0	19	0	112
Conflicting Peds, #/hr	0	0	3	0	3	0	0	33	0	10	10	0	33
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	57	57	57	57	66	66	66	60	60	60
Heavy Vehicles, %	17	17	17	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	138	62	0	2	0	54	28	0	0	0	32	0	187

Major/Minor	Minor2		Minor1		Major1			Major2					
Conflicting Flow All	232	201	130	0	202	294	10	220	0	0	10	0	0
Stage 1	191	191	-	0	10	10	-	-	-	-	-	-	-
Stage 2	41	10	-	0	192	284	-	-	-	-	-	-	-
Critical Hdwy	7.27	6.67	6.37	-	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.27	5.67	-	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.27	5.67	-	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.653	4.153	3.453	-	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	692	669	881	0	761	620	1077	1361	-	-	1623	-	-
Stage 1	777	715	-	0	1016	891	-	-	-	-	-	-	-
Stage 2	937	858	-	0	814	680	-	-	-	-	-	-	-
Platoon blocked, %				-					-	-		-	-
Mov Cap-1 Maneuver	595	627	851	0	683	581	1067	1318	-	-	1608	-	-
Mov Cap-2 Maneuver	595	627	-	0	683	581	-	-	-	-	-	-	-
Stage 1	753	677	-	0	1006	882	-	-	-	-	-	-	-
Stage 2	856	849	-	0	721	644	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.9	10.9	0	1.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1318	-	-	605	688	1608	-	-
HCM Lane V/C Ratio	-	-	-	0.331	0.12	0.02	-	-
HCM Control Delay (s)	0	-	-	13.9	10.9	7.3	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.4	0.4	0.1	-	-

Intersection

Int Delay, s/veh 0

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	86	67	86	0	0	86
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	64	64	64	62	62
Heavy Vehicles, %	0	0	1	1	0	0
Mvmt Flow	0	0	0	0	0	0

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	174	155	88	0	-	0
Stage 1	88	-	-	-	-	-
Stage 2	86	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.11	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.209	-	-	-
Pot Cap-1 Maneuver	821	896	1514	-	-	-
Stage 1	940	-	-	-	-	-
Stage 2	942	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	692	770	1390	-	-	-
Mov Cap-2 Maneuver	692	-	-	-	-	-
Stage 1	863	-	-	-	-	-
Stage 2	865	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h)	1390	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Puyallup HS Portables
8: 7th St SW & W Main Ave

2024 Existing w-7th Closed - AM Peak

HCM 6th TWSC

Intersection

Int Delay, s/veh 7.8

Movement	EBT	EBR	WBL	WBT	NBU	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	0	75	0	0	2	185	0
Future Vol, veh/h	0	75	0	0	2	185	0
Conflicting Peds, #/hr	0	55	55	0	0	23	27
Sign Control	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	55	55	62	62	70	70	70
Heavy Vehicles, %	1	1	0	0	3	3	3
Mvmt Flow	0	136	0	0	3	264	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	191
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1395
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1322
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	781	-	-	1322	-
HCM Lane V/C Ratio	0.338	-	-	-	-
HCM Control Delay (s)	11.9	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1.5	-	-	0	-

Intersection

Int Delay, s/veh 3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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Lane Configurations												
Traffic Vol, veh/h	65	402	12	6	263	119	1	14	16	12	9	57
Future Vol, veh/h	65	402	12	6	263	119	1	14	16	12	9	57
Conflicting Peds, #/hr	7	0	1	1	0	7	0	0	50	50	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	78	78	78	70	70	70	61	61	61
Heavy Vehicles, %	4	4	4	7	7	7	0	0	0	2	2	2
Mvmt Flow	73	452	13	8	337	153	1	20	23	20	15	93

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	497	0	0	466	0	0	1090	1119	510	1113	1049	421
Stage 1	-	-	-	-	-	-	606	606	-	437	437	-
Stage 2	-	-	-	-	-	-	484	513	-	676	612	-
Critical Hdwy	4.14	-	-	4.17	-	-	7.1	6.5	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.263	-	-	3.5	4	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1057	-	-	1070	-	-	194	209	567	186	227	632
Stage 1	-	-	-	-	-	-	487	490	-	598	579	-
Stage 2	-	-	-	-	-	-	568	539	-	443	484	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1050	-	-	1069	-	-	144	186	539	142	202	628
Mov Cap-2 Maneuver	-	-	-	-	-	-	144	186	-	142	202	-
Stage 1	-	-	-	-	-	-	441	443	-	538	569	-
Stage 2	-	-	-	-	-	-	466	529	-	350	438	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	0.1	20.5	20.7
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	277	1050	-	-	1069	-	-	355
HCM Lane V/C Ratio	0.16	0.07	-	-	0.007	-	-	0.36
HCM Control Delay (s)	20.5	8.7	0	-	8.4	0	-	20.7
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.6	0.2	-	-	0	-	-	1.6

Intersection

Int Delay, s/veh 7.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	14	12	112	77	17	143
Future Vol, veh/h	14	12	112	77	17	143
Conflicting Peds, #/hr	0	6	6	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	59	59	50	50	45	45
Heavy Vehicles, %	15	15	0	0	0	0
Mvmt Flow	24	20	224	154	38	318

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	50
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1570
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1561
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.6	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	866	-	-	1561	-
HCM Lane V/C Ratio	0.411	-	-	0.143	-
HCM Control Delay (s)	12	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	2	-	-	0.5	-

Puyallup HS Portables
4: 7th St NW & 3rd Ave NW

2024 Existing w-7th Closed - Afternoon Peak

HCM 6th TWSC

Intersection

Int Delay, s/veh 18.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	124	70	0	0	22	30	0	0	0	14	0	108
Future Vol, veh/h	124	70	0	0	22	30	0	0	0	14	0	108
Conflicting Peds, #/hr	2	0	6	6	0	2	46	0	29	29	0	46
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	39	39	39	67	67	67	42	42	42	95	95	95
Heavy Vehicles, %	7	7	7	0	0	0	5	5	5	1	1	1
Mvmt Flow	318	179	0	0	33	45	0	0	0	15	0	114

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	174	162	109	212	219	31	160	0	0	29	0	0
Stage 1	133	133	-	29	29	-	-	-	-	-	-	-
Stage 2	41	29	-	183	190	-	-	-	-	-	-	-
Critical Hdwy	7.17	6.57	6.27	7.1	6.5	6.2	4.15	-	-	4.11	-	-
Critical Hdwy Stg 1	6.17	5.57	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.17	5.57	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363	3.5	4	3.3	2.245	-	-	2.209	-	-
Pot Cap-1 Maneuver	778	721	931	749	683	1049	1401	-	-	1591	-	-
Stage 1	859	777	-	993	875	-	-	-	-	-	-	-
Stage 2	961	861	-	823	747	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	676	663	885	568	628	1018	1340	-	-	1547	-	-
Mov Cap-2 Maneuver	676	663	-	568	628	-	-	-	-	-	-	-
Stage 1	821	735	-	965	851	-	-	-	-	-	-	-
Stage 2	882	837	-	612	707	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	24.1			9.9			0			0.8		
HCM LOS	C			A								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1340	-	-	671 806	1547	-	-
HCM Lane V/C Ratio	-	-	-	0.741 0.096	0.01	-	-
HCM Control Delay (s)	0	-	-	24.1 9.9	7.3	0	-
HCM Lane LOS	A	-	-	C A	A A	A	-
HCM 95th %tile Q(veh)	0	-	-	6.6 0.3	0	-	-

Puyallup HS Portables
5: 7th St NW & 2nd Ave NW

2024 Existing w-7th Closed - Afternoon Peak

HCM 6th TWSC

Intersection

Int Delay, s/veh 0

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	62	84	134	0	0	134
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	48	48	42	42	57	57
Heavy Vehicles, %	0	0	5	5	0	0
Mvmt Flow	0	0	0	0	0	0

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	198	220	136	0	-	0
Stage 1	136	-	-	-	-	-
Stage 2	62	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.15	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.245	-	-	-
Pot Cap-1 Maneuver	795	825	1430	-	-	-
Stage 1	895	-	-	-	-	-
Stage 2	966	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	604	662	1248	-	-	-
Mov Cap-2 Maneuver	604	-	-	-	-	-
Stage 1	780	-	-	-	-	-
Stage 2	842	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h)	1248	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 4.9

Movement	EBT	EBR	WBL	WBT	NBU	NBL	NBR
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Lane Configurations							
Traffic Vol, veh/h	0	137	0	0	1	110	0
Future Vol, veh/h	0	137	0	0	1	110	0
Conflicting Peds, #/hr	0	108	108	0	0	8	77
Sign Control	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	39	39	68	68	56	56	56
Heavy Vehicles, %	0	0	1	1	6	6	6
Mvmt Flow	0	351	0	0	2	196	0

Major/Minor	Major1	Major2	Minor1
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Conflicting Flow All	0	0	459	0	0	293	361
Stage 1	-	-	-	-	0	284	-
Stage 2	-	-	-	-	0	9	-
Critical Hdwy	-	-	4.11	-	-	6.46	6.26
Critical Hdwy Stg 1	-	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.209	-	-	3.554	3.354
Pot Cap-1 Maneuver	-	-	1107	-	0	690	675
Stage 1	-	-	-	-	0	755	-
Stage 2	-	-	-	-	0	1004	-
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	993	-	0	614	561
Mov Cap-2 Maneuver	-	-	-	-	0	614	-
Stage 1	-	-	-	-	0	677	-
Stage 2	-	-	-	-	0	996	-

Approach	EB	WB	NB
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HCM Control Delay, s	0	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
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Capacity (veh/h)	614	-	-	993	-
HCM Lane V/C Ratio	0.32	-	-	-	-
HCM Control Delay (s)	13.6	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1.4	-	-	0	-

Intersection

Int Delay, s/veh 11.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	35	317	17	12	430	58	3	15	17	2	25	39	79
Future Vol, veh/h	35	317	17	12	430	58	3	15	17	2	25	39	79
Conflicting Peds, #/hr	26	0	4	4	0	26	0	0	96	0	96	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	78	78	78	92	92	92	51	51	51	68	68	68	68
Heavy Vehicles, %	4	4	4	4	4	4	3	3	3	0	0	0	0
Mvmt Flow	45	406	22	13	467	63	6	29	33	3	37	57	116

Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	556	0	0	432	0	0	1122	1093	517	0	1185	1073	525
Stage 1	-	-	-	-	-	-	511	511	-	0	551	551	-
Stage 2	-	-	-	-	-	-	611	582	-	0	634	522	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.13	6.53	6.23	-	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	-	6.1	5.5	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.527	4.027	3.327	-	3.5	4	3.3
Pot Cap-1 Maneuver	1005	-	-	1117	-	-	182	213	556	0	167	222	556
Stage 1	-	-	-	-	-	-	543	535	-	0	522	519	-
Stage 2	-	-	-	-	-	-	479	497	-	0	471	534	-
Platoon blocked, %		-	-		-	-				-			
Mov Cap-1 Maneuver	980	-	-	1113	-	-	105	191	503	0	115	199	542
Mov Cap-2 Maneuver	-	-	-	-	-	-	105	191	-	0	115	199	-
Stage 1	-	-	-	-	-	-	508	501	-	0	479	497	-
Stage 2	-	-	-	-	-	-	327	476	-	0	354	500	-

Approach	EB			WB			NB			SB			
HCM Control Delay, s	0.8			0.2			25			61.4			
HCM LOS							D			F			

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	248	980	-	-	1113	-	-	256
HCM Lane V/C Ratio	0.277	0.046	-	-	0.012	-	-	0.821
HCM Control Delay (s)	25	8.8	0	-	8.3	0	-	61.4
HCM Lane LOS	D	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	1.1	0.1	-	-	0	-	-	6.5

Puyallup HS Portables
3: 8th St NW & 3rd Ave NW

2024 Existing w-7th Closed - PM Peak

HCM 6th TWSC

Intersection

Int Delay, s/veh 6.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	18	2	137	47	3	58
Future Vol, veh/h	18	2	137	47	3	58
Conflicting Peds, #/hr	0	3	3	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	63	63	81	81	63	63
Heavy Vehicles, %	15	15	22	22	20	20
Mvmt Flow	29	3	169	58	5	92

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	35
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.32
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.398
Pot Cap-1 Maneuver	-	-	1456
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1452
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.8	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	939	-	-	1452	-
HCM Lane V/C Ratio	0.103	-	-	0.116	-
HCM Control Delay (s)	9.3	-	-	7.8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.4	-

Puyallup HS Portables
4: 7th St NW & 3rd Ave NW

2024 Existing w-7th Closed - PM Peak
HCM 6th TWSC

Intersection

Int Delay, s/veh 6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	25	0	0	45	27	0	0	0	20	0	147
Future Vol, veh/h	60	25	0	0	45	27	0	0	0	20	0	147
Conflicting Peds, #/hr	0	0	6	6	0	0	3	0	3	3	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	72	72	72	83	83	83	77	77	77
Heavy Vehicles, %	10	10	10	18	18	18	0	0	0	1	1	1
Mvmt Flow	80	33	0	0	63	38	0	0	0	26	0	191

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	202	154	105	173	249	3	194	0	0	3	0	0
Stage 1	151	151	-	3	3	-	-	-	-	-	-	-
Stage 2	51	3	-	170	246	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.28	6.68	6.38	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.28	5.68	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.28	5.68	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.662	4.162	3.462	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	739	723	928	756	627	1036	1391	-	-	1626	-	-
Stage 1	833	757	-	979	862	-	-	-	-	-	-	-
Stage 2	942	878	-	796	674	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	646	706	920	713	612	1033	1387	-	-	1621	-	-
Mov Cap-2 Maneuver	646	706	-	713	612	-	-	-	-	-	-	-
Stage 1	831	741	-	976	859	-	-	-	-	-	-	-
Stage 2	842	875	-	742	660	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.5	10.8	0	0.9
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1387	-	-	663 722	1621	-	-
HCM Lane V/C Ratio	-	-	-	0.171 0.139	0.016	-	-
HCM Control Delay (s)	0	-	-	11.5 10.8	7.3	0	-
HCM Lane LOS	A	-	-	B B	A A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.6 0.5	0	-	-

Intersection

Int Delay, s/veh 0

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	45	32	21	0	0	21
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	64	66	66	79	79
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	67	54	22	0	-	0
Stage 1	22	-	-	-	-	-
Stage 2	45	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	943	1019	1607	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	983	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	905	968	1575	-	-	-
Mov Cap-2 Maneuver	905	-	-	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	963	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h)	1575	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 4

Movement	EBT	EBR	WBL	WBT	NBU	NBL	NBR
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Lane Configurations							
Traffic Vol, veh/h	0	121	0	0	1	88	0
Future Vol, veh/h	0	121	0	0	1	88	0
Conflicting Peds, #/hr	0	4	4	0	0	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	69	69	73	73	70	70	70
Heavy Vehicles, %	3	3	0	0	2	2	2
Mvmt Flow	0	175	0	0	1	126	0

Major/Minor	Major1	Major2	Minor1
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Conflicting Flow All	0	0	179	0	0	93	94
Stage 1	-	-	-	-	0	92	-
Stage 2	-	-	-	-	0	1	-
Critical Hdwy	-	-	4.1	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.2	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1409	-	0	907	963
Stage 1	-	-	-	-	0	932	-
Stage 2	-	-	-	-	0	1022	-
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1404	-	0	903	958
Mov Cap-2 Maneuver	-	-	-	-	0	903	-
Stage 1	-	-	-	-	0	928	-
Stage 2	-	-	-	-	0	1022	-

Approach	EB	WB	NB
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HCM Control Delay, s	0	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
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Capacity (veh/h)	903	-	-	1404	-
HCM Lane V/C Ratio	0.139	-	-	-	-
HCM Control Delay (s)	9.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection

Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	357	7	7	646	38	2	7	12	10	41	67
Future Vol, veh/h	44	357	7	7	646	38	2	7	12	10	41	67
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	92	92	92	75	75	75	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2	5	5	5	0	0	0
Mvmt Flow	46	376	7	8	702	41	3	9	16	13	54	88

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	744	0	0	383	0	0	1282	1232	382	1226	1215	724
Stage 1	-	-	-	-	-	-	472	472	-	740	740	-
Stage 2	-	-	-	-	-	-	810	760	-	486	475	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.15	6.55	6.25	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.1	5.5	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.545	4.045	3.345	3.5	4	3.3
Pot Cap-1 Maneuver	864	-	-	1175	-	-	140	175	659	157	183	429
Stage 1	-	-	-	-	-	-	567	554	-	412	426	-
Stage 2	-	-	-	-	-	-	369	410	-	566	561	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	863	-	-	1175	-	-	79	161	658	137	168	429
Mov Cap-2 Maneuver	-	-	-	-	-	-	79	161	-	137	168	-
Stage 1	-	-	-	-	-	-	528	516	-	384	420	-
Stage 2	-	-	-	-	-	-	252	405	-	504	523	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1			0.1			21.9			40.7		
HCM LOS							C			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	241	863	-	-	1175	-	-	249
HCM Lane V/C Ratio	0.116	0.054	-	-	0.006	-	-	0.624
HCM Control Delay (s)	21.9	9.4	0	-	8.1	0	-	40.7
HCM Lane LOS	C	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0	-	-	3.8