MEMORANDUM

To: Andrew Brunner, Chelan County Public Works
From: Zach Wieben, PE ZJW
Brad Lincoln, PE BJL
Subject: December 2019 Update to Mission Ridge TIA
Date: December 10, 2019
Project: GTC #17-092

Gibson Traffic Consultants, Inc. (GTC) completed a February 2019 traffic impact analysis (TIA) for the proposed Mission Ridge development dated February 21, 2019. GTC has updated the original TIA in order to reflect updated unit numbers and square footages as well as an updated construction phasing plan. This memorandum addresses changes to the trip generation and intersection analysis.

1. Trip Generation

The applicant has identified changes in the number of previous proposed uses that affect the trip generation calculations. The changes from the February 2019 TIA include 23 additional residential units, 7 additional hotel rooms, 20,000 SF of shopping retail, and beds for 80 employees to sleep on-site. After review of the updated site plan, it was determined that two of the six new lifts identified in the proposal would be categorized as "surface" lifts only (i.e. tow-ropes) and would not contribute significantly to the trip generation. Therefore, the number of lifts was reduced by two. A comparison of the February 2019 and December 2019 land uses is shown in Table 1.

Table 1: Unit/SF Comparison

Land Use	February 2019	December 2019
Single Family (Detached)	260 Units	275 Units
Apartments	613 Units	621 Units
Resort Hotel	50 Rooms	57 Rooms
Snow Ski Area	6 Lifts	4 Lifts
Shopping Center[1]	90,000 SF	110,000 SF
Employee Housing	0 Units	80 Units

[1] Includes 85% internal crossover rate.

The trip generation is discussed in more detail in the revised TIA.

2. Construction Phasing

The applicant also provided an updated construction phasing plan. In general, the updated phasing plan shifted more units to be constructed earlier than previously assumed. Table 2 compares the February 2019 and December 2019 phasing plans.

Table 2: Construction Phasing Comparison

Phase	February 2019 TIA Phasing			December 2019 TIA Phasing		
	% of Total PM Peak Trips	Cumulative % of PM Peak Trips	Est. Completion Year	% of Total PM Peak Trips	Cumulative % of PM Peak Trips	Est. Completion Year
1	25%	25%	2024	37%	37%	2025
2	22%	47%	2027	25%	63%	2028
3	23%	70%	2031	17%	79%	2032
4	24%	94%	2037	16%	95%	2038
5	6%	100%	2039	5%	100%	2040
Total	100%	-	-	100%	-	-

3. Intersection Analysis

In order to accommodate the new anticipated phasing schedule, the original analysis years of 2024, 2028, and 2039 were updated to 2025, 2028, and 2040.

3.1. Intersection Operations Summary

The analysis found that only one study intersection is anticipated to operate below LOS D under the 2025 future conditions and assuming 65% of the development is constructed. This intersection, Okanogan Avenue at Crawford Avenue, would operate acceptably with all-way stop-control improvements. Improvements at the intersection may be warranted under 2025 baseline conditions depending on how much background growth occurs.

Two additional intersections—Methow Street at Crawford Avenue and S. Miller Street at Crawford Avenue—are anticipated to operate below LOS D under the 2028 future conditions and assuming 65% of the development is constructed. It was determined that all-way stop-control would also allow these intersections to operate acceptably.

The revised TIA also analyzed the study intersections for the 2040 future conditions and 100% build-out of the development. The analysis for the 2040 conditions found that several study intersections could operate below acceptable LOS D with 20 years of growth and 100% of the development, assuming all of the residential units are full-time occupancy. One of the intersections is S. Mission Street at Stevens Street. It was determined that this intersection would be on the verge of operating at LOS D/E after Phase II construction was complete in 2028. It is recommended that the trip generation of the development, the background growth projections and the intersection operations be re-evaluated after Phase 2 of the development.

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Mission Ridge
Traffic Impact Analysis

Jurisdiction: Chelan County

December 2019

GTC #17-092

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1. INTRODUCTION

Gibson Traffic Consultants (GTC) has been retained to revise the traffic impact analysis for the proposed Mission Ridge development in Chelan County based on Chelan County, WSDOT and public comments. This report addresses the development's trip generation and impacts to surrounding roadways and intersections based on increased unit numbers and amenities from the previous report (dated February 21, 2019). No additional comments have been received by GTC from Chelan County and therefore this report follows the same methodology as the February 2019 report. Zach Wieben, responsible for the traffic analysis and report, is a licensed professional engineer (Civil) in the State of Washington and a current member of the Washington State section of ITE.

2. PROPOSED SITE DEVELOPMENT & ACCESS

The Mission Ridge development is located northeast of the existing Mission Ridge Ski Resort. A site vicinity map is included in Figure 1. The development is proposed to ultimately consist of the following residential and commercial land uses:

- 896 residential units
- 57-room resort hotel
- 6 ski lifts (4 used for skiing/tubing and 2 used for surface transport)
- 110,000 square feet (SF) of commercial/shopping center
- 80 units of dorm-style employee housing

The development is proposed to have access via the existing Mission Ridge Ski Resort parking lot. The development is expected to be built in several phases. It is anticipated that approximately 65% of the development will be constructed by 2028 with full build-out of the development estimated by approximately 2040.

3. METHODOLOGY

The trip generation calculations for the Mission Ridge development is based on data contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 10th Edition (2017)*. The distribution of trips generated by the Mission Ridge development is based on existing travel patterns and discussions with staff from Chelan County, City of Wenatchee, and WSDOT.

The intersections that are analyzed as part of this report, based on the scoping discussions and comments, include:

1. S. Mission Street at Stevens Street
2. S. Mission Street at Crawford Avenue
3. Methow Street at Crawford Avenue
4. Okanogan Avenue at Crawford Avenue

5. S. Miller Street at Crawford Avenue
6. Squilchuck Road at Methow Street
7. Squilchuck Road at Wenatchee Heights Road

The peak-hour level of service (LOS) analysis calculations were completed using the *Synchro 10.2, Build 0* software. This software applies the operational analysis methodology of the current *Highway Capacity Manual 6th Edition (HCM)*. Traffic congestion is generally measured in terms of level of service. In accordance with the HCM 6th Edition, road facilities and intersections are rated between LOS A and LOS F, with LOS A being free flow and LOS F being forced flow or over-capacity conditions. The level of service criteria is summarized in Table 1. The level of service at two-way stop-controlled intersections is based on the average delay of the worst approach. The level of service at signalized and all-way stop-controlled intersections is based on the average delay for all approaches. Geometric characteristics and conflicting traffic movements are taken into consideration when determining level of service values.

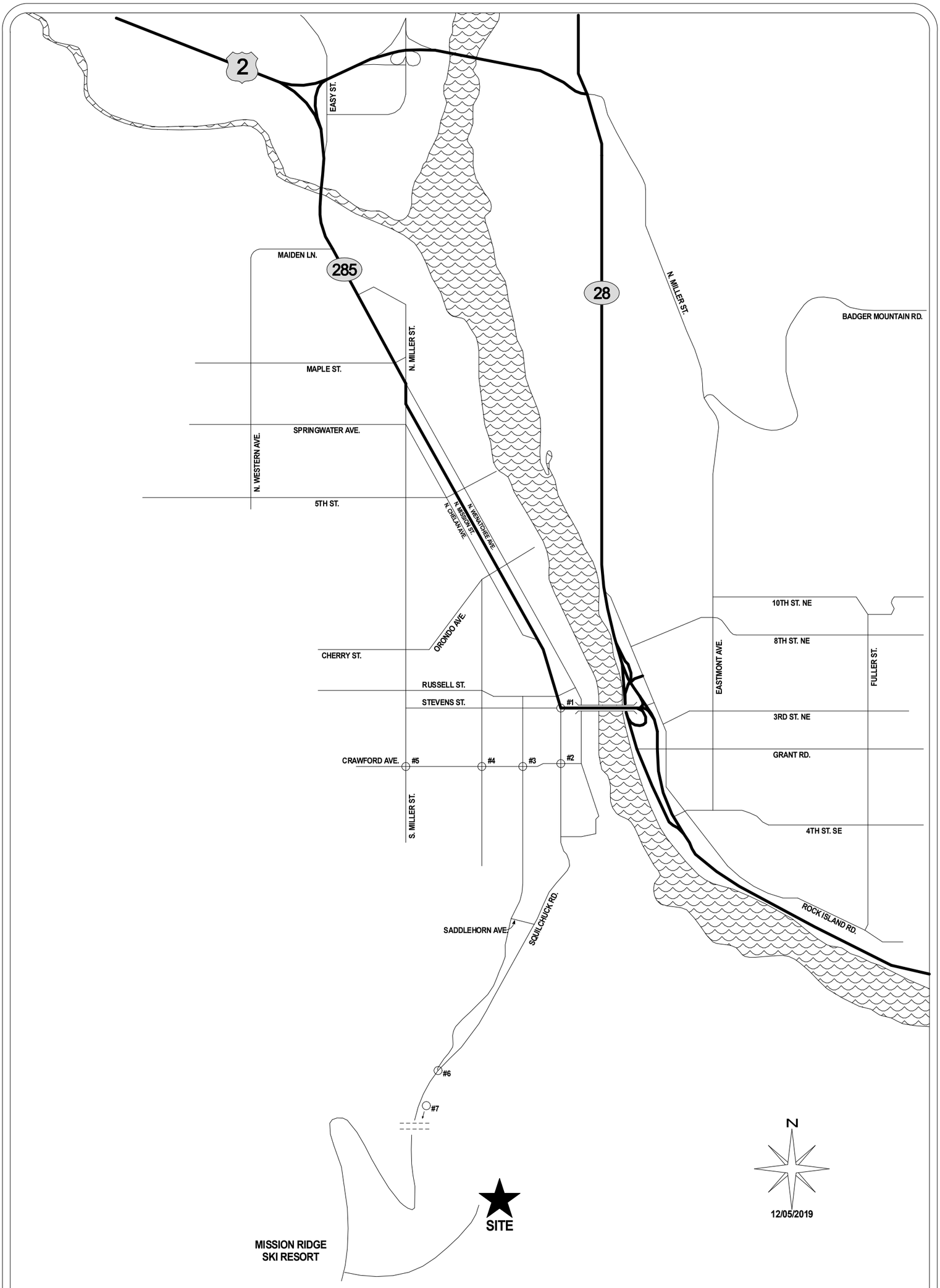
Table 1: Level of Service Criteria for Intersections

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

The acceptable level of service for intersections within Chelan County and the City of Wenatchee is LOS D.

[1] **Source:** *Highway Capacity Manual* 6th Edition.
- LOS A: Free-flow traffic conditions, with minimal delay to stopped vehicles (no vehicle is delayed longer than one cycle at signalized intersection).
- LOS B: Generally stable traffic flow conditions.
- LOS C: Occasional back-ups may develop, but delay to vehicles is short term and still tolerable.
- LOS D: During short periods of the peak hour, delays to approaching vehicles may be substantial but are tolerable during times of less demand (i.e. vehicles delayed one cycle or less at signal).
- LOS E: Intersections operate at or near capacity, with long queues developing on all approaches and long delays.
- LOS F: Jammed conditions on all approaches with excessively long delays and vehicles unable to move at times.

[2] When demand volume exceeds the capacity of the lane, extreme delays will be encountered with queuing which may cause severe congestion affecting other traffic movements in the intersection.



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★ DEVELOPMENT SITE

○### STUDY INTERSECTION

FIGURE 1

SITE VICINITY MAP

4. TRIP GENERATION

The trip generation calculations for the Mission Ridge development are based on the average trip generation rates for the following ITE Land Use Codes (LUC):

- LUC 210, Single-Family Detached Housing – 275 Units
- LUC 220, Multifamily Housing (Low-Rise) – 621 Units
- LUC 225, Off-Campus Student Apartment – 80 Units (Employee Housing)
- LUC 330, Resort Hotel – 57 Rooms
- LUC 466, Snow Ski Area – 4 Lifts (2 surface lifts not included in trip generation calcs)
- LUC 820, Shopping Center – 110,000 SF

The trip generation calculations have been performed with the assumption that all of the residential units (except for the employee housing) are full-time residents and not recreational or vacation homes. The development will be providing communal or dorm-style employee housing on-site to reduce the need for employees to travel to and from the site each day. This kind of housing is most similar to student housing because it is located within walking distance of the workers' employment and will include amenities within the building for residents. Therefore, this kind of housing is expected to have a lower vehicle trip generation rate compared to market-rate multifamily housing.

The Mission Ridge development is estimated to be fully built-out and occupied by 2040. Approximately 65% of the development is estimated to be occupied by 2028. To reflect the remote location of the development, an 85% internal crossover rate was applied to the daily and PM peak-hour trip generation calculations for the commercial/shopping center portion of the development. It is likely the commercial land uses will primarily be used by guests/residents staying in the new residential units and therefore most vehicle trips will be contained within the development. It is also important to note that a similar reduction has not been applied to the residential uses. It is anticipated that the actual trip generation of the site will be lower than what is included in this report due to the location of the development, the potential for part-time residents, and the potential for significant crossover between the uses of the development. As a result, it is recommended the actual off-site trip generation of the development would be evaluated after initial phases are complete to confirm and revise the trip generation assumptions. The trip generation of the development is summarized in Table 2.

Table 2: Total Trip Generation Summary

Land Use	#Units/SF	Average Daily Trips	PM Peak-Hour		
			In	Out	Total
Single Family (Detached)	275 Units	2,596	171	101	272
Apartments	621 Units	4,546	219	129	348
Employee Housing	80 Units	292	11	11	20
Resort Hotel	57 Rooms	325	10	13	23
Snow Ski Area	4 Lifts	1,086	4	100	104
Shopping Center[3]	110,000 SF	623	30	33	63
TOTAL		**9,468**	**446**	**387**	**833**

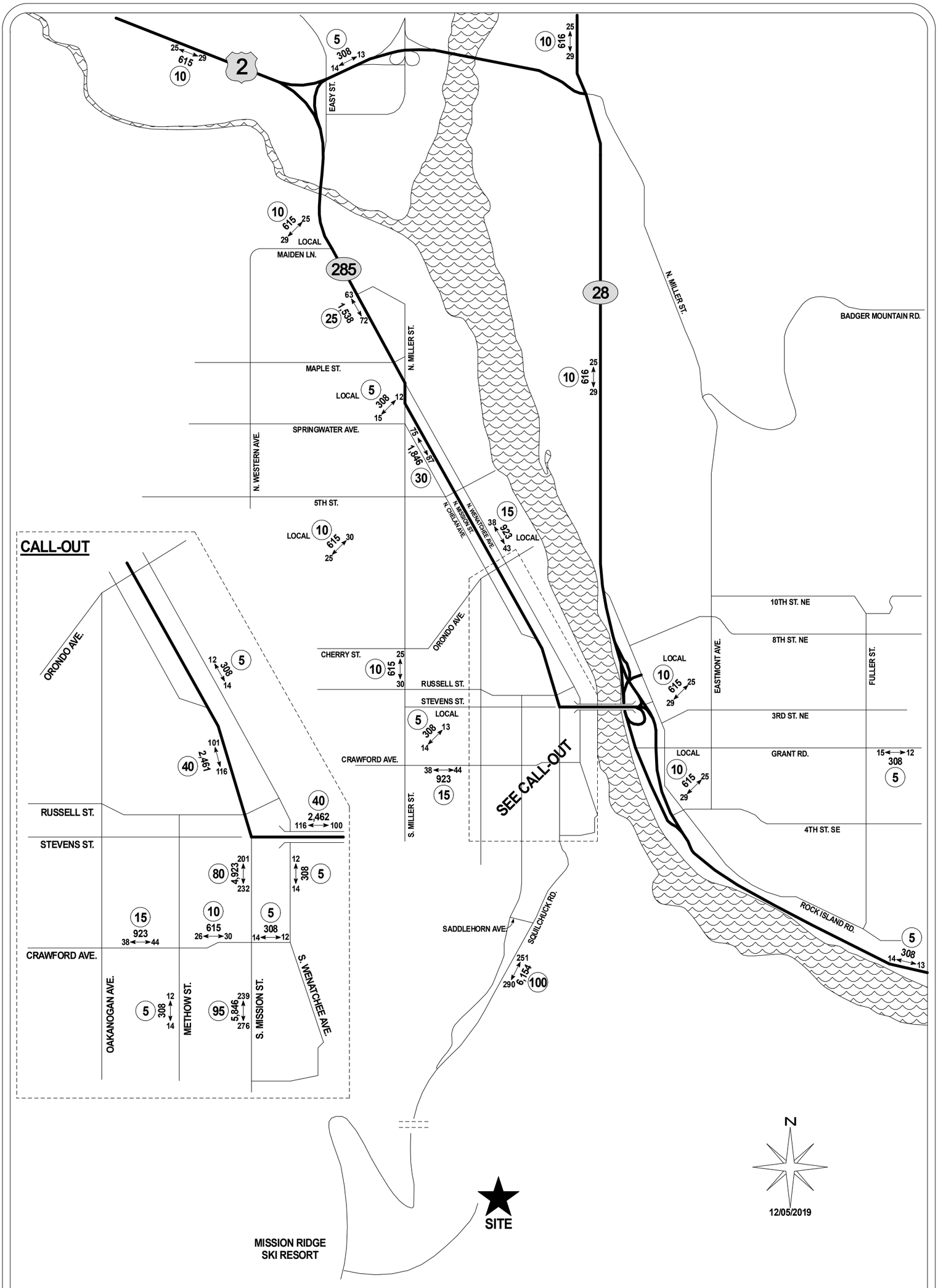
The Mission Ridge development has been analyzed to generate 9,468 average daily trips with 833 new PM peak-hour trips. This trip generation estimate is conservatively high due to the assumption that 100% of the residential units will be occupied by full-time residents. The distribution of development trips is based on scoping discussions with the City of Wenatchee and Chelan County. A 65% build-out PM peak-hour trip distribution is shown in Figure 2 and a 100% build-out PM peak-hour trip distribution is shown in Figure 3. The trip generation calculations are included in the attachments.

The Mission Ridge development is proposed to be constructed in phases. An approximate number of residential and commercial uses for each phase is outlined in Table 3.

Table 3: Anticipated Phasing of Development

Phase	Apartment/ Condo Units	Single-Family Detached Units	Commercial SF	Hotel/ Lodge Rooms	Employee Housing	Ski Lifts	% of Total PM Peak Trips	Cumulative % of PM Peak Trips	Est. Completion Year
1	172	102	60,000	-	-	3	37%	37%	2025
2	162	50	20,000	57	40	1	25%	63%	2028
3	156	41	18,500	-	-	-	17%	79%	2032
4	131	41	11,500	-	40	-	16%	95%	2038
5	-	41	-	-	-	-	5%	100%	2040
Total	621	275	110,000	57	80	4	100%	-	-

[3] Includes 85% internal crossover rate.



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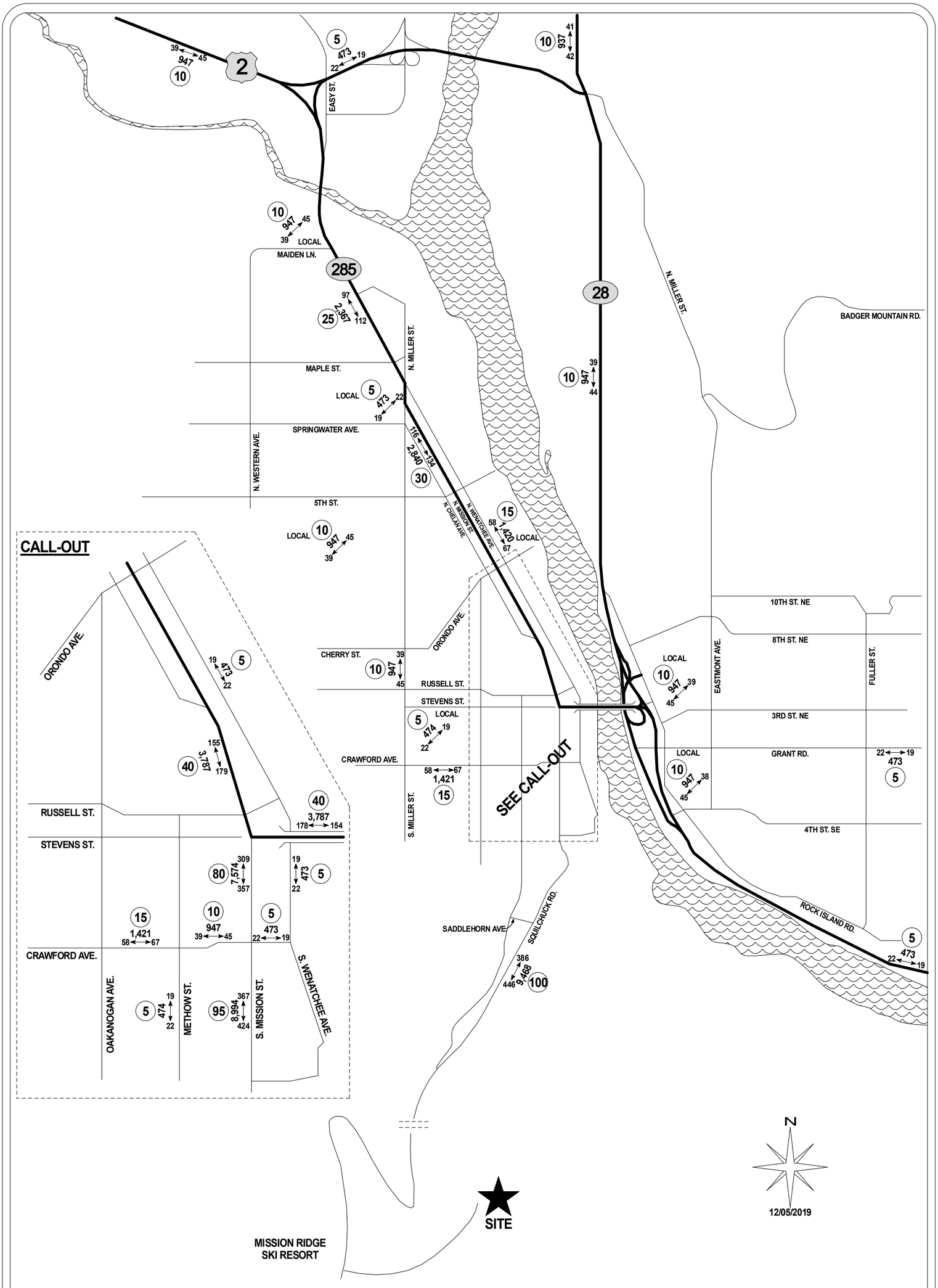
AWDT — NEW DAILY TRAFFIC
PM ◄► PEAK — NEW PM PEAK-HOUR TRIPS

(XX) — TRIP DISTRIBUTION %

FIGURE 2
DEVELOPMENT
TRIP DISTRIBUTION
65% OCCUPANCY
PM PEAK-HOUR



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AWDT — NEW DAILY TRAFFIC
PM ◄► PEAK — NEW PM PEAK-HOUR TRIPS

(XX) — TRIP DISTRIBUTION %

FIGURE 3
DEVELOPMENT
TRIP DISTRIBUTION
100% OCCUPANCY
PM PEAK-HOUR

5. INTERSECTION LEVEL OF SERVICE ANALYSIS

The seven off-site study intersections were selected for analysis during the scoping process with the City of Wenatchee, Chelan County, and WSDOT. The study intersections are listed below:

1. S. Mission Street at Stevens Street
2. S. Mission Street at Crawford Avenue
3. Methow Street at Crawford Avenue
4. Okanogan Avenue at Crawford Avenue
5. S. Miller Street at Crawford Avenue
6. Squilchuck Road at Methow Street
7. Squilchuck Road at Wenatchee Heights Road

Future forecast years of 2025 (a standard 6-year horizon period and coincide with end of Phase I) and 2028 (a 10-year horizon period to coincide with Phase II or approximately 65% build-out) were used to analyze the expected operation of the study intersections with 65% of the development's full build-out. This percentage is based on discussions with the developer about the phasing of the units being constructed and would allow for the full construction of Phases 1 and 2 as summarized in Table 3. A preliminary analysis was also conducted for the 2040 forecast year assuming 100% build-out of the development site.

5.1 2018/2019 Existing Conditions

Turning movement counts for the study intersections were collected in November 2017 and February 2018. Additionally, counts were collected on a Thursday and on a Friday in February to determine if there was a significant difference in intersection volumes during different times of year (i.e. during ski season) and on different days (i.e. the standard weekday vs. Friday).

The turning movement counts showed the Thursday February counts had the highest volume of the three days when data was collected. The Thursday February counts were therefore used in the intersection level of service calculations. However, the percentage differences in the counts were within typical daily volume fluctuations for turning movement counts (0-10%) and therefore there is not anticipated to be a significant difference between seasons or weekday vs. Friday PM peak-hours. Table 4 summarizes the turning movement comparisons.

Table 4: PM Peak-Hour Turning Movement Count Comparison

	Intersection	Nov. 2017 (Thursday)	February 2018 (Thursday)		February 2018 (Friday)		
		Total Int. Volume	Total Int. Volume	% Change vs. Nov.	Total Int. Volume	% Change vs. Nov.	% Change vs. Thurs
1	S. Mission St. @ Stevens St.	4,033	3,999	-0.84%	4,003	-0.74%	+0.10%
2	S. Mission St. @ Crawford Ave.	1,344	1,378	+2.53%	1,398	+4.02%	+1.45%
3	Methow St. @ Crawford Ave.	-	968	-	927	-	-4.24%
4	Okanogan Ave @ Crawford Ave.	-	856	-	811	-	-5.26%
5	S. Miller St @ Crawford Ave.	-	646	-	612	-	-5.26%
	Total	-	7,847	-	7,751	-	-1.2%

Turning movement counts were also collected in January 2019 for additional study intersections after discussions with County staff. Figure 4 summarizes the turning movement volumes at the study intersections for the PM peak-hour.

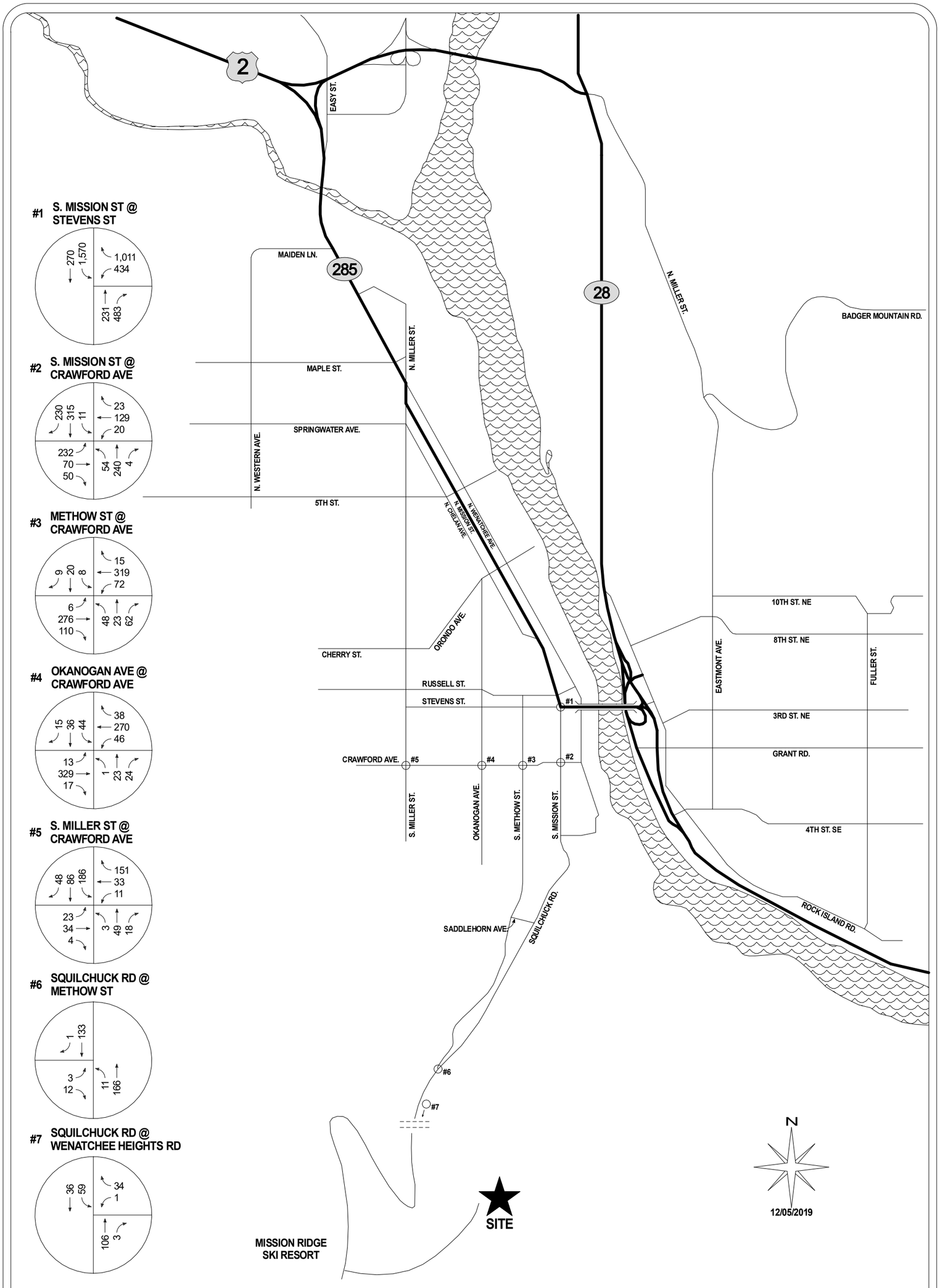
5.2 2025 / 2028 / 2040 Baseline Conditions

A 1.5% background annually compounding growth rate was applied to all turning movement volumes at the study intersections to account for expected growth. Figure 5, Figure 7, and Figure 9 summarize the baseline turning movement volumes at the study intersections for the 2025, 2028, and 2040 PM peak-hours, respectively.

5.3 2025 / 2028 Future with Development

The Mission Ridge development is expected to be approximately 63% built-out by the year 2028. For the analysis within this report, it was assumed 65% of the development's generated trips would be impacting the study intersections during the 2025 and 2028 analysis years to represent the typical 6-year horizon period as well as coincide with completions of Phase I and Phase II. This assumption is likely conservative for the 2025 analysis year as only 37% of the development is expected to be constructed by then.

The 2025 and 2028 future with development turning movements at the study intersections were calculated by adding 65% of the development's total trips to the baseline volumes at the study intersections. Figure 6 and Figure 8 summarize the 2025 and 2028 future with development turning movement volumes, respectively.



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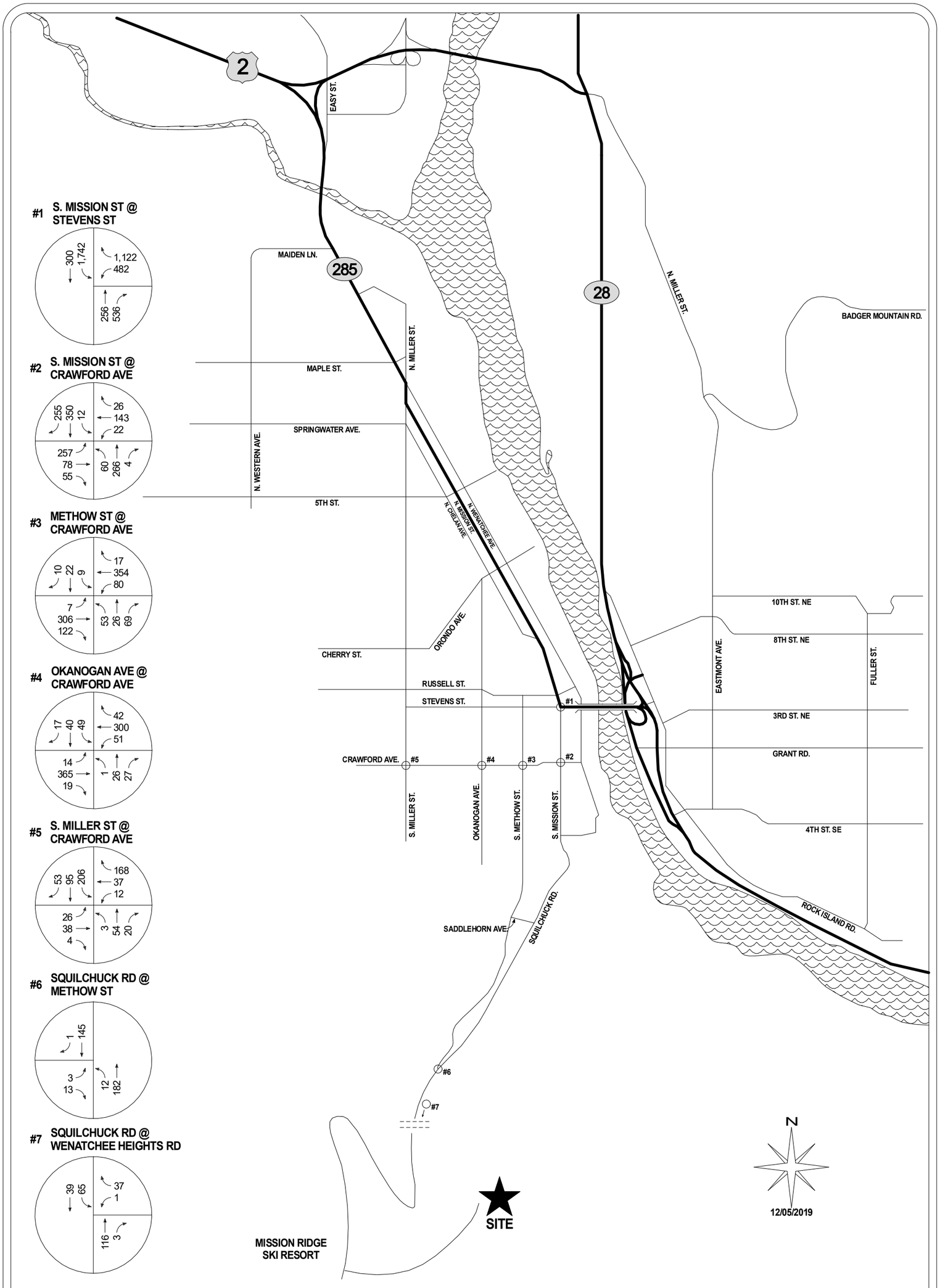
XXX → PEAK-HOUR TURNING MOVEMENT VOLUMES

FIGURE 4

2018/2019 EXISTING PM PEAK-HOUR TURNING MOVEMENTS



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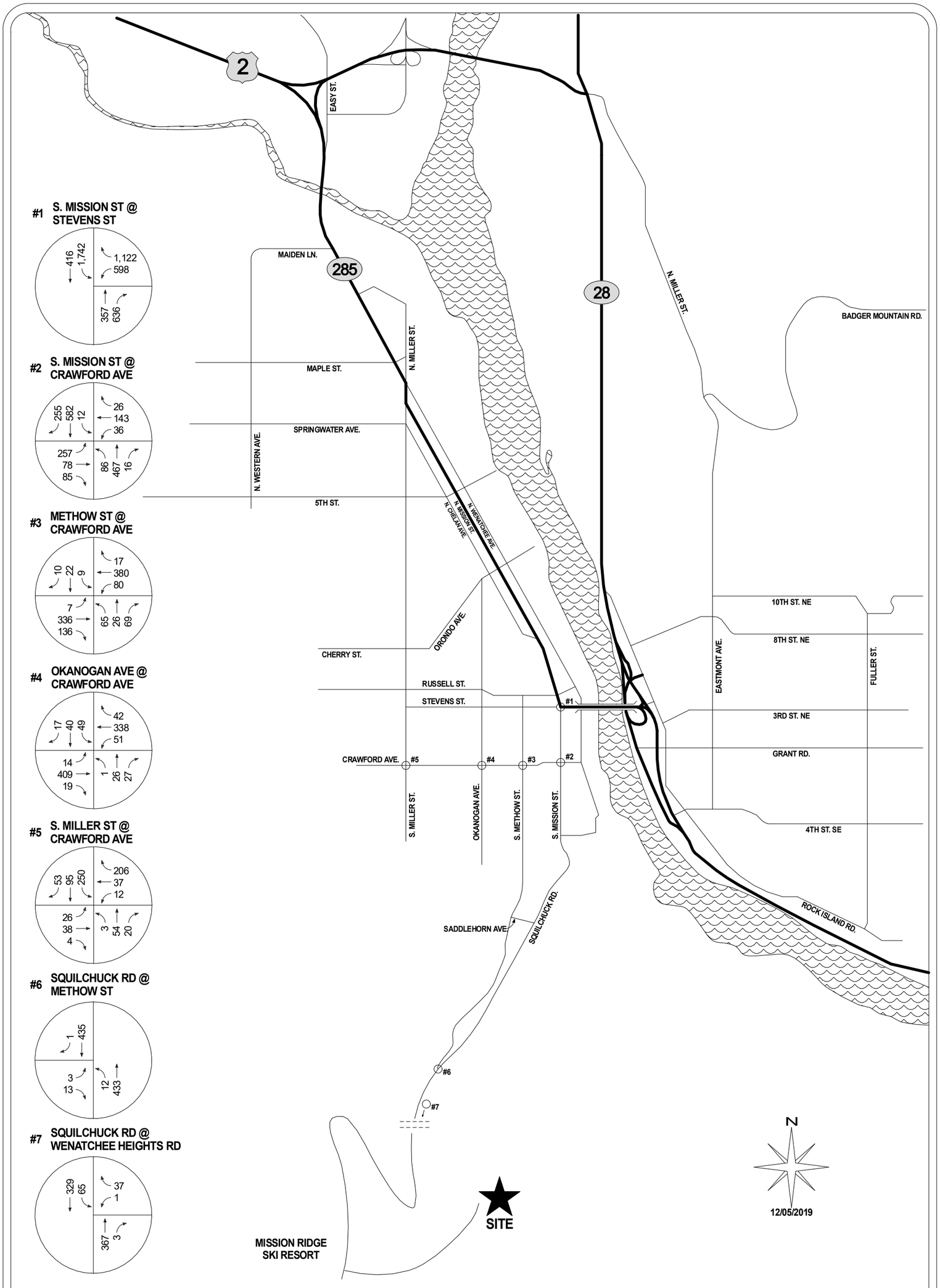
XXX → PEAK-HOUR TURNING MOVEMENT VOLUMES

FIGURE 5

2025 BASELINE
PM PEAK-HOUR
TURNING MOVEMENTS



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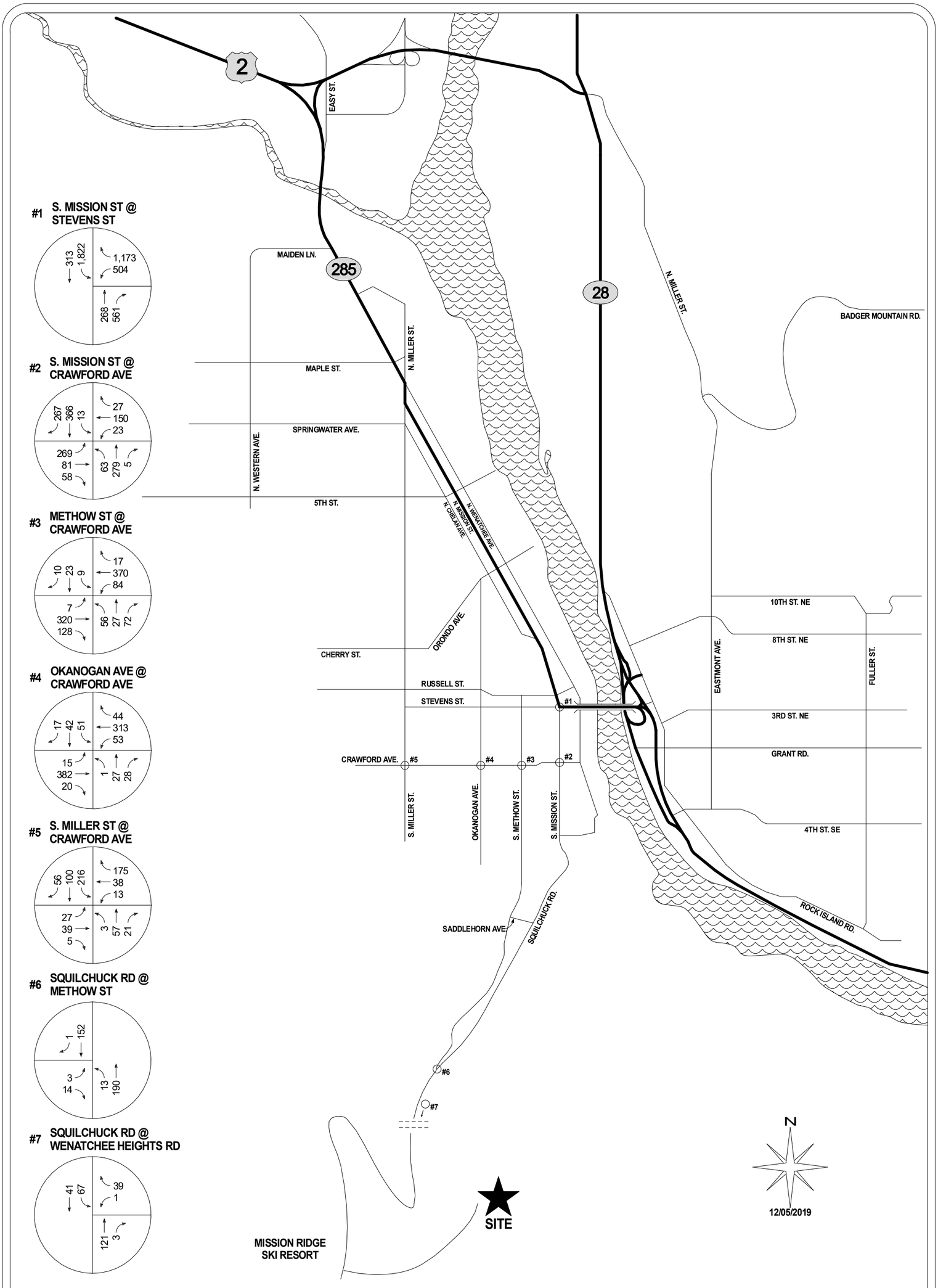
XXX → PEAK-HOUR TURNING MOVEMENT VOLUMES

FIGURE 6
2025 FUTURE W/ DEV.
65% OCCUPANCY
PM PEAK-HOUR
TURNING MOVEMENTS



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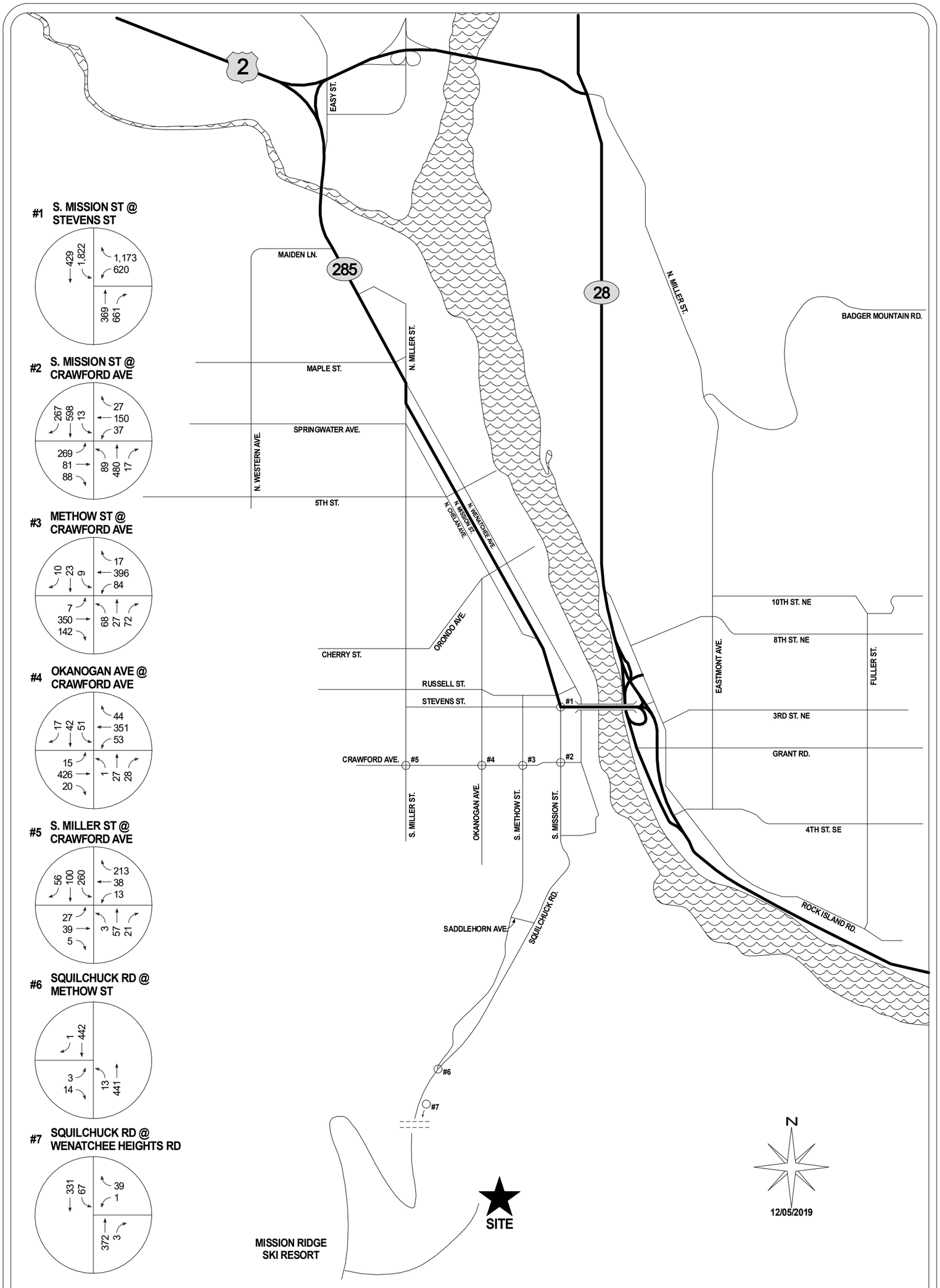
XXX → PEAK-HOUR TURNING MOVEMENT VOLUMES

FIGURE 7

2028 BASELINE
PM PEAK-HOUR
TURNING MOVEMENTS



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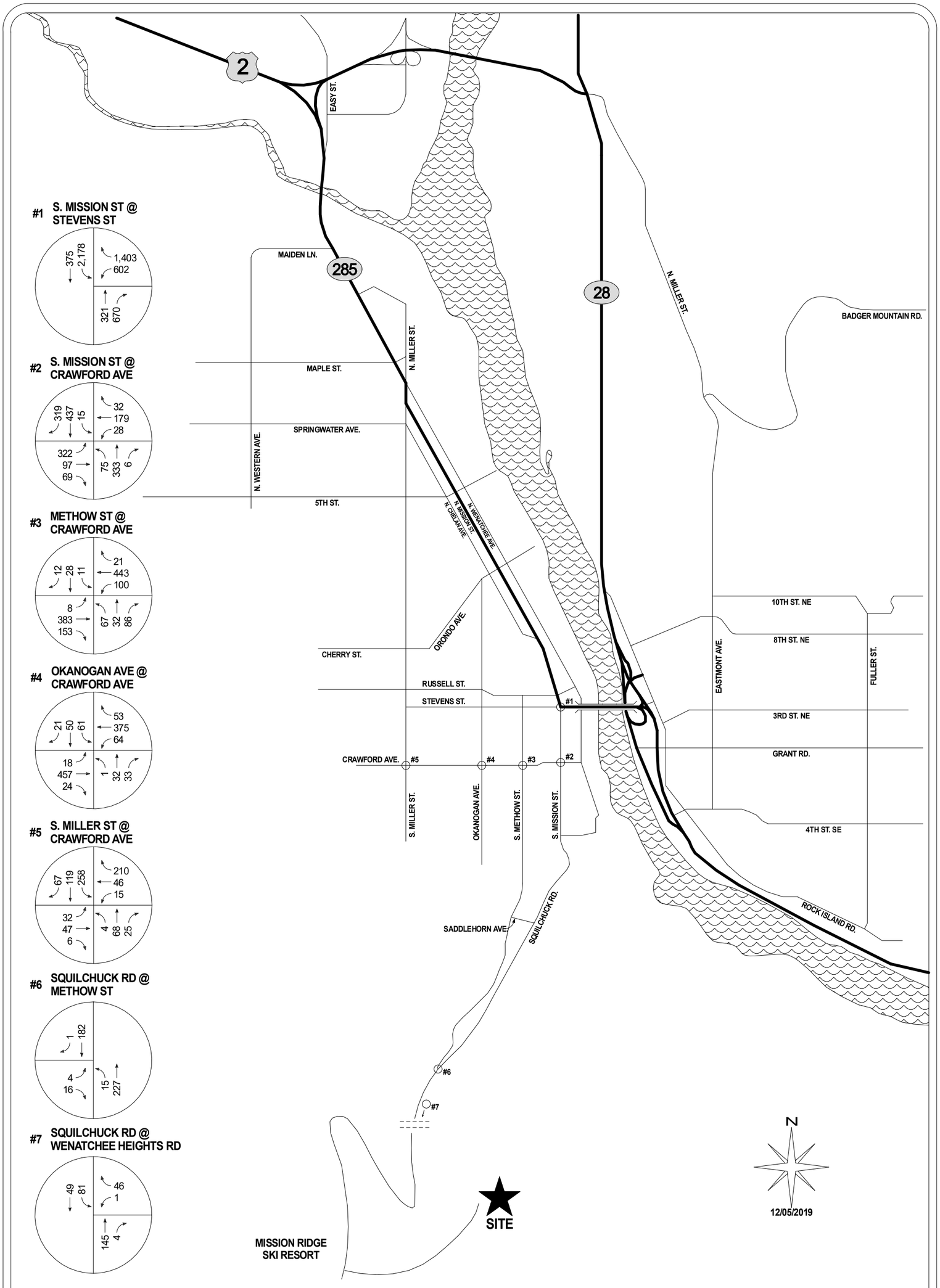
XXX → PEAK-HOUR TURNING MOVEMENT VOLUMES

FIGURE 8
2028 FUTURE W/ DEV.
65% OCCUPANCY
PM PEAK-HOUR
TURNING MOVEMENTS



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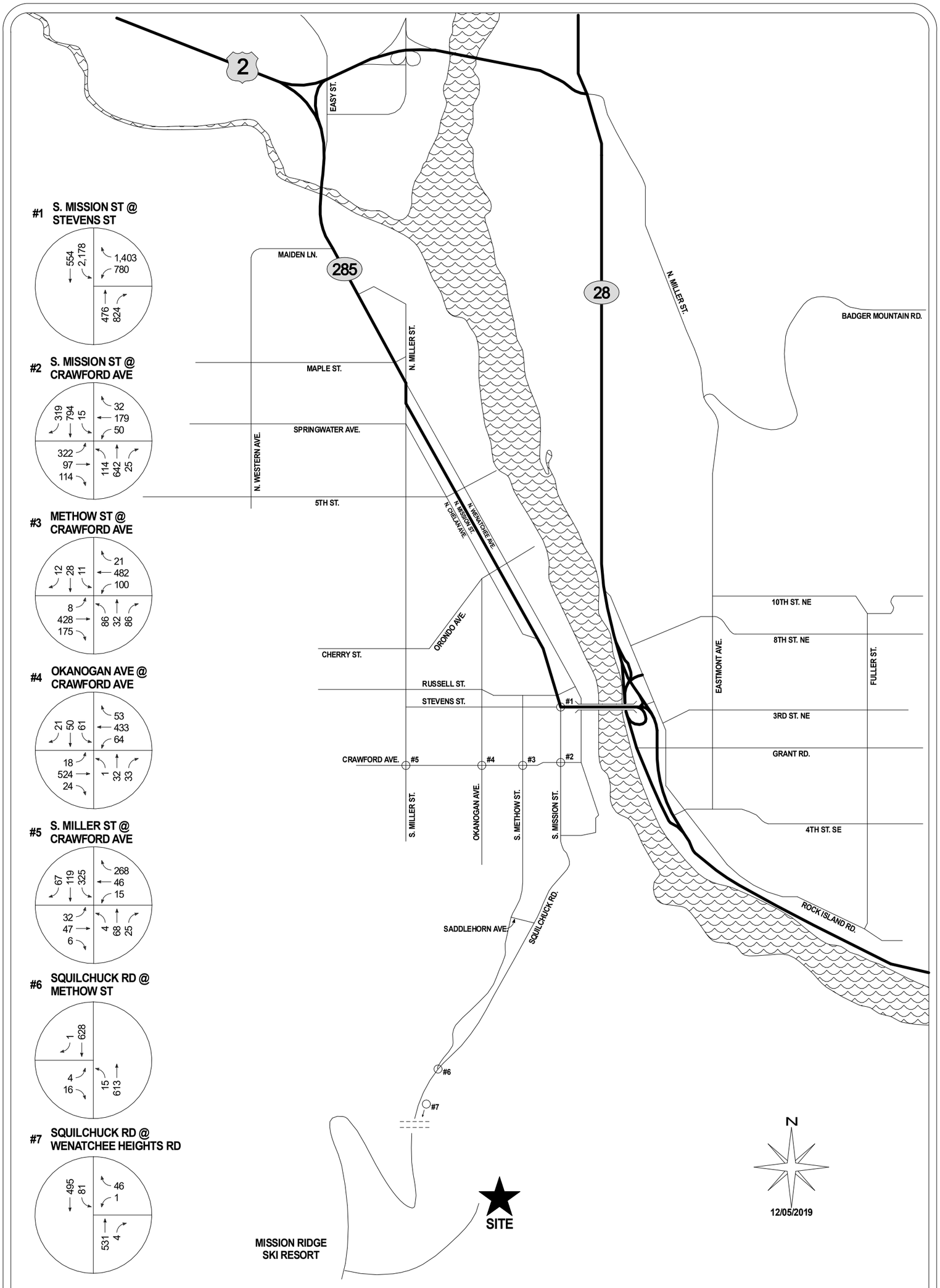
XXX → PEAK-HOUR TURNING MOVEMENT VOLUMES

FIGURE 9

2040 BASELINE
PM PEAK-HOUR
TURNING MOVEMENTS



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XXX → PEAK-HOUR TURNING MOVEMENT VOLUMES

FIGURE 10
2040 FUTURE W/ DEV.
100% OCCUPANCY
PM PEAK-HOUR
TURNING MOVEMENTS

5.4 2040 Future with Development

The Mission Ridge development is expected to be fully constructed and occupied by 2040. This represents a 22-year forecast of existing traffic operations. The results of the 2040 level of service analysis at the study intersection does not account for any potential changes in mobility to the City of Wenatchee and mostly replicates existing travel patterns. The results of the analysis should therefore be considered preliminary and not a condition of approval for the Mission Ridge development, as discussed in more detail later in this report. Figure 10 summarizes the 2040 future with development turning movements for the PM peak-hour.

5.5 Level of Service Analysis

Existing channelization and intersection control have been used for the 2018/2019 existing conditions and the future conditions to determine if improvements are necessary since there are no planned improvement for any of the study intersections. The study intersections are anticipated to operate at acceptable levels of service in the existing conditions for the PM peak-hour. Level of service calculations are summarized in Table 5 for the existing, 2025 and 2028 conditions. The level of service calculations for the 2040 conditions are summarized in Table 6.

Table 5: 2025 and 2028 PM Peak-Hour Level of Service Summary

Intersection	Control Type	2018/2019 Existing		2025 Baseline		2025 Future w/ Dev.		2028 Baseline		2028 Future w/ Dev.	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1. S. Mission St. @ Stevens St.	Signal	C	24.8 sec	C	31.2 sec	D	43.0 sec	D	36.4 sec	D	49.1 sec
2. S. Mission St. @ Crawford Ave.	Signal	B	16.7 sec	B	18.1 sec	C	21.9 sec	B	19.2 sec	C	24.6 sec
3. Methow St. @ Crawford Ave.	Minor-Leg Stop-Cont.	C	20.9 sec Northbound	D	27.2 sec Northbound	E	38.8 sec Northbound	D	32.0 sec Northbound	E	48.9 sec Northbound
With Improvements	AWSC	-	-	-	-	C	19.3 sec	C	17.9 sec	C	20.6 sec
4. Okanogan Ave. @ Crawford Ave.	Minor-Leg Stop-Cont.	D	26.5 sec Southbound	E	36.2 sec Southbound	E	47.0 sec Southbound	E	43.5 sec Southbound	F	58.2 sec Southbound
With Improvements	AWSC	-	-	B	13.9 sec	C	16.0 sec	B	14.8 sec	C	16.7 sec
5. S. Miller St. @ Crawford Ave.	Minor-Leg Stop-Cont.	C	20.8 sec Eastbound	D	25.5 sec Eastbound	E	35.1 sec Eastbound	D	28.3 sec Eastbound	E	40.2 sec Eastbound
With Improvements	AWSC	-	-	-	-	B	12.0 sec	B	11.1 sec	B	12.0 sec
6. Squilchuck Rd @ Methow St	Minor-Leg Stop-Cont.	A	9.7 sec Eastbound	A	9.8 sec Eastbound	B	14.4 sec Eastbound	A	9.9 sec Eastbound	B	14.5 sec
7. Squilchuck Rd @ Wen. Heights Rd	Minor-Leg Stop-Cont.	B	10.9 sec Westbound	B	11.2 sec Westbound	C	21.5 sec Westbound	B	11.3 sec Westbound	C	21.9 sec

The 2025 and 2028 level of service analysis identifies three intersections that could require mitigation for development trips: Methow Street at Crawford Avenue, Okanogan Avenue at Crawford Avenue, and S. Miller Street at Crawford Avenue. At the intersections of Methow Street and Crawford Avenue as well as S. Miller Street and Crawford Avenue, an all-way stop-controlled intersection could be warranted in the 2025 future with development conditions. Additionally, the intersection of Okanogan Avenue and Crawford Avenue could require mitigation in the form of an all-way stop-controlled intersection as soon as 2025 just from background growth even if no development trips are added. As was stated earlier in this report, a 65% build-out of the site by 2025 would be considered an aggressive timeline and the portion of the development likely to be occupied before then is likely to be less. It may be appropriate to re-evaluate this intersection closer to 2025 to determine the actual number of development trips that have been added to the street network, confirm the trip distribution and growth assumptions, and re-evaluate the operations of the intersection of Okanogan Avenue and Crawford Avenue.

Table 6: 2040 Preliminary PM Peak-Hour Level of Service Summary

Intersection	Control Type	2040 Baseline		2040 Future w/ Dev.	
		LOS	Delay	LOS	Delay
1. S. Mission St. @ Stevens St.	Signal	E	72.7 sec	F	101.4 sec
2040 Improvements	Optimized Timings	E	65.7 sec	F	96.3 sec
2. S. Mission St. @ Crawford Ave.	Signal	C	26.7 sec	E	82.3 sec
2040 Improvements	Optimized Timings	-	-	D	52.4 sec
3. Methow St. @ Crawford Ave.	Minor-Leg Stop-Cont.	F	95.1 sec Northbound	-	-
2025/2028 Improvements	AWSC	E	36.7 sec	F	57.6 sec
2040 Improvements	Signal	A	6.8 sec	A	7.0 sec
4. Okanogan Ave. @ Crawford Ave.	Minor-Leg Stop-Cont.	F	143.0 sec Southbound	-	-
2025/2028 Improvements	AWSC	C	23.0 sec	E	38.6 sec
2040 Improvements	Signal	-	-	A	6.5 sec
5. S. Miller St. @ Crawford Ave.	Minor-Leg Stop-Cont.	F	55.7 sec Eastbound	-	-
2040 Improvements	AWSC	B	13.9 sec	C	18.9 sec
6. Squilchuck Rd @ Methow St	Minor-Leg Stop-Cont.	B	10.3 sec Eastbound	C	21.5 sec Eastbound
7. Squilchuck Rd @ Wen. Heights Rd	Minor-Leg Stop-Cont.	B	12.1 sec Westbound	E	38.8 sec Westbound
2040 Improvements	Add SB Accel Lane	-	-	C	22.2 sec Westbound

Full build-out and occupancy of the Mission Ridge development is expected to occur by the year 2040. A 2040 horizon year results in a 22-year forecast of existing traffic volumes, patterns, and behaviors. This forecast includes nearly 39% growth in the existing volumes. Typical traffic analysis forecasts usually do not extend this far due to many factors of uncertainty and the results of the 22-year forecast should be considered preliminary. It is recommended this analysis is performed again closer to the actual date the development is expected to have full-occupancy to re-evaluate the impacts of the development and what, if any, improvements may be necessary.

5.5.1. S. Mission Street and Stevens Street

The signalized intersection at S. Mission Street and Stevens Street is expected to operate at unacceptable levels of service in the 2040 baseline and future with development conditions assuming existing travel patterns and behaviors. No improvements have been identified for the intersection in the Chelan and Douglas Counties Transportation 2040 plan that would allow the intersection to operate at an acceptable level of service in the 2040 baseline scenario. Due to projected background growth volumes contributing to the intersection operating at LOS E, this intersection would be a prime candidate to be re-evaluated after Phase II of the development is complete and when the intersection is nearing the LOS D/E threshold.

5.5.2. Crawford Avenue Intersections

The intersections of Methow Street and Okanogan Avenue along Crawford Avenue are expected to at least need all-way stop-control to satisfy 2040 baseline level of service requirements (potentially a signal as well at Methow Street) and a signal to satisfy 2040 future with development level of service requirements. The 2028 future with development scenario identified all-way stop-control as necessary for the intersections to operate acceptably. Whether or not signals would be required in the 2040 future with development condition should be re-evaluated closer to the expected build-out year when development traffic patterns have been established. No long-term improvements are identified in the Chelan and Douglas Counties Transportation 2040 plan for the Methow Street intersection. The Chelan and Douglas Counties Transportation 2040 plan does identify "intersection control" improvements at Okanogan Avenue. Proportionate share contributions from the development could off-set impacts if future analysis warrants such improvements.

The S. Miller Street at Crawford Avenue intersection is expected to need all-way stop-control intersection control in the 2040 baseline conditions to satisfy level of service requirements. The Chelan and Douglas Counties Transportation 2040 plan identifies improvements to "intersection control" at this intersection—which could include changing the intersection from minor-leg stop-controlled to all-way stop-controlled. The improvement to this intersection for 2040 baseline conditions are expected to allow the intersection to operate acceptably in the 2040 future with development scenario as well.

5.5.3. Squilchuck Road and Wenatchee Heights Road

The intersection of Squilchuck Road and Wenatchee Heights Road had one westbound left-turn in the existing count during the PM peak-hour. The level of service reported for the westbound direction in the 2040 future with development scenario reports the average delay experienced by this one vehicle (westbound right-turns do not experience any delay because of the northbound acceleration/add lane north of the intersection and are therefore not included in the level of service calculation). This turning movement's volume is not expected to significantly increase in the future with the proposed development. Mitigation to improve this low-volume movement could include striping a southbound acceleration/refuge lane south of the intersection to allow for two-stage turning movements. However, the cost to implement this mitigation would likely be disproportional to the benefit it would provide to the low volume of trips. It is recommended this

intersection is re-evaluated after the 2028 horizon year with construction of roughly 65% of the proposed development to determine if more westbound-left trips are present and how the intersection operates.

6. SQUILCHUCK ROAD CAPACITY

The viability of Squilchuck Road to remain a two-lane roadway was evaluated in the 2040 future with development conditions. In determining the adequacy of Squilchuck Road, Table 15.30-3 of the Chelan County Code refers to AASHTO or the WSDOT Design Manual for roadways with ADT's greater than 4,000 vehicles. The development was conservatively assumed to generate over 9,400 ADT, which would satisfy this condition on its own. The September 2019 WSDOT Design Manual does not contain design data for the number of lanes required based on a roadway's ADT volume. AASHTO Section 2.4.1 refers to the Highway Capacity Manual (HCM) for determining capacity design criteria of highways. The HCM 6th Edition was therefore used to determine the adequacy of existing capacity on Squilchuck Road.

November 2017 and January 2019 PM peak-hour turning movement counts on Squilchuck Road at Methow Street identified peak-hour volumes between 100 and 200 vehicles per hour per direction. A critical directional volume of 691 southbound vehicles per hour per lane was calculated after applying a 1.5% annually compounding growth rate and development trips assuming a full build-out in 2040.

Chapter 15 of the HCM 6th Edition provides methodologies for estimating the capacity of a two-lane highway. A two-way peak-hour capacity of 3,200 passenger cars per hour is assumed for base conditions in Chapter 15 along with a capacity of 1,700 passenger cars per hour as the maximum capacity in either direction. The estimated directional volume of 691 vehicles per hour was converted to a passenger car equivalent using Equation 11-2 from the HCM 6th Edition shown below:

$$V_{pc} = V/(PHF\ x\ N\ x\ f_{HV}\ x\ f_p)$$

N = number of lanes in critical direction
V = unadjusted volume (veh/hr/ln) = 660 for southbound, 560 for northbound
V_{pc} = passenger car equivalent volume = 906
PHF = Peak-hour factor = 0.87 for southbound, 0.92 for northbound
f_{HV} = Heavy vehicle factor = 0.985 for southbound, 0.957 for northbound
f_p = Driver population factor = 0.85

Table 7 summarizes the calculation of passenger car equivalent for the directional 2040 PM peak-hour lane volumes using the 2017 and 2019 counts. HCM 6th Edition states service quality deteriorates at relatively low demand flow rates and therefore provides methods for estimating level of service besides volume-to-capacity ratios. For a Class II two-lane highway—which generally serve recreation destinations and where speed is not a primary concern—the percent of time spent following (PTSF) metric is used to estimate LOS. Table 7 also summarizes LOS for directional volumes using the 2017 and 2019 counts.

Table 7: Squilchuck Road Volume Calculations

Factor	November 2017 Count		January 2019 Count	
	Northbound	Southbound	Northbound	Southbound
Existing Volume [veh/hr]	107	174	177	145
2040 With Development Volume [veh/hr]	537	691	628	644
Peak-Hour Factor (PHF)	0.92	0.87	0.83	0.73
Heavy Vehicle Factor	0.957	0.985	0.957	0.985
Driver Population Factor	0.85	0.85	0.85	0.85
Passenger Car Equivalent [pc/hr]	720	950	930	1,050
Estimated PTSF [%][4]	66%	73%	75%	77%
LOS[5]	**C**	**D**	**D**	**D**

Table 7 estimates 1,050 passenger cars per hour in the southbound direction and 930 passenger cars in the northbound direction in the 2040 future with development scenario using the 2019 counts as a basis. These volumes are both below the critical 1,700 passenger cars per hour per lane maximum and when combined are below the 3,200 passenger cars per hour maximum for both directions. Additionally, the LOS for both directions is LOS D which meets the Chelan County standard. It's also important to note these calculations represent an assumed scenario where 100% of residential units are occupied year-round and no internal crossover reduction was taken for residential trips. These calculations should therefore be considered a conservatively high estimate of future operations for the roadway.

7. COLLISION ANALYSIS

Collision data was requested from WSDOT for the five study intersections as well as the extents of Squilchuck Road from Crawford Avenue to the Mission Ridge Ski Resort. Collision data was provided from January 1, 2013 through available 2018 data (data received March 23, 2018). This range represents approximately 5.2 years of collision data. Collision data for the study intersections are summarized in Table 8. Collision data is included in the attachments.

[4] PTSF = Percent of Time Spent Following. Estimated from Exhibit 15-2 in *HCM 6th Edition*.
[5] Exhibit 15-3 *HCM 6th Edition.*

Table 8: Study Intersections Collision Data Summary (2013 to available 2018)

Intersection	# Collisions	# Injury Collisions	Estimated Intersection ADT	Collisions Frequency [col/year]	Collisions per Million Entering Vehicles [MEV]
1. S. Mission St @ Stevens St	56	16	39,990	10.73	0.73
2. S. Mission St @ Crawford Ave	38	10	13,780	7.28	1.45
3. Methow St @ Crawford Ave	9	3	9,680	1.72	0.49
4. Okanogan Ave @ Crawford Ave	7	3[6]	8,560	1.34	0.43
5. S. Miller St @ Crawford Ave	7	0	6,460	1.34	0.57

One fatality collision was included in the collision data. The collision occurred 100 feet east of the intersection at Okanogan Avenue and Crawford Avenue. A driver, who was apparently ill according to the collision data provided, struck a utility pole. The collision only involved the single vehicle and the collision did not occur in the intersection nor was it related to the intersection. It was only included in the collision data analysis because it was within the typical 100-foot buffer used to analyze intersection collision data. No improvements to the intersection are recommended due to this fatality collision occurring.

Two of the study intersections had collision frequencies or collision rates that may be considered higher than usual. The intersection of S. Mission Street at Stevens Street had a collision frequency of 10.73 collisions per year, which is higher than the typical standard of 10 collisions per year for a signalized intersection. However, the collision rate of collisions per million entering vehicles (MEV) was less than the typical threshold of 1.0 collision per MEV when safety improvements could be analyzed. Additionally, 32 of the intersection's 56 collisions were rear-end collisions (about 57%). Safety improvements for roadways are not typically identified if a high percentage of collisions are rear-end collisions because rear-end collisions are usually the result of driver error rather than correctable intersection design. With this context of the intersection data, no improvements are identified for the intersection.

The signalized intersection at S. Mission Street at Crawford Avenue had a collision rate of 1.45 collisions per MEV. This is higher than the typical threshold of 1.0 collision per MEV, but the intersection had a collision frequency of 7.28 collisions per year. Unlike the S. Mission Street at Stevens Street intersection, rear-end collisions do not make up a high percentage of total collisions (10 of 38, or about 26%). A potential factor in the existing collision rate could be the permitted left-turn phasing of the signal. Of the 38 intersection collisions, 18 involved vehicles making a left turn (about 47%). Protected left-turn phasing may be an improvement for the intersection because it would limit possible vehicle-vehicle and vehicle-ped/bike interactions and the intersection already has left-turn pockets on all approaches. Adding protected left-turn phasing to the intersection is not expected to cause the intersection to operate worse than LOS D for the 2028 future with development scenario. It should be noted that the intersection analysis included in this

[6] Includes one fatality collision

report for the S. Mission Street at Crawford Road intersection maintains the existing permitted left-turn phasing.

Collision data for Mission Street/Squilchuck Road/Mission Ridge Road was requested as well. The approximately 11.7 miles from the S. Mission Street at Crawford Avenue intersection to the Mission Ridge Ski resort had 68 collisions over the five-plus years of collision data analyzed (approximately 13 collisions per year). This collision frequency results in an approximate collision rate of 1.06 collisions per million vehicle-miles given the length of the corridor and the estimated ADT (2,900 vehicles). This rate is lower than the most recently published data from WSDOT for average collision rates in Chelan County[7] (1.76 collisions per million vehicle-miles). The collision data shows the segment performs better than an average road segment within Chelan County. No safety improvements are therefore proposed for this roadway segment.

8. ACCESS ANALYSIS

The Mission Ridge development is expected to have primary access to and from the site through the existing Mission Ridge grounds. The development will generate over 1,500 ADT and therefore would be required to follow the Chelan County Private Rural/Urban Class 1 roadway standards (Chelan County Code 15.30.220).

9. MITIGATION

Chelan County does not have a standard traffic mitigation fee identified for new developments. Therefore, the mitigation required by the Mission Ridge development should only be that identified so study intersections operate at an acceptable level of service.

The 2028 future with development conditions assumed approximately 65% of the Mission Ridge development would be constructed and occupied. This analysis year identified improvements to three intersections that may be required with the addition of 65% of the development's trips. Three intersections along Crawford Avenue (Methow Street, Okanogan Avenue, and S. Miller Street) are expected to need all-way stop-control intersection control when 65% of the development's trips are added on top of 1.5% annual traffic growth for 10 years. In the case of the intersection at Crawford Avenue and Okanogan Avenue, an all-way stop-controlled intersection may be required in the year 2028 whether development trips are present or not. Intersection control improvements have already been identified for the intersection of Crawford Avenue at Okanogan Avenue in the Chelan and Douglas Counties Transportation 2040 plan. The need and phasing of these improvements should be coordinated between Chelan County, the City of Wenatchee, and the developer.

The mitigation identified for the 2040 full build-out and occupancy scenario should be considered preliminary at this time and re-evaluated closer to the time full occupancy is expected to occur.

[7] *2013 Washington State Annual Collision Summary (WSDOT)*

10. CONCLUSIONS

The Mission Ridge development is expected to include a total of 896 residential units, 110,000 SF of commercial/retail, 4 ski lifts, a 57-room resort hotel, and housing for 80 employees on site. Using a conservatively high assumption that all residences would be occupied year-round, the development is expected to generate 9,468 new daily trips and 833 PM peak-hour trips when it is fully occupied. Mitigation in the form of all-way stop-controlled intersection control was identified for three of the five study intersections by the year 2028 (Methow Street at Crawford Avenue, Okanogan Avenue at Crawford Avenue, and S. Miller Street at Crawford Avenue). The requirement for all-way stop-control mitigation is contingent upon a 1.5% annual growth rate assumed for the intersections and 65% of the development being occupied. Further mitigation could be required by the year 2040 as identified in this report, but the analysis should be considered preliminary at this time and re-evaluated at a future date after Phase II (approximately 65% occupancy of the development). No mitigation should be required for Squilchuck Road based on the capacity and safety analysis provided in the report.

Chelan County does not have standard traffic mitigation fees and therefore the development should not be required to pay any additional fees. Mitigation improvements have been identified in the intersection analysis, but the implementation should depend on the phasing and timing of planned development occupancy. The mitigation identified for the 2040 full build-out and occupancy scenario should be considered preliminary at this time and re-evaluated closer to the time full occupancy is expected to occur.

Trip Generation Calculations

Mission Ridge
GTC #17-092

Trip Generation for: **Development Peak Weekday**
(a.k.a.): **Average Weekday Daily Trips (AWDT)**

									NET EXTERNAL TRIPS BY TYPE											
									IN BOTH DIRECTIONS						DIRECTIONAL ASSIGNMENTS					
			Gross Trips				Internal Crossover		TOTAL	PASS-BY		DIVERTED LINK		NEW	PASS-BY		DIVERTED LINK		NEW	
LAND USES	VARIABLE	ITE LU code	Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In+Out (Total)	In	Out	In	Out	In	Out
Single-Family Deatched Housing	275 Units	210	9.44	50%	50%	2,596	0%	0	2,596	0%	0	0%	0	2,596	0	0	0	0	1,298	1,298
Multifamily Housing (Low-Rise)	621 Units	220	7.32	50%	50%	4,546	0%	0	4,546	0%	0	0%	0	4,546	0	0	0	0	2,273	2,273
Resort Hotel	57 Rooms	330	5.71	50%	50%	325	0%	0	325	0%	0	0%	0	325	0	0	0	0	163	163
Snow Ski Area	4 Lifts	466	271.44	50%	50%	1,086	0%	0	1,086	0%	0	0%	0	1,086	0	0	0	0	543	543
Shopping Center	110.000 KSF	820	37.75	50%	50%	4,153	85%	3,530	623	0%	0	0%	0	623	0	0	0	0	311	311
Employee Housing	80 Units	225	3.65	50%	50%	292	0%	0	292	0%	0	0%	0	292	0	0	0	0	146	146
Total						12,997		3,530	9,468		0		0	9,468	0	0	0	0	4,734	4,734

	Daily	PM
Resort Hotel	5.71	0.41
Hotel	8.36	0.6
Snow Ski Area	271.44	26
Golf Course	30.38	2.91

% Occupied 100%

Mission Ridge
GTC #17-092

Trip Generation for: **Development Peak Weekday, Peak Hour of Adjacent Street Traffic, One Hour between 4 and 6 PM**
(a.k.a.): **Weekday PM Peak Hour**

									NET EXTERNAL TRIPS BY TYPE											
									IN BOTH DIRECTIONS						DIRECTIONAL ASSIGNMENTS					
			Gross Trips				Internal Crossover		TOTAL	PASS-BY		DIVERTED LINK		NEW	PASS-BY		DIVERTED LINK		NEW	
LAND USES	VARIABLE	ITE LU code	Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In+Out (Total)	In	Out	In	Out	In	Out
Single-Family Deatched Housing	275 Units	210	0.99	63%	37%	272	0%	0	272	0%	0	0%	0	272	0	0	0	0	172	101
Multifamily Housing (Low-Rise)	621 Units	220	0.56	63%	37%	348	0%	0	348	0%	0	0%	0	348	0	0	0	0	219	129
Resort Hotel	57 Rooms	330	0.41	43%	57%	23	0%	0	23	0%	0	0%	0	23	0	0	0	0	10	13
Snow Ski Area	4 Lifts	466	26.00	4%	96%	104	0%	0	104	0%	0	0%	0	104	0	0	0	0	4	100
Shopping Center	110.000 KSF	820	3.81	48%	52%	419	85%	356	63	0%	0	0%	0	63	0	0	0	0	30	33
Employee Housing	80 Units	225	0.28	50%	50%	22	0%	0	22	0%	0	0%	0	22	0	0	0	0	11	11
Total						1,189		356	833		0		0	833	0	0	0	0	446	386

% Occupied 100%

Mission Ridge
GTC #17-092

PM Peak-Hour

%	New ADT	New PM Peak Hour Trips		
		In	Out	Total
100%	9468	446	386	833
1%	94.68	4.46	3.86	8.33
2%	189.36	8.92	7.73	16.65
3%	284.03	13.39	11.59	24.98
4%	378.71	17.85	15.46	33.31
5%	**473.39**	**22.31**	**19.32**	**41.63**
6%	568.07	26.77	23.19	49.96
7%	662.75	31.23	27.05	58.28
8%	757.43	35.70	30.92	66.61
9%	852.10	40.16	34.78	74.94
10%	**946.78**	**44.62**	**38.65**	**83.26**
11%	1041.46	49.08	42.51	91.59
12%	1136.14	53.54	46.37	99.92
13%	1230.82	58.00	50.24	108.24
14%	1325.49	62.47	54.10	116.57
15%	**1420.17**	**66.93**	**57.97**	**124.90**
16%	1514.85	71.39	61.83	133.22
17%	1609.53	75.85	65.70	141.55
18%	1704.21	80.31	69.56	149.88
19%	1798.89	84.78	73.43	158.20
20%	**1893.56**	**89.24**	**77.29**	**166.53**
21%	1988.24	93.70	81.15	174.85
22%	2082.92	98.16	85.02	183.18
23%	2177.60	102.62	88.88	191.51
24%	2272.28	107.09	92.75	199.83
25%	**2366.96**	**111.55**	**96.61**	**208.16**
26%	2461.63	116.01	100.48	216.49
27%	2556.31	120.47	104.34	224.81
28%	2650.99	124.93	108.21	233.14
29%	2745.67	129.40	112.07	241.47
30%	**2840.35**	**133.86**	**115.94**	**249.79**
31%	2935.02	138.32	119.80	258.12
32%	3029.70	142.78	123.66	266.44
33%	3124.38	147.24	127.53	274.77
34%	3219.06	151.70	131.39	283.10
35%	**3313.74**	**156.17**	**135.26**	**291.42**
36%	3408.42	160.63	139.12	299.75
37%	3503.09	165.09	142.99	308.08
38%	3597.77	169.55	146.85	316.40
39%	3692.45	174.01	150.72	324.73
40%	**3787.13**	**178.48**	**154.58**	**333.06**
41%	3881.81	182.94	158.44	341.38
42%	3976.48	187.40	162.31	349.71
43%	4071.16	191.86	166.17	358.04
44%	4165.84	196.32	170.04	366.36
45%	**4260.52**	**200.79**	**173.90**	**374.69**
46%	4355.20	205.25	177.77	383.01
47%	4449.88	209.71	181.63	391.34
48%	4544.55	214.17	185.50	399.67
49%	4639.23	218.63	189.36	407.99
50%	**4733.91**	**223.10**	**193.23**	**416.32**

%	New ADT	New PM Peak Hour Trips		
		In	Out	Total
100%	9468	446	386	833
51%	4828.59	227.56	197.09	424.65
52%	4923.27	232.02	200.95	432.97
53%	5017.94	236.48	204.82	441.30
54%	5112.62	240.94	208.68	449.63
55%	**5207.30**	**245.40**	**212.55**	**457.95**
56%	5301.98	249.87	216.41	466.28
57%	5396.66	254.33	220.28	474.60
58%	5491.34	258.79	224.14	482.93
59%	5586.01	263.25	228.01	491.26
60%	**5680.69**	**267.71**	**231.87**	**499.58**
61%	5775.37	272.18	235.73	507.91
62%	5870.05	276.64	239.60	516.24
63%	5964.73	281.10	243.46	524.56
64%	6059.40	285.56	247.33	532.89
65%	**6154.08**	**290.02**	**251.19**	**541.22**
66%	6248.76	294.49	255.06	549.54
67%	6343.44	298.95	258.92	557.87
68%	6438.12	303.41	262.79	566.20
69%	6532.80	307.87	266.65	574.52
70%	**6627.47**	**312.33**	**270.52**	**582.85**
71%	6722.15	316.79	274.38	591.17
72%	6816.83	321.26	278.24	599.50
73%	6911.51	325.72	282.11	607.83
74%	7006.19	330.18	285.97	616.15
75%	**7100.87**	**334.64**	**289.84**	**624.48**
76%	7195.54	339.10	293.70	632.81
77%	7290.22	343.57	297.57	641.13
78%	7384.90	348.03	301.43	649.46
79%	7479.58	352.49	305.30	657.79
80%	**7574.26**	**356.95**	**309.16**	**666.11**
81%	7668.93	361.41	313.02	674.44
82%	7763.61	365.88	316.89	682.76
83%	7858.29	370.34	320.75	691.09
84%	7952.97	374.80	324.62	699.42
85%	**8047.65**	**379.26**	**328.48**	**707.74**
86%	8142.33	383.72	332.35	716.07
87%	8237.00	388.19	336.21	724.40
88%	8331.68	392.65	340.08	732.72
89%	8426.36	397.11	343.94	741.05
90%	**8521.04**	**401.57**	**347.81**	**749.38**
91%	8615.72	406.03	351.67	757.70
92%	8710.39	410.49	355.53	766.03
93%	8805.07	414.96	359.40	774.36
94%	8899.75	419.42	363.26	782.68
95%	**8994.43**	**423.88**	**367.13**	**791.01**
96%	9089.11	428.34	370.99	799.33
97%	9183.79	432.80	374.86	807.66
98%	9278.46	437.27	378.72	815.99
99%	9373.14	441.73	382.59	824.31
100%	**9467.82**	**446.19**	**386.45**	**832.64**

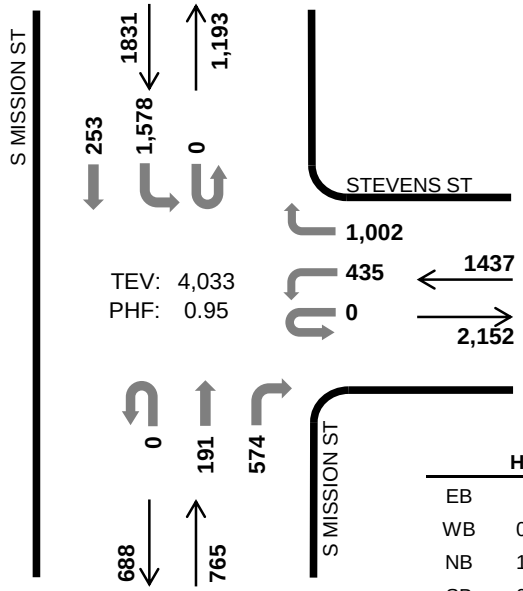
Counts

S MISSION ST
STEVENS ST

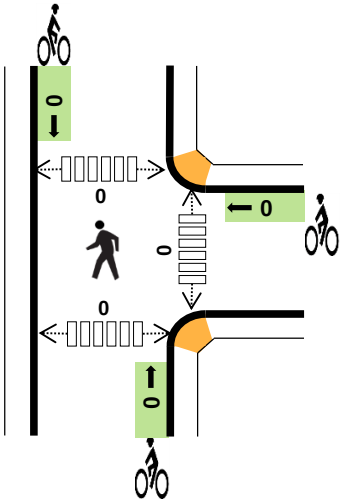
Date: Thu, Nov 16, 2017
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM

N

Peak Hour



	HV %:	PHF
EB	-	-
WB	0.6%	0.92
NB	1.0%	0.89
SB	0.6%	0.97
TOTAL	0.7%	0.95



Two-Hour Count Summaries

Interval Start	0				STEVENS ST				S MISSION ST				S MISSION ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	127	0	230	0	0	55	129	0	350	55	0	946	0
4:15 PM	0	0	0	0	0	109	0	254	0	0	49	114	0	342	71	0	939	0
4:30 PM	0	0	0	0	0	111	0	227	0	0	55	123	0	349	59	0	924	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**100**	**0**	**254**	**0**	**0**	**48**	**115**	**0**	**404**	**70**	**0**	**991**	3,800
5:00 PM	**0**	**0**	**0**	**0**	**0**	**130**	**0**	**261**	**0**	**0**	**41**	**173**	**0**	**394**	**62**	**0**	**1,061**	3,915
5:15 PM	**0**	**0**	**0**	**0**	**0**	**118**	**0**	**267**	**0**	**0**	**38**	**152**	**0**	**402**	**66**	**0**	**1,043**	4,019
5:30 PM	**0**	**0**	**0**	**0**	**0**	**87**	**0**	**220**	**0**	**0**	**64**	**134**	**0**	**378**	**55**	**0**	**938**	**4,033**
5:45 PM	0	0	0	0	0	96	0	261	0	0	42	100	0	361	54	0	914	3,956
Count Total	0	0	0	0	0	878	0	1,974	0	0	392	1,040	0	2,980	492	0	7,756	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**435**	**0**	**1,002**	**0**	**0**	**191**	**574**	**0**	**1,578**	**253**	**0**	**4,033**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	7	5	3	*15*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	4	3	3	*10*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	3	1	6	*10*	0	0	0	0	*0*	0	2	0	0	*2*
4:45 PM	**0**	**2**	**2**	**3**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**0**	**0**	*2*
5:00 PM	**0**	**4**	**3**	**4**	***11***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	*1*
5:15 PM	**0**	**2**	**1**	**3**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:30 PM	**0**	**1**	**2**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***
5:45 PM	0	3	2	2	*7*	0	0	0	0	*0*	0	3	0	0	*3*
Count Total	0	26	19	25	*70*	0	0	0	0	*0*	0	9	0	0	*9*
Peak Hr	**0**	**9**	**8**	**11**	***28***	**0**	**0**	**0**	**0**	***0***	**0**	**4**	**0**	**0**	***4***

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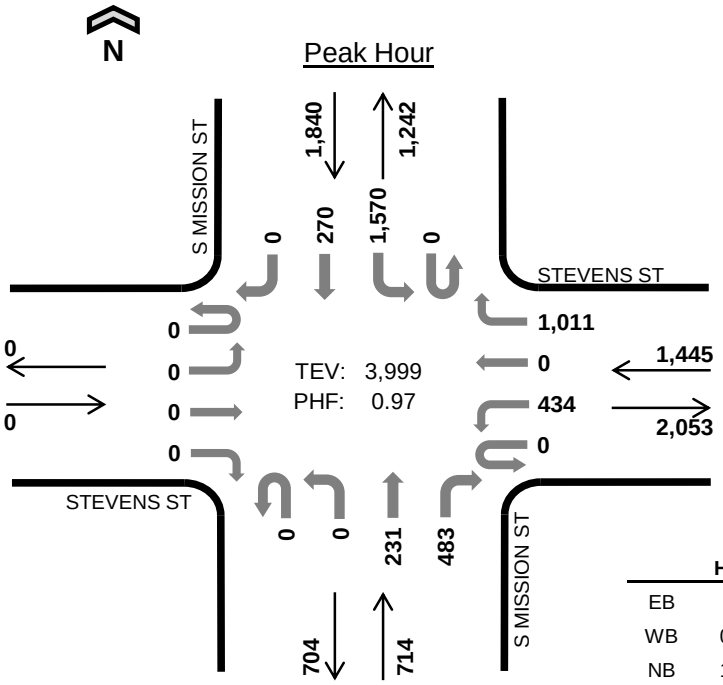
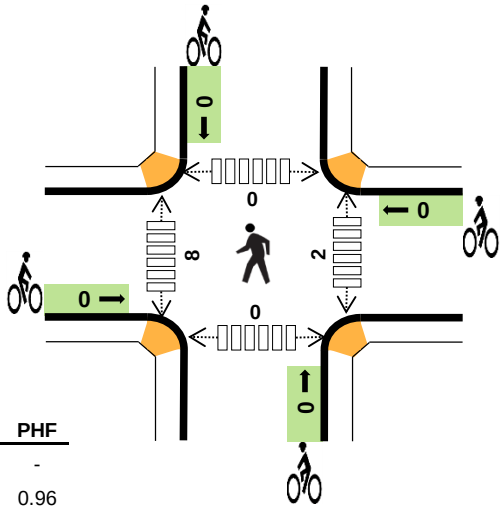
S MISSION ST
STEVENS ST



Date: Thu, Feb 22, 2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	-	-
WB	0.6%	0.96
NB	1.0%	0.88
SB	0.5%	0.92
TOTAL	0.6%	0.97

Two-Hour Count Summaries

Interval Start	STEVENS ST Eastbound				STEVENS ST Westbound				S MISSION ST Northbound				S MISSION ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	115	0	273	0	0	58	138	0	339	67	0	990	0
4:15 PM	0	0	0	0	0	116	0	249	0	0	52	143	0	336	48	0	944	0
4:30 PM	0	0	0	0	0	112	0	244	0	0	63	122	0	301	63	0	905	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**111**	**0**	**259**	**0**	**0**	**64**	**121**	**0**	**365**	**69**	**0**	**989**	3,828
5:00 PM	**0**	**0**	**0**	**0**	**0**	**111**	**0**	**257**	**0**	**0**	**69**	**133**	**0**	**374**	**56**	**0**	**1,000**	3,838
5:15 PM	**0**	**0**	**0**	**0**	**0**	**102**	**0**	**273**	**0**	**0**	**46**	**110**	**0**	**432**	**68**	**0**	**1,031**	3,925
5:30 PM	**0**	**0**	**0**	**0**	**0**	**110**	**0**	**222**	**0**	**0**	**52**	**119**	**0**	**399**	**77**	**0**	**979**	**3,999**
5:45 PM	0	0	0	0	0	122	0	234	0	0	35	107	0	311	40	0	849	3,859
Count Total	0	0	0	0	0	899	0	2,011	0	0	439	993	0	2,857	488	0	7,687	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**434**	**0**	**1,011**	**0**	**0**	**231**	**483**	**0**	**1,570**	**270**	**0**	**3,999**	**0**

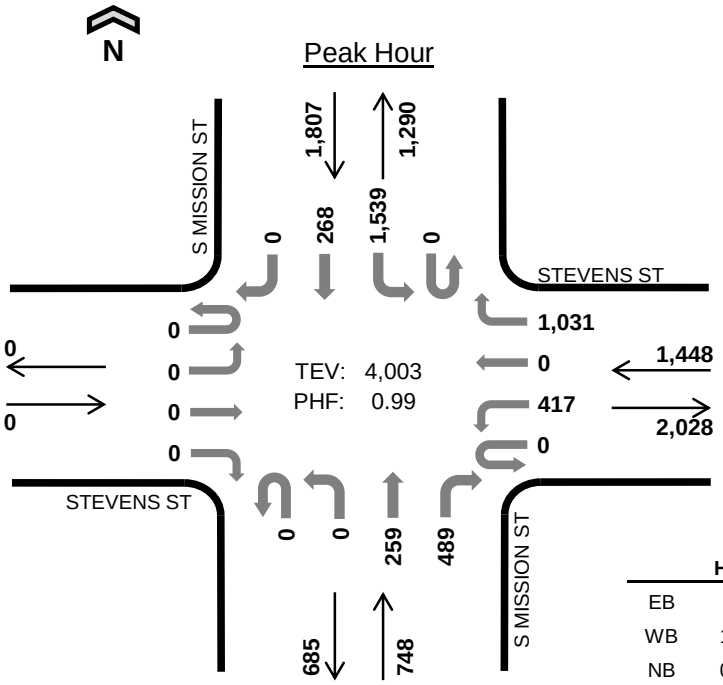
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

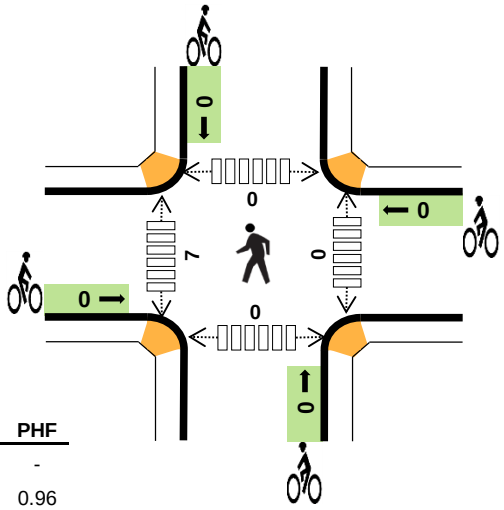
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	3	4	2	*9*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	4	4	2	*10*	0	0	0	0	*0*	0	2	0	0	*2*
4:30 PM	0	3	2	2	*7*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	**0**	**2**	**2**	**2**	***6***	**0**	**0**	**0**	**0**	***0***	**2**	**1**	**0**	**0**	*3*
5:00 PM	**0**	**3**	**2**	**5**	***10***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	*1*
5:15 PM	**0**	**2**	**2**	**2**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	*1*
5:30 PM	**0**	**1**	**1**	**1**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**5**	**0**	**0**	***5***
5:45 PM	0	2	2	1	*5*	0	0	0	0	*0*	0	1	0	0	*1*
Count Total	0	20	19	17	*56*	0	0	0	0	*0*	2	11	0	0	*13*
Peak Hour	**0**	**8**	**7**	**10**	***25***	**0**	**0**	**0**	**0**	***0***	**2**	**8**	**0**	**0**	***10***

Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

S MISSION ST
STEVENS ST

Date: Fri, Feb 23, 2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM





	HV %:	PHF
EB	-	-
WB	1.2%	0.96
NB	0.7%	0.89
SB	0.7%	0.94
TOTAL	0.8%	0.99

Two-Hour Count Summaries

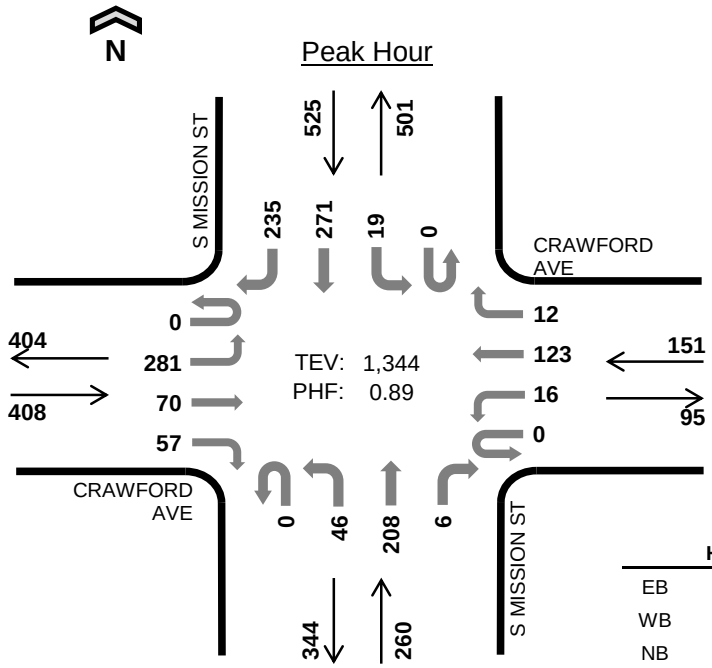
Interval Start	STEVENS ST Eastbound				STEVENS ST Westbound				S MISSION ST Northbound				S MISSION ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	108	0	250	0	0	70	131	0	356	63	0	978	0
4:15 PM	0	0	0	0	0	123	0	236	0	0	50	137	0	404	46	0	996	0
4:30 PM	0	0	0	0	0	119	0	242	0	0	70	125	0	352	64	0	972	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**100**	**0**	**267**	**0**	**0**	**69**	**140**	**0**	**379**	**58**	**0**	**1,013**	3,959
5:00 PM	**0**	**0**	**0**	**0**	**0**	**99**	**0**	**277**	**0**	**0**	**67**	**132**	**0**	**371**	**67**	**0**	**1,013**	3,994
5:15 PM	**0**	**0**	**0**	**0**	**0**	**112**	**0**	**256**	**0**	**0**	**58**	**98**	**0**	**405**	**74**	**0**	**1,003**	4,001
5:30 PM	**0**	**0**	**0**	**0**	**0**	**106**	**0**	**231**	**0**	**0**	**65**	**119**	**0**	**384**	**69**	**0**	**974**	**4,003**
5:45 PM	0	0	0	0	0	111	0	225	0	0	35	135	0	315	62	0	883	3,873
Count Total	0	0	0	0	0	878	0	1,984	0	0	484	1,017	0	2,966	503	0	7,832	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**417**	**0**	**1,031**	**0**	**0**	**259**	**489**	**0**	**1,539**	**268**	**0**	**4,003**	**0**

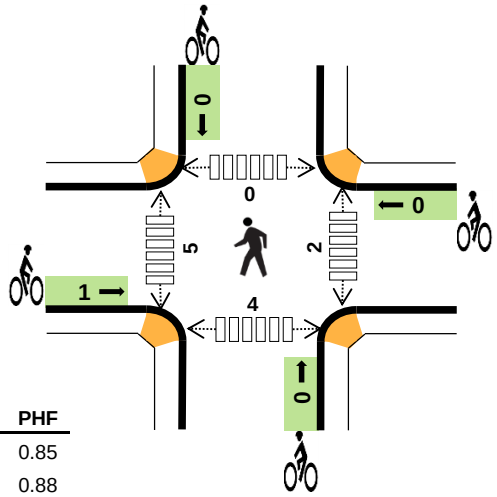
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	3	1	4	*8*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	5	0	4	*9*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	3	1	4	*8*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	**0**	**4**	**0**	**5**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**0**	**3**	**1**	**3**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**3**	**0**	**0**	*3*
5:15 PM	**0**	**4**	**1**	**1**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**0**	**0**	*2*
5:30 PM	**0**	**6**	**3**	**3**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**0**	**0**	***2***
5:45 PM	0	2	0	2	*4*	0	0	0	0	*0*	0	2	0	0	*2*
Count Total	0	30	7	26	*63*	0	0	0	0	*0*	0	9	0	0	*9*
Peak Hour	**0**	**17**	**5**	**12**	***34***	**0**	**0**	**0**	**0**	***0***	**0**	**7**	**0**	**0**	***7***

S MISSION ST
CRAWFORD AVE

Date: Thu, Nov 16, 2017
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM





	HV %:	PHF
EB	1.5%	0.85
WB	2.0%	0.88
NB	1.2%	0.86
SB	1.5%	0.90
TOTAL	1.5%	0.89

Two-Hour Count Summaries

Interval Start	CRAWFORD AVE Eastbound				CRAWFORD AVE Westbound				S MISSION ST Northbound				S MISSION ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	54	22	12	0	0	25	3	0	7	49	1	0	4	69	59	305	0
4:15 PM	0	53	21	9	0	5	26	8	0	7	54	3	0	3	54	68	311	0
4:30 PM	**0**	**75**	**14**	**14**	**0**	**2**	**27**	**4**	**0**	**13**	**52**	**1**	**0**	**4**	**64**	**55**	**325**	0
4:45 PM	**0**	**64**	**17**	**13**	**0**	**6**	**31**	**6**	**0**	**8**	**44**	**0**	**0**	**4**	**62**	**50**	**305**	1,246
5:00 PM	**0**	**83**	**25**	**12**	**0**	**2**	**39**	**1**	**0**	**16**	**56**	**4**	**0**	**4**	**67**	**69**	**378**	1,319
5:15 PM	**0**	**59**	**14**	**18**	**0**	**6**	**26**	**1**	**0**	**9**	**56**	**1**	**0**	**7**	**78**	**61**	**336**	**1,344**
5:30 PM	0	78	17	8	0	2	21	2	0	14	53	1	0	2	57	48	303	1,322
5:45 PM	0	46	10	9	0	4	20	4	0	13	50	1	0	3	74	51	285	1,302
Count Total	0	512	140	95	0	27	215	29	0	87	414	12	0	31	525	461	2,548	0
Peak Hour	**0**	**281**	**70**	**57**	**0**	**16**	**123**	**12**	**0**	**46**	**208**	**6**	**0**	**19**	**271**	**235**	**1,344**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	3	2	1	2	*8*	0	2	0	0	*2*	0	0	0	0	*0*
4:15 PM	0	2	2	2	*6*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	**0**	**1**	**1**	**2**	***4***	**1**	**0**	**0**	**0**	***1***	**2**	**0**	**0**	**0**	*2*
4:45 PM	**1**	**1**	**1**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	*1*
5:00 PM	**4**	**0**	**0**	**2**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**3**	**0**	**3**	*6*
5:15 PM	**1**	**1**	**1**	**3**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**0**	**0**	***2***
5:30 PM	2	1	2	0	*5*	0	0	0	0	*0*	0	2	0	1	*3*
5:45 PM	0	0	1	0	*1*	0	0	0	0	*0*	1	0	0	0	*1*
Count Total	11	8	9	12	*40*	1	2	0	0	*3*	3	7	0	5	*15*
Peak Hour	**6**	**3**	**3**	**8**	***20***	**1**	**0**	**0**	**0**	***1***	**2**	**5**	**0**	**4**	***11***

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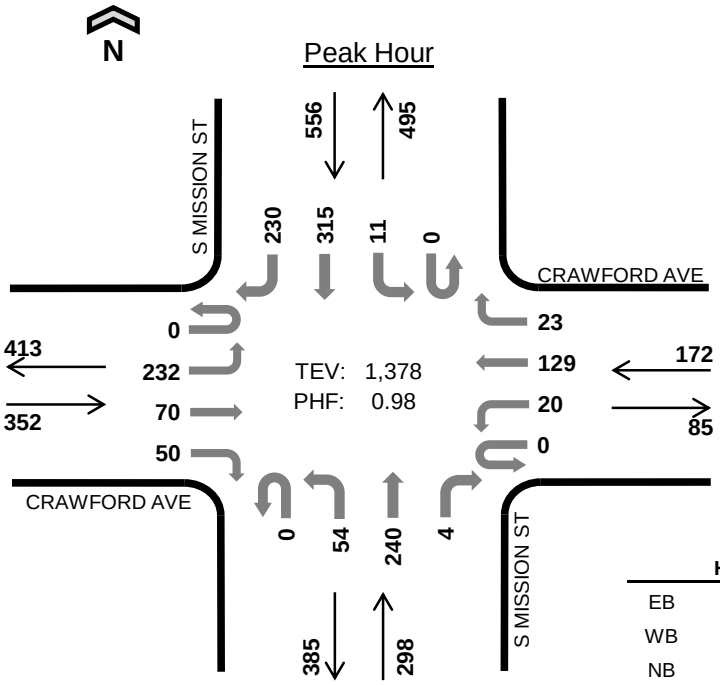
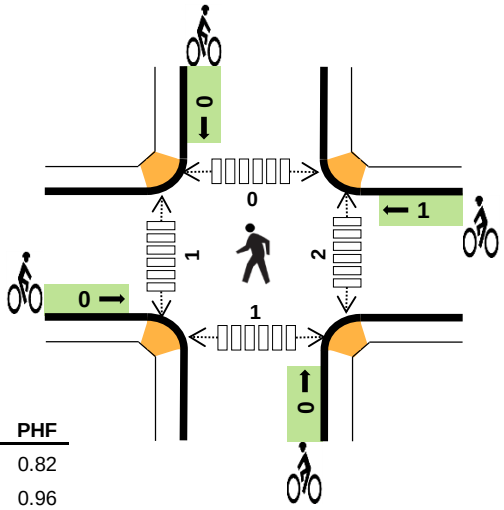
S MISSION ST
CRAWFORD AVE

Date: Thu, Feb 22, 2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM





	HV %:	PHF
EB	2.0%	0.82
WB	1.7%	0.96
NB	1.3%	0.88
SB	0.7%	0.96
TOTAL	1.3%	0.98

Two-Hour Count Summaries

Interval Start	CRAWFORD AVE Eastbound				CRAWFORD AVE Westbound				S MISSION ST Northbound				S MISSION ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	56	25	16	0	2	35	7	0	12	70	2	0	1	67	62	355	0
4:15 PM	0	57	23	12	0	5	22	8	0	11	75	0	0	4	71	59	347	0
4:30 PM	0	62	13	8	0	4	31	5	0	15	58	2	0	6	63	52	319	0
4:45 PM	**0**	**56**	**15**	**7**	**0**	**2**	**33**	**4**	**0**	**16**	**68**	**1**	**0**	**3**	**82**	**59**	**346**	1,367
5:00 PM	**0**	**68**	**23**	**16**	**0**	**3**	**36**	**5**	**0**	**15**	**63**	**0**	**0**	**3**	**67**	**54**	**353**	1,365
5:15 PM	**0**	**52**	**16**	**12**	**0**	**7**	**35**	**3**	**0**	**13**	**45**	**3**	**0**	**4**	**82**	**57**	**329**	1,347
5:30 PM	**0**	**56**	**16**	**15**	**0**	**8**	**25**	**11**	**0**	**10**	**64**	**0**	**0**	**1**	**84**	**60**	**350**	**1,378**
5:45 PM	0	47	11	10	0	3	24	1	0	13	52	2	0	1	53	63	280	1,312
Count Total	0	454	142	96	0	34	241	44	0	105	495	10	0	23	569	466	2,679	0
Peak Hour	**0**	**232**	**70**	**50**	**0**	**20**	**129**	**23**	**0**	**54**	**240**	**4**	**0**	**11**	**315**	**230**	**1,378**	**0**

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	4	4	2	0	*10*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	1	4	1	*6*	0	0	1	0	*1*	0	0	0	0	*0*
4:30 PM	1	3	0	0	*4*	0	0	0	0	*0*	0	1	0	1	*2*
4:45 PM	**0**	**0**	**1**	**1**	***2***	**0**	**1**	**0**	**0**	***1***	**1**	**1**	**0**	**1**	*3*
5:00 PM	**3**	**0**	**0**	**2**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**4**	**1**	**1**	**1**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:30 PM	**0**	**2**	**2**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
5:45 PM	0	0	0	0	*0*	0	0	0	1	*1*	0	0	0	0	*0*
Count Total	12	11	10	5	*38*	0	1	1	1	*3*	2	2	0	2	*6*
Peak Hour	**7**	**3**	**4**	**4**	***18***	**0**	**1**	**0**	**0**	***1***	**2**	**1**	**0**	**1**	***4***

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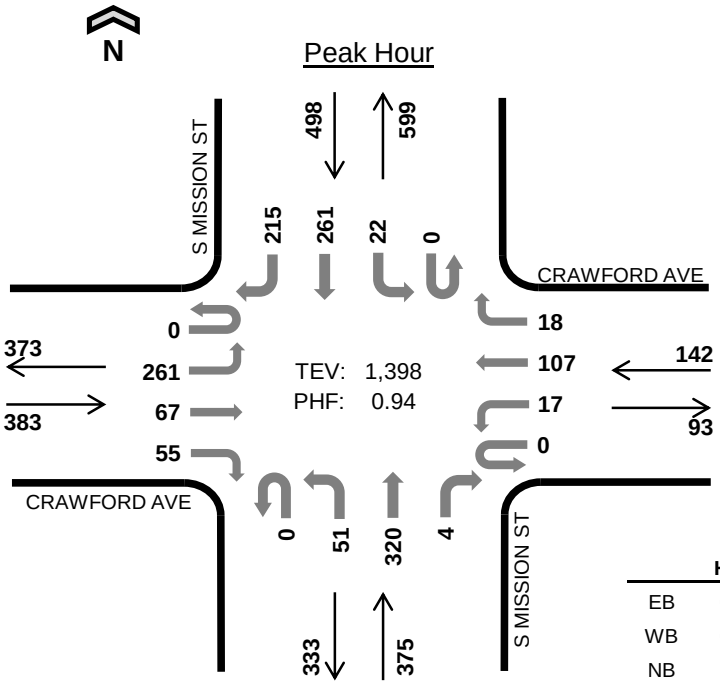
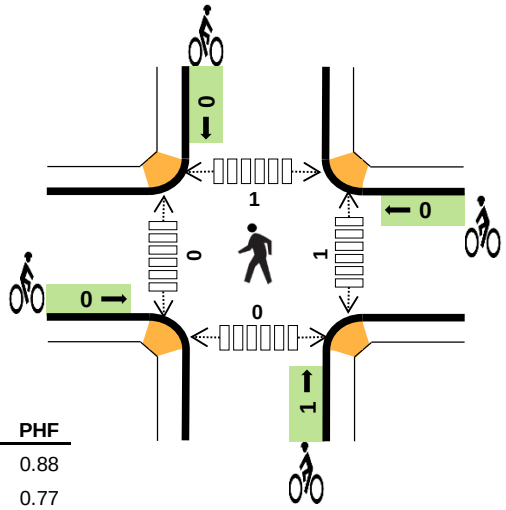
S MISSION ST
CRAWFORD AVE

Date: Fri, Feb 23, 2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM





	HV %:	PHF
EB	0.8%	0.88
WB	0.7%	0.77
NB	1.1%	0.82
SB	0.8%	0.95
TOTAL	0.9%	0.94

Two-Hour Count Summaries

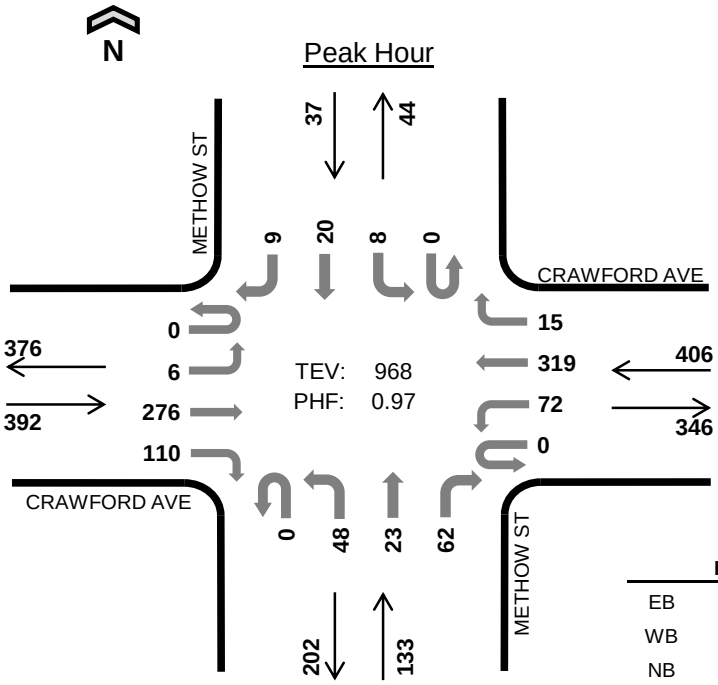
Interval Start	CRAWFORD AVE Eastbound				CRAWFORD AVE Westbound				S MISSION ST Northbound				S MISSION ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	48	17	13	0	4	39	9	0	14	76	1	0	5	70	45	341	0
4:15 PM	**0**	**71**	**10**	**12**	**0**	**8**	**22**	**2**	**0**	**12**	**64**	**0**	**0**	**3**	**68**	**60**	**332**	0
4:30 PM	**0**	**63**	**22**	**13**	**0**	**5**	**35**	**6**	**0**	**13**	**86**	**2**	**0**	**4**	**58**	**64**	**371**	0
4:45 PM	**0**	**57**	**14**	**12**	**0**	**1**	**22**	**5**	**0**	**16**	**98**	**1**	**0**	**7**	**73**	**46**	**352**	1,396
5:00 PM	**0**	**70**	**21**	**18**	**0**	**3**	**28**	**5**	**0**	**10**	**72**	**1**	**0**	**8**	**62**	**45**	**343**	**1,398**
5:15 PM	0	52	13	9	0	4	28	6	0	14	52	1	0	4	75	61	319	1,385
5:30 PM	0	51	24	10	0	7	27	6	0	13	78	1	0	6	66	61	350	1,364
5:45 PM	0	49	11	12	0	6	29	5	0	12	55	2	0	4	85	48	318	1,330
Count Total	0	461	132	99	0	38	230	44	0	104	581	9	0	41	557	430	2,726	0
Peak Hour	**0**	**261**	**67**	**55**	**0**	**17**	**107**	**18**	**0**	**51**	**320**	**4**	**0**	**22**	**261**	**215**	**1,398**	**0**

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

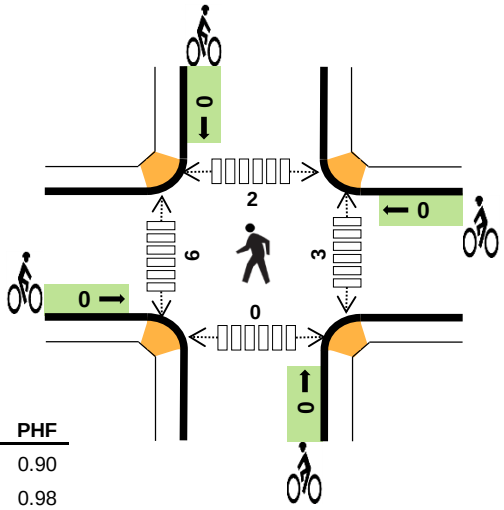
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	6	0	0	*7*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	**0**	**0**	**2**	**1**	***3***	**0**	**0**	**1**	**0**	***1***	**1**	**0**	**0**	**0**	*1*
4:30 PM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

Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

METHOW ST
CRAWFORD AVE



Date: Thu, Feb 22, 2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	1.8%	0.90
WB	3.9%	0.98
NB	3.0%	0.81
SB	2.7%	0.77
TOTAL	2.9%	0.97

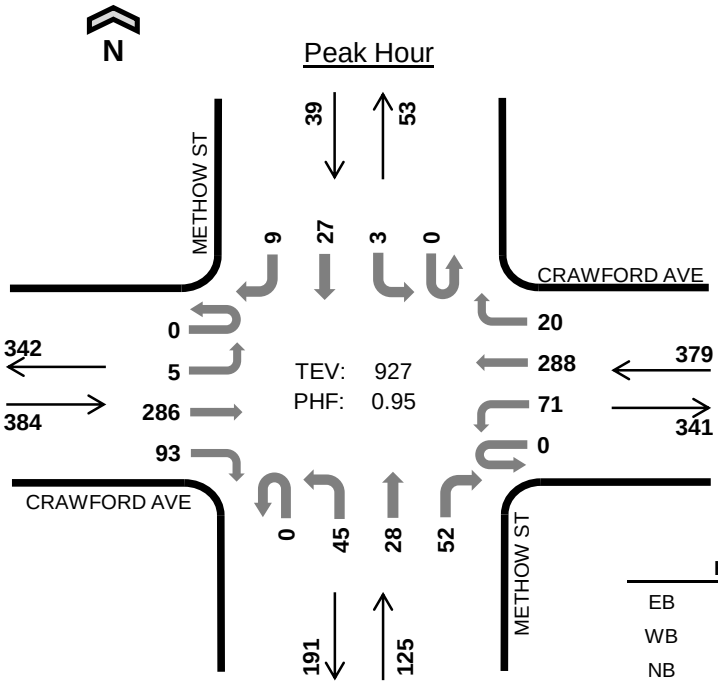
Two-Hour Count Summaries

Interval Start	CRAWFORD AVE Eastbound				CRAWFORD AVE Westbound				METHOW ST Northbound				METHOW ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**1**	**74**	**25**	**0**	**26**	**76**	**2**	**0**	**12**	**6**	**13**	**0**	**1**	**6**	**2**	**244**	0
4:15 PM	**0**	**1**	**75**	**33**	**0**	**15**	**82**	**2**	**0**	**14**	**2**	**15**	**0**	**2**	**4**	**2**	**247**	0
4:30 PM	**0**	**3**	**69**	**25**	**0**	**12**	**85**	**6**	**0**	**12**	**12**	**17**	**0**	**2**	**4**	**2**	**249**	0
4:45 PM	**0**	**1**	**58**	**27**	**0**	**19**	**76**	**5**	**0**	**10**	**3**	**17**	**0**	**3**	**6**	**3**	**228**	**968**
5:00 PM	0	6	81	17	0	19	74	9	0	8	5	15	0	3	2	1	240	964
5:15 PM	0	3	65	21	0	18	78	7	0	14	2	10	0	4	11	6	239	956
5:30 PM	0	0	75	18	0	11	80	3	0	13	7	8	0	1	4	1	221	928
5:45 PM	0	2	55	13	0	17	77	2	0	17	3	12	0	1	1	2	202	902
Count Total	0	17	552	179	0	137	628	36	0	100	40	107	0	17	38	19	1,870	0
Peak Hour	**0**	**6**	**276**	**110**	**0**	**72**	**319**	**15**	**0**	**48**	**23**	**62**	**0**	**8**	**20**	**9**	**968**	**0**

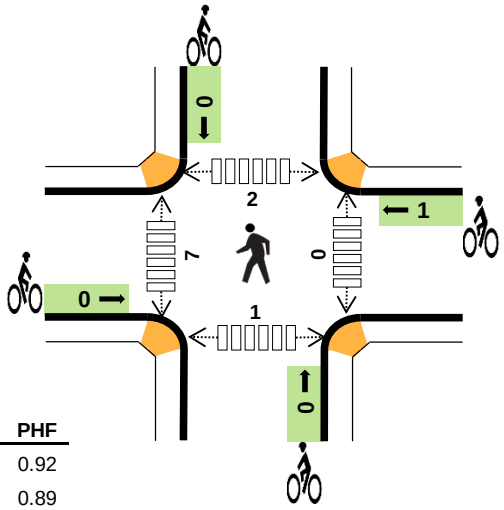
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	**5**	**6**	**2**	**0**	***13***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:15 PM	**1**	**6**	**1**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**1**	**4**	**0**	**0**	*5*
4:30 PM	**1**	**3**	**1**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**1**	**0**	*3*
4:45 PM	**0**	**1**	**0**	**1**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**1**	**0**	***3***
5:00 PM	2	1	1	0	*4*	0	0	0	0	*0*	2	0	0	0	*2*
5:15 PM	3	1	1	1	*6*	0	0	0	0	*0*	0	1	0	0	*1*
5:30 PM	0	2	1	0	*3*	0	0	0	0	*0*	1	0	0	0	*1*
5:45 PM	1	0	0	0	*1*	0	0	0	1	*1*	0	0	0	0	*0*
Count Total	13	20	7	2	*42*	0	0	0	1	*1*	6	7	2	0	*15*
Peak Hour	**7**	**16**	**4**	**1**	***28***	**0**	**0**	**0**	**0**	***0***	**3**	**6**	**2**	**0**	***11***

METHOW ST
CRAWFORD AVE



Date: Fri, Feb 23, 2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	0.8%	0.92
WB	3.4%	0.89
NB	2.4%	0.87
SB	2.6%	0.61
TOTAL	2.2%	0.95

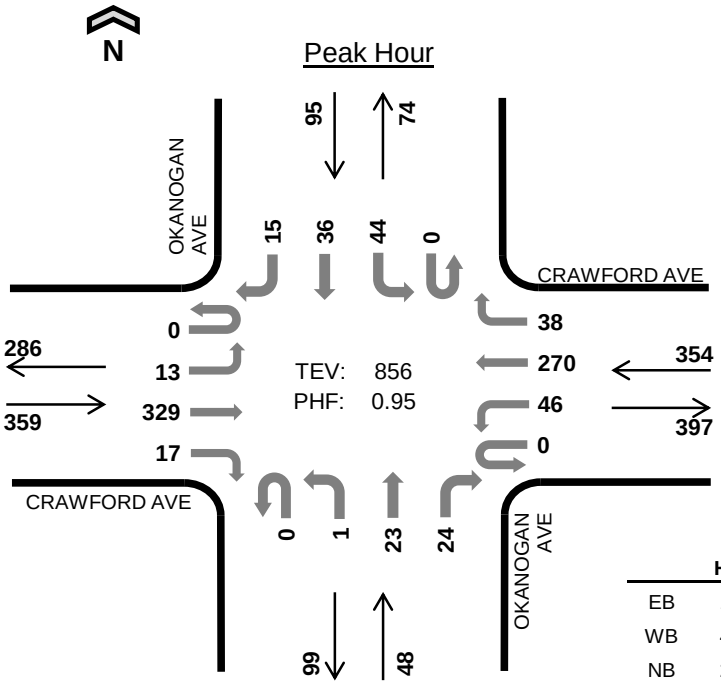
Two-Hour Count Summaries

Interval Start	CRAWFORD AVE Eastbound				CRAWFORD AVE Westbound				METHOW ST Northbound				METHOW ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**3**	**66**	**28**	**0**	**16**	**75**	**6**	**0**	**13**	**9**	**12**	**0**	**1**	**13**	**2**	**244**	0
4:15 PM	**0**	**0**	**84**	**17**	**0**	**16**	**72**	**3**	**0**	**8**	**5**	**14**	**0**	**1**	**5**	**4**	**229**	0
4:30 PM	**0**	**1**	**79**	**24**	**0**	**21**	**79**	**6**	**0**	**12**	**6**	**10**	**0**	**0**	**4**	**1**	**243**	0
4:45 PM	**0**	**1**	**57**	**24**	**0**	**18**	**62**	**5**	**0**	**12**	**8**	**16**	**0**	**1**	**5**	**2**	**211**	**927**
5:00 PM	0	1	80	25	0	16	63	3	0	20	5	20	0	2	5	0	240	923
5:15 PM	0	2	55	26	0	28	68	4	0	15	6	15	0	2	6	1	228	922
5:30 PM	0	2	68	12	0	21	74	7	0	19	5	14	0	1	6	2	231	910
5:45 PM	0	1	48	14	0	19	62	4	0	9	7	19	0	0	7	0	190	889
Count Total	0	11	537	170	0	155	555	38	0	108	51	120	0	8	51	12	1,816	0
Peak Hour	**0**	**5**	**286**	**93**	**0**	**71**	**288**	**20**	**0**	**45**	**28**	**52**	**0**	**3**	**27**	**9**	**927**	**0**

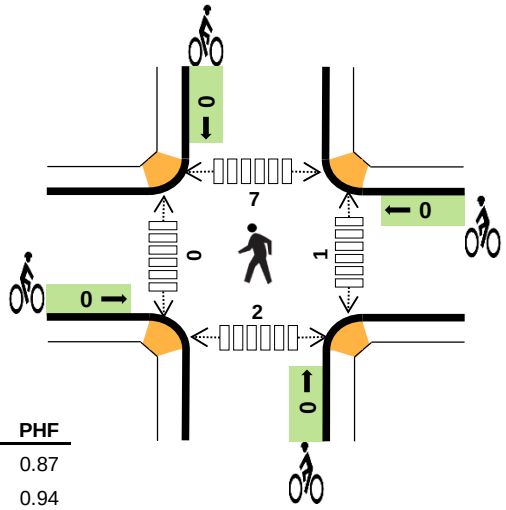
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	**2**	**7**	**2**	**0**	***11***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**0**	**1**	*3*
4:15 PM	**0**	**3**	**0**	**0**	***3***	**0**	**1**	**0**	**0**	***1***	**0**	**4**	**0**	**0**	*4*
4:30 PM	**1**	**3**	**1**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2**	**0**	*2*
4:45 PM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***
5:00 PM	1	1	1	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	1	1	1	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	2	1	1	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	1	1	0	0	*2*	0	0	0	0	*0*	1	0	0	0	*1*
Count Total	8	17	6	1	*32*	0	1	0	0	*1*	1	7	2	1	*11*
Peak Hour	**3**	**13**	**3**	**1**	***20***	**0**	**1**	**0**	**0**	***1***	**0**	**7**	**2**	**1**	***10***

OKANOGAN AVE
CRAWFORD AVE



Date: Thu, Feb 22, 2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	1.4%	0.87
WB	4.2%	0.94
NB	2.1%	0.75
SB	0.0%	0.85
TOTAL	2.5%	0.95

Two-Hour Count Summaries

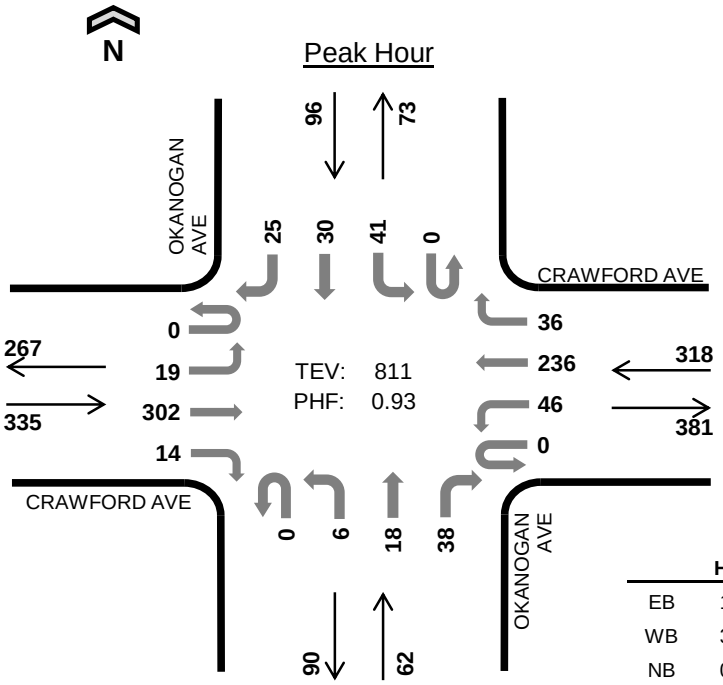
Interval Start	CRAWFORD AVE Eastbound				CRAWFORD AVE Westbound				OKANOGAN AVE Northbound				OKANOGAN AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	2	81	0	0	6	74	5	0	0	3	6	0	11	5	2	195	0
4:15 PM	**0**	**3**	**93**	**7**	**0**	**7**	**77**	**10**	**0**	**0**	**3**	**3**	**0**	**13**	**7**	**3**	**226**	0
4:30 PM	**0**	**4**	**84**	**3**	**0**	**11**	**72**	**10**	**0**	**1**	**8**	**6**	**0**	**8**	**6**	**4**	**217**	0
4:45 PM	**0**	**5**	**63**	**3**	**0**	**16**	**62**	**13**	**0**	**0**	**7**	**9**	**0**	**13**	**12**	**3**	**206**	844
5:00 PM	**0**	**1**	**89**	**4**	**0**	**12**	**59**	**5**	**0**	**0**	**5**	**6**	**0**	**10**	**11**	**5**	**207**	**856**
5:15 PM	0	5	66	3	0	13	72	8	0	5	5	5	0	14	15	6	217	847
5:30 PM	0	5	80	2	0	16	57	9	0	1	5	6	0	5	7	6	199	829
5:45 PM	0	4	57	3	0	9	79	5	0	2	5	4	0	5	7	4	184	807
Count Total	0	29	613	25	0	90	552	65	0	9	41	45	0	79	70	33	1,651	0
Peak Hour	**0**	**13**	**329**	**17**	**0**	**46**	**270**	**38**	**0**	**1**	**23**	**24**	**0**	**44**	**36**	**15**	**856**	**0**

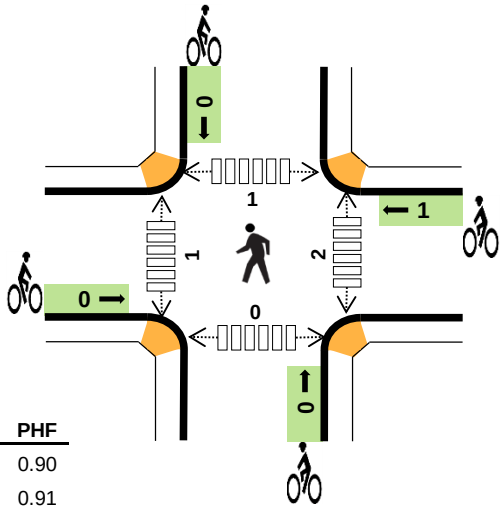
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	4	7	1	0	*12*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	**1**	**7**	**0**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**4**	**0**	*4*
4:30 PM	**1**	**4**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2**	**0**	*2*
4:45 PM	**1**	**2**	**1**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	*1*
5:00 PM	**2**	**2**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**2**	***3***
5:15 PM	3	2	0	0	*5*	0	0	0	0	*0*	3	0	0	0	*3*
5:30 PM	0	3	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	2	0	0	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	14	27	2	0	*43*	0	0	0	0	*0*	4	0	7	2	*13*
Peak Hour	**5**	**15**	**1**	**0**	***21***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**7**	**2**	***10***

OKANOGAN AVE
CRAWFORD AVE

Date: Fri, Feb 23, 2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM





	HV %:	PHF
EB	1.2%	0.90
WB	3.1%	0.91
NB	0.0%	0.86
SB	0.0%	0.92
TOTAL	1.7%	0.93

Two-Hour Count Summaries

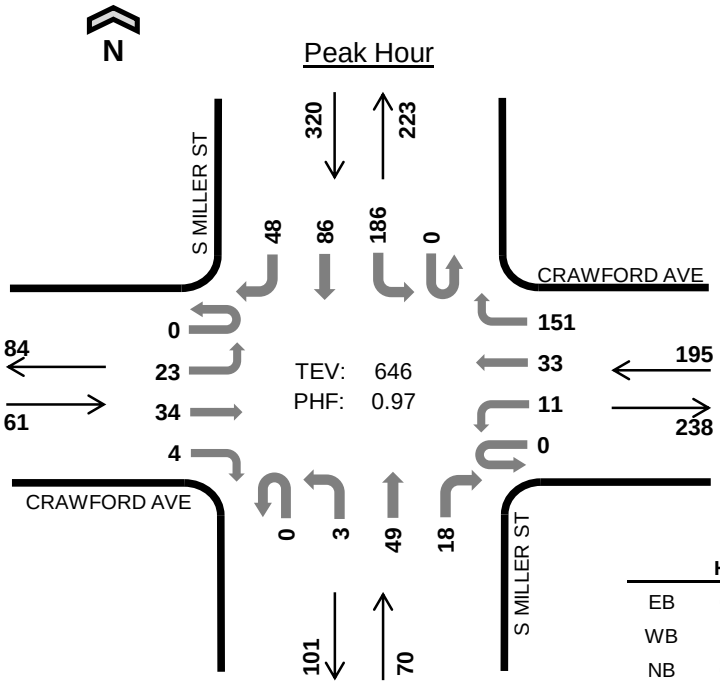
Interval Start	CRAWFORD AVE Eastbound				CRAWFORD AVE Westbound				OKANOGAN AVE Northbound				OKANOGAN AVE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	4	91	0	0	4	65	14	0	1	7	5	0	9	3	5	208	0
4:15 PM	**0**	**9**	**76**	**5**	**0**	**12**	**63**	**12**	**0**	**2**	**4**	**9**	**0**	**11**	**8**	**6**	**217**	0
4:30 PM	**0**	**4**	**86**	**3**	**0**	**11**	**54**	**12**	**0**	**2**	**0**	**12**	**0**	**11**	**5**	**10**	**210**	0
4:45 PM	**0**	**4**	**54**	**3**	**0**	**11**	**54**	**6**	**0**	**1**	**7**	**10**	**0**	**10**	**6**	**3**	**169**	804
5:00 PM	**0**	**2**	**86**	**3**	**0**	**12**	**65**	**6**	**0**	**1**	**7**	**7**	**0**	**9**	**11**	**6**	**215**	**811**
5:15 PM	0	3	64	3	0	7	63	10	0	3	7	4	0	13	16	6	199	793
5:30 PM	0	4	72	3	0	16	66	6	0	3	6	3	0	9	5	3	196	779
5:45 PM	0	2	50	1	0	10	48	13	0	2	1	4	0	6	5	4	146	756
Count Total	0	32	579	21	0	83	478	79	0	15	39	54	0	78	59	43	1,560	0
Peak Hour	**0**	**19**	**302**	**14**	**0**	**46**	**236**	**36**	**0**	**6**	**18**	**38**	**0**	**41**	**30**	**25**	**811**	**0**

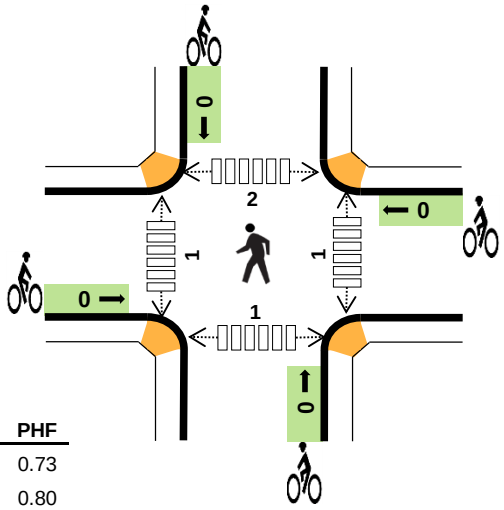
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	7	0	0	*9*	0	0	0	0	*0*	0	1	1	2	*4*
4:15 PM	**1**	**3**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:30 PM	**1**	**4**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**2**	**1**	**0**	**0**	*3*
4:45 PM	**1**	**1**	**0**	**0**	***2***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**1**	**0**	*1*
5:00 PM	**1**	**2**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:15 PM	1	2	0	0	*3*	0	0	0	0	*0*	0	0	0	1	*1*
5:30 PM	2	2	0	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	2	0	0	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	11	21	0	0	*32*	0	1	0	0	*1*	2	2	2	3	*9*
Peak Hour	**4**	**10**	**0**	**0**	***14***	**0**	**1**	**0**	**0**	***1***	**2**	**1**	**1**	**0**	***4***

S MILLER ST
CRAWFORD AVE

Date: Thu, Feb 22, 2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV %:	PHF
EB	0.0%	0.73
WB	2.6%	0.80
NB	0.0%	0.92
SB	1.3%	0.94
TOTAL	1.4%	0.97

Two-Hour Count Summaries

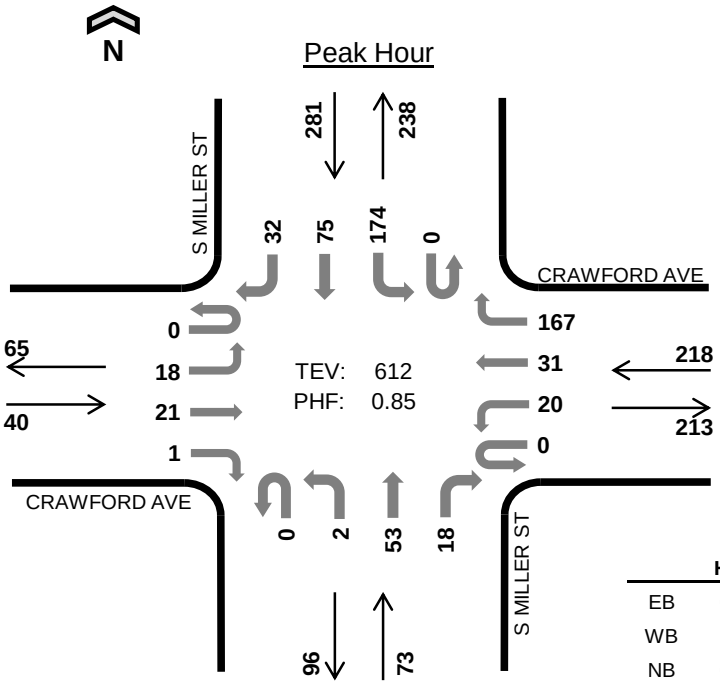
Interval Start	CRAWFORD AVE Eastbound				CRAWFORD AVE Westbound				S MILLER ST Northbound				S MILLER ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	6	3	0	0	3	9	57	0	0	14	4	0	46	17	6	165	0
4:15 PM	0	5	6	1	0	4	10	32	0	0	9	2	0	56	13	6	144	0
4:30 PM	0	1	5	1	0	8	10	51	0	1	11	6	0	46	14	14	168	0
4:45 PM	0	3	0	0	0	7	10	39	0	2	15	7	0	42	15	9	149	626
5:00 PM	**0**	**5**	**8**	**0**	**0**	**3**	**6**	**28**	**0**	**0**	**12**	**7**	**0**	**58**	**16**	**11**	**154**	615
5:15 PM	**0**	**7**	**7**	**3**	**0**	**3**	**9**	**43**	**0**	**2**	**9**	**3**	**0**	**41**	**24**	**16**	**167**	638
5:30 PM	**0**	**5**	**15**	**1**	**0**	**3**	**5**	**34**	**0**	**0**	**15**	**4**	**0**	**49**	**21**	**11**	**163**	633
5:45 PM	**0**	**6**	**4**	**0**	**0**	**2**	**13**	**46**	**0**	**1**	**13**	**4**	**0**	**38**	**25**	**10**	**162**	**646**
Count Total	0	38	48	6	0	33	72	330	0	6	98	37	0	376	145	83	1,272	0
Peak Hour	**0**	**23**	**34**	**4**	**0**	**11**	**33**	**151**	**0**	**3**	**49**	**18**	**0**	**186**	**86**	**48**	**646**	**0**

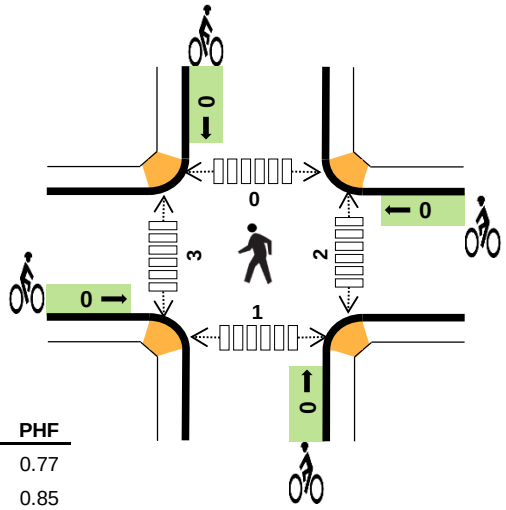
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	8	0	1	*9*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	1	3	1	0	*5*	0	0	0	0	*0*	0	1	0	0	*1*
4:30 PM	0	4	0	0	*4*	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	1	0	*1*
5:00 PM	**0**	**2**	**0**	**3**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	*1*
5:15 PM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	*1*
5:30 PM	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**1**	*2*
5:45 PM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
Count Total	1	20	1	5	*27*	0	0	0	0	*0*	1	2	3	1	*7*
Peak Hour	**0**	**5**	**0**	**4**	***9***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**2**	**1**	***5***

S MILLER ST
CRAWFORD AVE

Date: Fri, Feb 23, 2018
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM





	HV %:	PHF
EB	0.0%	0.77
WB	2.8%	0.85
NB	0.0%	0.87
SB	1.4%	0.82
TOTAL	1.6%	0.85

Two-Hour Count Summaries

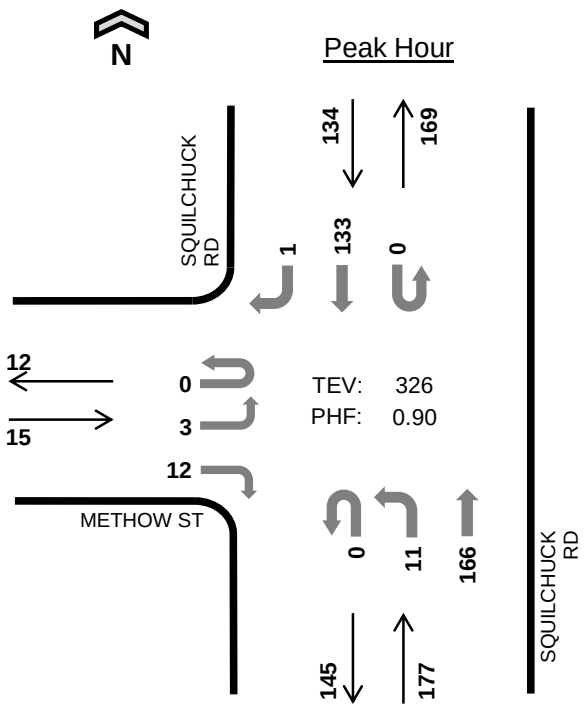
Interval Start	CRAWFORD AVE Eastbound				CRAWFORD AVE Westbound				S MILLER ST Northbound				S MILLER ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	3	8	0	0	3	10	36	0	0	10	6	0	58	13	4	151	0
4:15 PM	0	1	5	0	0	4	4	36	0	0	10	4	0	42	14	9	129	0
4:30 PM	0	6	7	0	0	1	7	44	0	0	12	7	0	48	10	8	150	0
4:45 PM	**0**	**7**	**5**	**1**	**0**	**5**	**4**	**38**	**0**	**1**	**11**	**4**	**0**	**31**	**15**	**8**	**130**	560
5:00 PM	**0**	**4**	**4**	**0**	**0**	**8**	**12**	**44**	**0**	**1**	**16**	**4**	**0**	**59**	**20**	**7**	**179**	588
5:15 PM	**0**	**4**	**7**	**0**	**0**	**4**	**5**	**37**	**0**	**0**	**16**	**4**	**0**	**49**	**21**	**5**	**152**	611
5:30 PM	**0**	**3**	**5**	**0**	**0**	**3**	**10**	**48**	**0**	**0**	**10**	**6**	**0**	**35**	**19**	**12**	**151**	**612**
5:45 PM	0	7	8	0	0	4	10	26	0	0	11	3	0	28	12	8	117	599
Count Total	0	35	49	1	0	32	62	309	0	2	96	38	0	350	124	61	1,159	0
Peak Hour	**0**	**18**	**21**	**1**	**0**	**20**	**31**	**167**	**0**	**2**	**53**	**18**	**0**	**174**	**75**	**32**	**612**	**0**

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

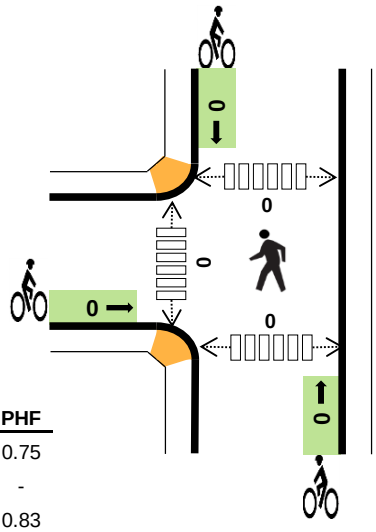
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	7	1	1	*9*	1	0	0	0	*1*	0	1	0	1	*2*
4:15 PM	0	3	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	4	0	1	*5*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**0**	**2**	**0**	**1**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	*1*
5:15 PM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**2**	**2**	**0**	**1**	*5*
5:30 PM	**0**	**3**	**0**	**3**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	20	1	6	*27*	1	0	0	0	*1*	2	4	0	2	*8*
Peak Hour	**0**	**6**	**0**	**4**	***10***	**0**	**0**	**0**	**0**	***0***	**2**	**3**	**0**	**1**	***6***

SQUILCHUCK RD
METHOW ST

Peak Hour



Date: Thu, Jan 24, 2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	0.0%	0.75
WB	-	-
NB	2.8%	0.83
SB	0.7%	0.73
TOTAL	1.8%	0.90

Two-Hour Count Summaries

Interval Start	METHOW ST Eastbound				0 Westbound				SQUILCHUCK RD Northbound				SQUILCHUCK RD Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**40**	**0**	**0**	**0**	**46**	**0**	**91**	0
4:15 PM	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**32**	**0**	**0**	**0**	**30**	**0**	**68**	0
4:30 PM	**0**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**3**	**50**	**0**	**0**	**0**	**29**	**1**	**88**	0
4:45 PM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**5**	**44**	**0**	**0**	**0**	**28**	**0**	**79**	**326**
5:00 PM	0	1	0	2	0	0	0	0	0	2	32	0	0	0	33	2	72	307
5:15 PM	0	2	0	3	0	0	0	0	0	2	23	0	0	0	39	1	70	309
5:30 PM	0	1	0	1	0	0	0	0	0	1	21	0	0	0	28	2	54	275
5:45 PM	0	1	0	5	0	0	0	0	0	1	17	0	0	0	26	1	51	247
Count Total	0	8	0	23	0	0	0	0	0	17	259	0	0	0	259	7	573	0
Peak Hour	**0**	**3**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**11**	**166**	**0**	**0**	**0**	**133**	**1**	**326**	**0**

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

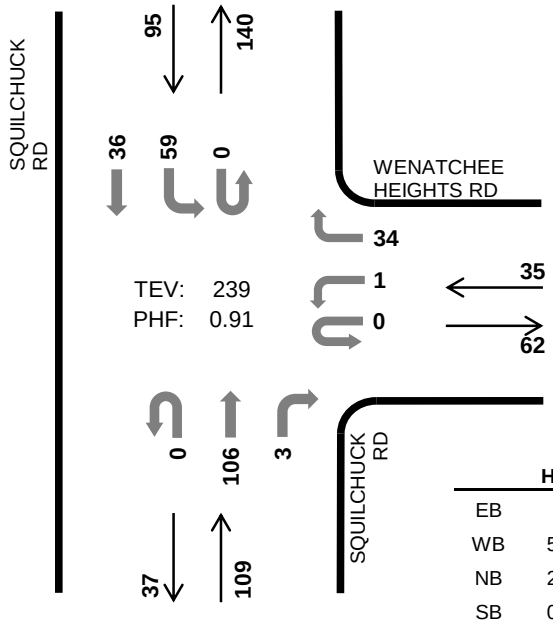
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:15 PM	**0**	**0**	**0**	**1**	***1***	**0**	**0**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

SQUILCHUCK RD
WENATCHEE HEIGHTS RD

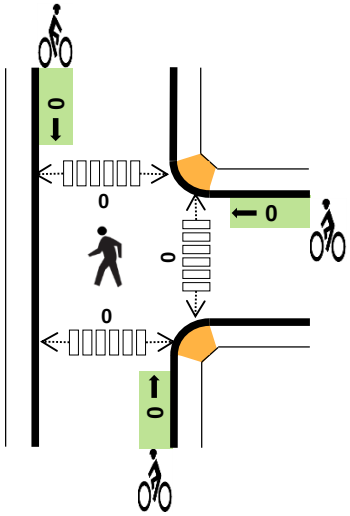
Date: Thu, Jan 24, 2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM

N

Peak Hour



	HV %:	PHF
EB	-	-
WB	5.7%	0.73
NB	2.8%	0.76
SB	0.0%	0.77
TOTAL	2.1%	0.91



Two-Hour Count Summaries

Interval Start	0				WENATCHEE HEIGHTS RD				SQUILCHUCK RD				SQUILCHUCK RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**25**	**1**	**0**	**15**	**16**	**0**	**65**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**11**	**0**	**0**	**21**	**0**	**0**	**16**	**8**	**0**	**57**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**36**	**0**	**0**	**14**	**7**	**0**	**66**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**24**	**2**	**0**	**14**	**5**	**0**	**51**	**239**
5:00 PM	0	0	0	0	0	0	0	5	0	0	29	0	0	14	16	0	64	238
5:15 PM	0	0	0	0	0	0	0	2	0	0	11	0	0	15	12	0	40	221
5:30 PM	0	0	0	0	0	0	0	1	0	0	8	0	0	7	6	0	22	177
5:45 PM	0	0	0	0	0	0	0	7	0	0	8	1	0	10	14	0	40	166
Count Total	0	0	0	0	0	1	0	49	0	0	162	4	0	105	84	0	405	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**34**	**0**	**0**	**106**	**3**	**0**	**59**	**36**	**0**	**239**	**0**

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

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

Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

Chelan-Douglas Transportation Council
11 Spokane St
#301
Wenatchee, Washington, United States 98801
509.663.9059 david@chelan-douglas.org

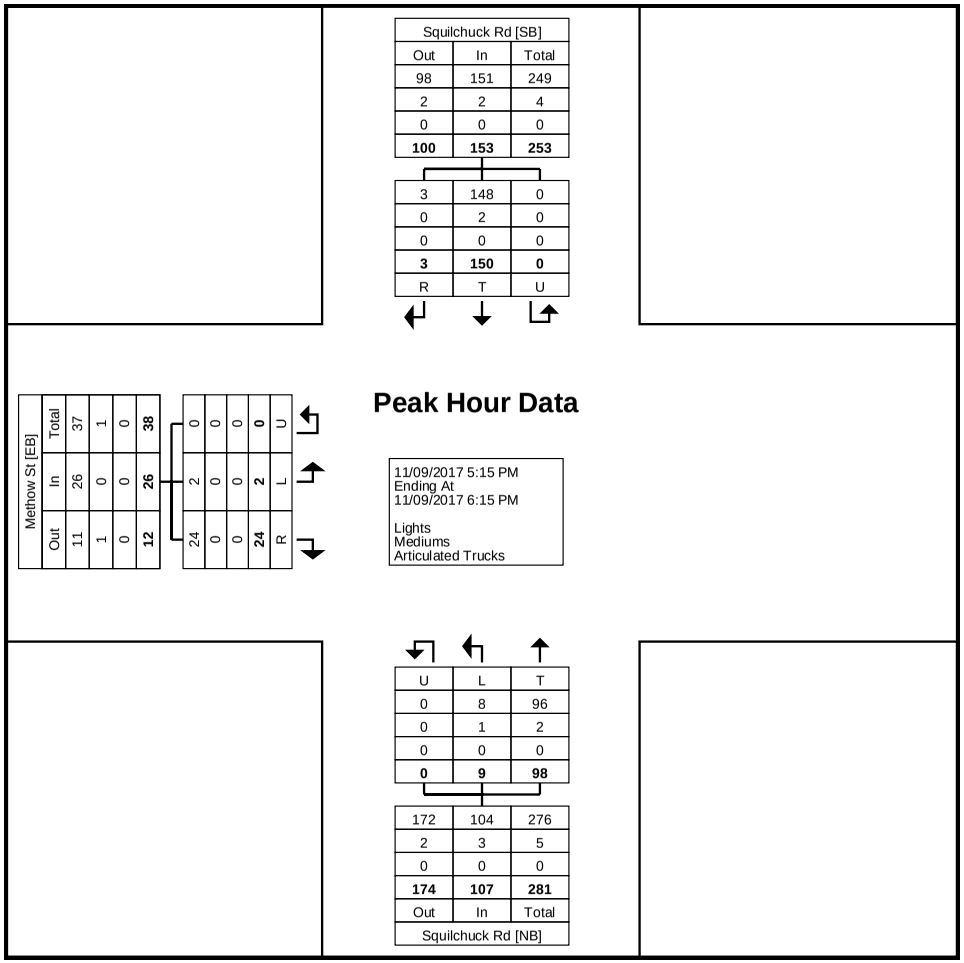
Count Name: Squilchuck Rd / Methow St
Site Code:
Start Date: 11/09/2017

Turning Movement Peak Hour Data (5:15 PM)

Start Time	Squilchuck Rd Southbound				Squilchuck Rd Northbound				Methow St Eastbound				
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
5:15 PM	2	37	0	39	23	3	0	26	8	1	0	9	74
5:30 PM	0	29	0	29	23	4	0	27	6	0	0	6	62
5:45 PM	0	44	0	44	29	0	0	29	4	1	0	5	78
6:00 PM	1	40	0	41	23	2	0	25	6	0	0	6	72
Total	3	150	0	153	98	9	0	107	24	2	0	26	286
Approach %	2.0	98.0	0.0	-	91.6	8.4	0.0	-	92.3	7.7	0.0	-	-
Total %	1.0	52.4	0.0	53.5	34.3	3.1	0.0	37.4	8.4	0.7	0.0	9.1	-
PHF	0.375	0.852	0.000	0.869	0.845	0.563	0.000	0.922	0.750	0.500	0.000	0.722	0.917
Lights	3	148	0	151	96	8	0	104	24	2	0	26	281
% Lights	100.0	98.7	-	98.7	98.0	88.9	-	97.2	100.0	100.0	-	100.0	98.3
Mediums	0	2	0	2	2	1	0	3	0	0	0	0	5
% Mediums	0.0	1.3	-	1.3	2.0	11.1	-	2.8	0.0	0.0	-	0.0	1.7
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0

Chelan-Douglas Transportation Council
11 Spokane St
#301
Wenatchee, Washington, United States 98801
509.663.9059 david@chelan-douglas.org

Count Name: Squilchuck Rd / Methow St
Site Code:
Start Date: 11/09/2017



Turning Movement Peak Hour Data Plot (5:15 PM)

2025 Turning Movement Calculations

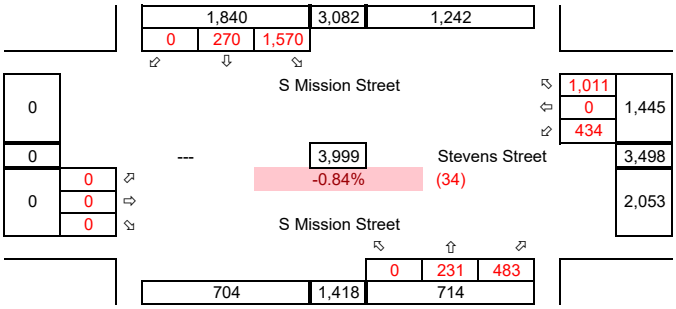
#1 S Mission St @ Stevens St

Synchro ID: 1

Existing
Average Weekday
PM Peak Hour

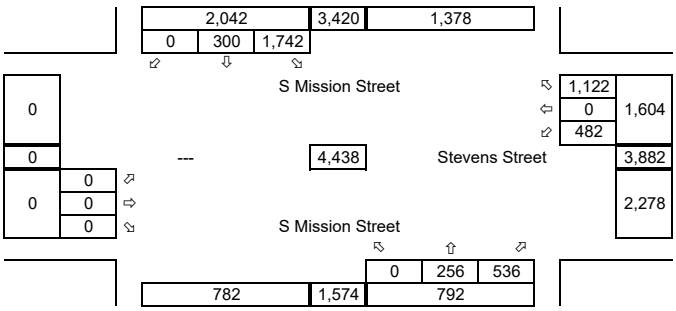
Date **2/22/2018**

Data Source: **Idax**
vs. Nov



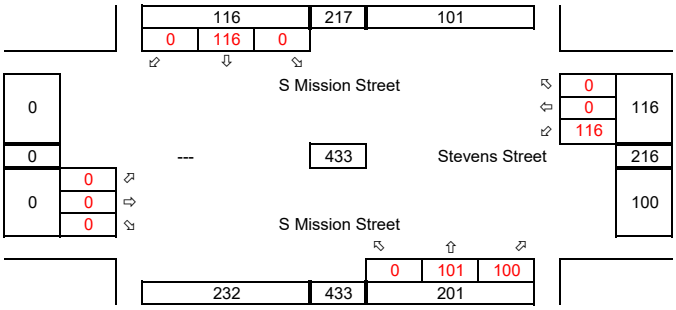
Future w/o Development
Average Weekday
PM Peak Hour

Year: 2025
Growth Rate = 1.5%
Years of Growth = 7
Total Growth = 1.1098

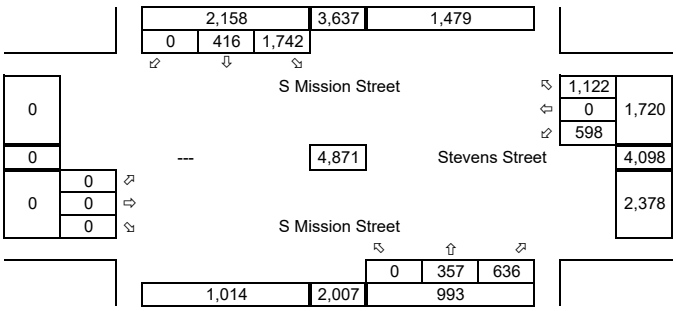


Total Development Trips
Average Weekday
PM Peak Hour

% Occupied 65%



Future with Project
Average Weekday
PM Peak Hour

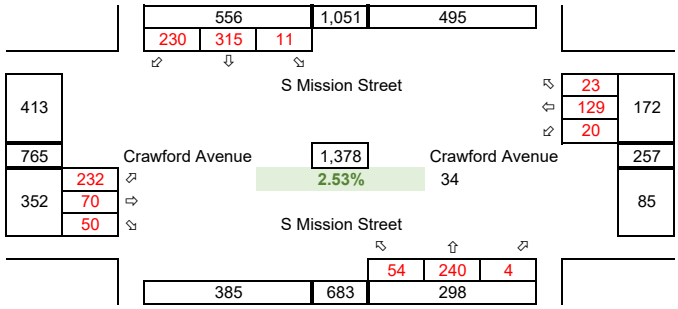


Synchro ID: 2

Existing
Average Weekday
PM Peak Hour

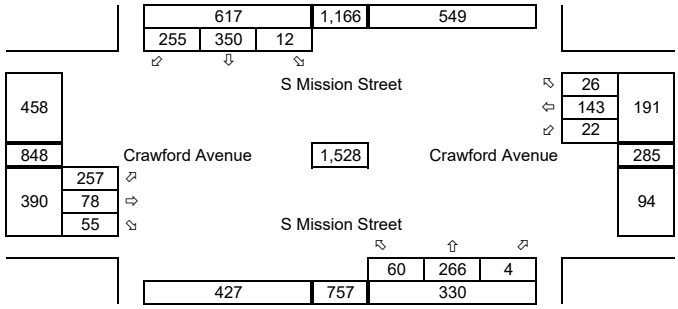
Date **2/22/2018**

Data Source: **Idax**
vs. Nov



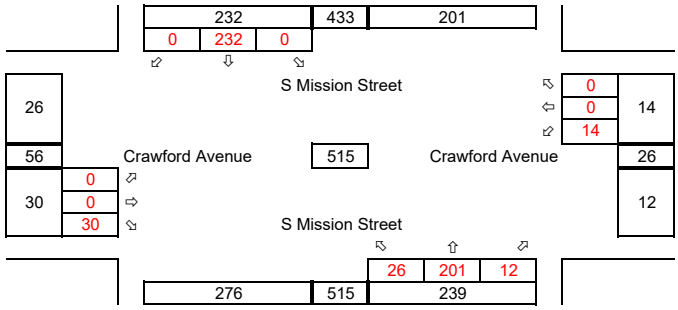
Future w/o Development
Average Weekday
PM Peak Hour

Year: 2025
Growth Rate = 1.5%
Years of Growth = 7
Total Growth = 1.1098

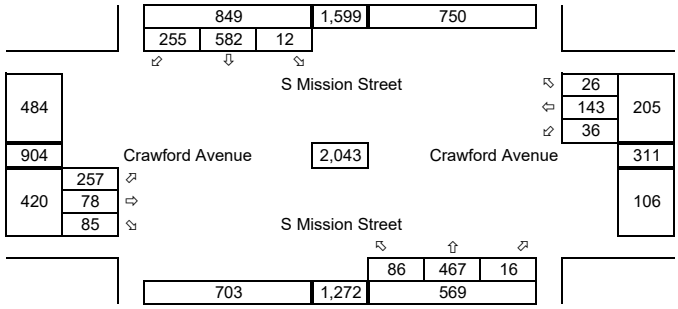


Total Development Trips
Average Weekday
PM Peak Hour

% Occupied 65%



Future with Project
Average Weekday
PM Peak Hour



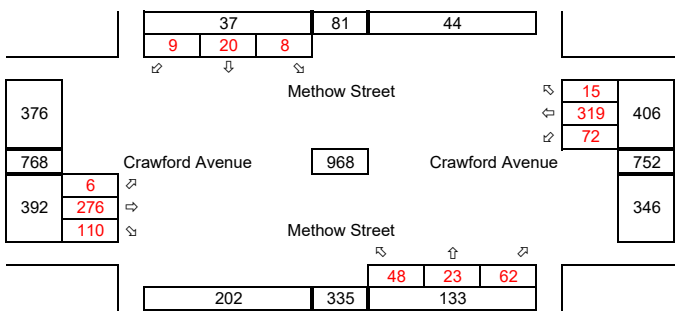
#3 Methow St @ Crawford Ave

Synchro ID: 3

Existing
Average Weekday
PM Peak Hour

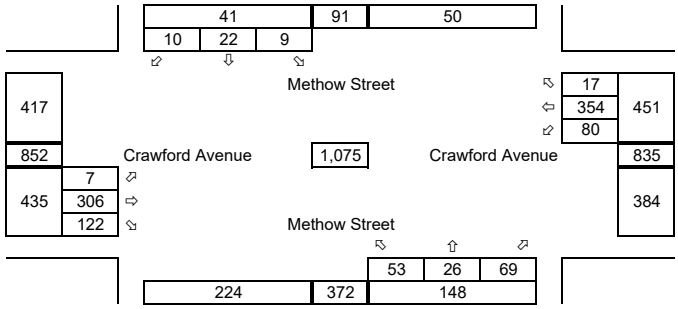
Date **2/22/2018**

Data Source: **Idax**



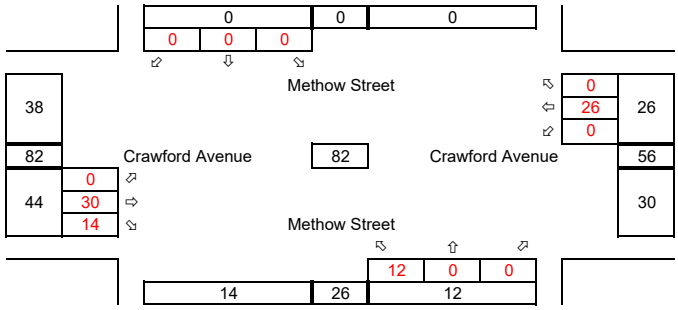
Future w/o Development
Average Weekday
PM Peak Hour

Year: 2025
Growth Rate = 1.5%
Years of Growth = 7
Total Growth = 1.1098



Total Development Trips
Average Weekday
PM Peak Hour

% Occupied 65%



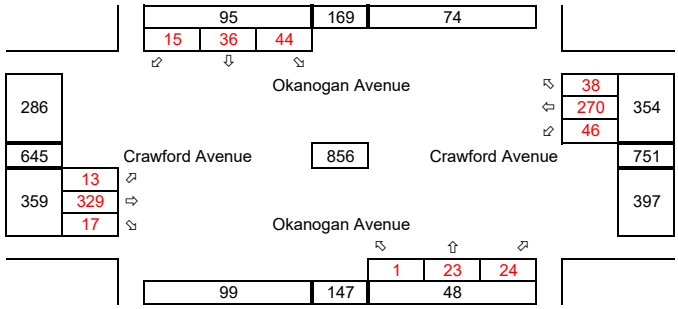
Future with Project
Average Weekday
PM Peak Hour

Synchro ID: 4

Existing
Average Weekday
PM Peak Hour

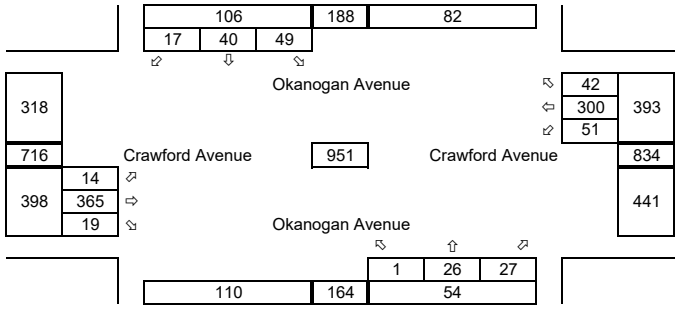
Date **2/22/2018**

Data Source: **Idax**



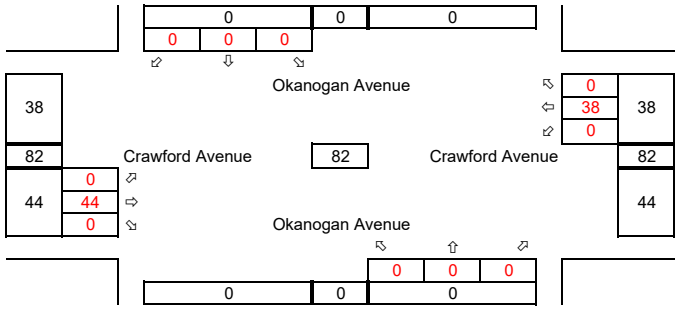
Future w/o Development
Average Weekday
PM Peak Hour

Year: 2025
Growth Rate = 1.5%
Years of Growth = 7
Total Growth = 1.1098

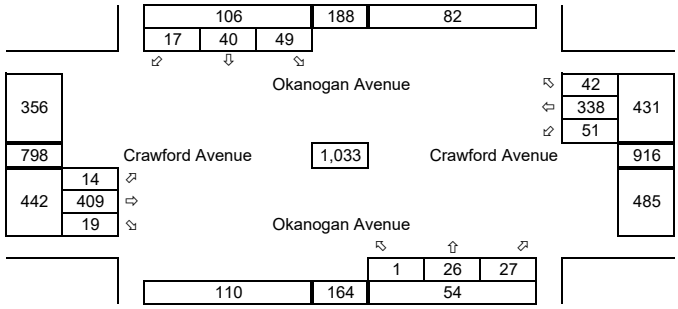


Total Development Trips
Average Weekday
PM Peak Hour

% Occupied 65%



Future with Project
Average Weekday
PM Peak Hour



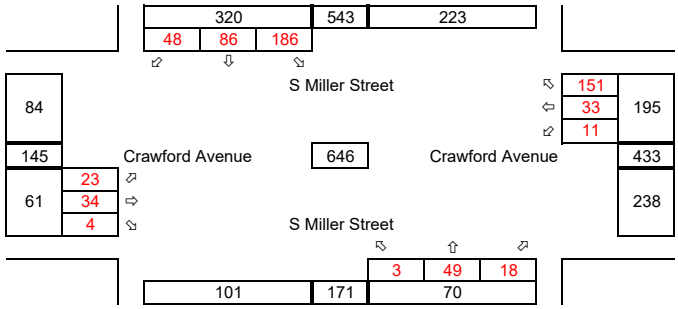
#5 S Miller St @ Crawford Ave

Synchro ID: 5

Existing
Average Weekday
PM Peak Hour

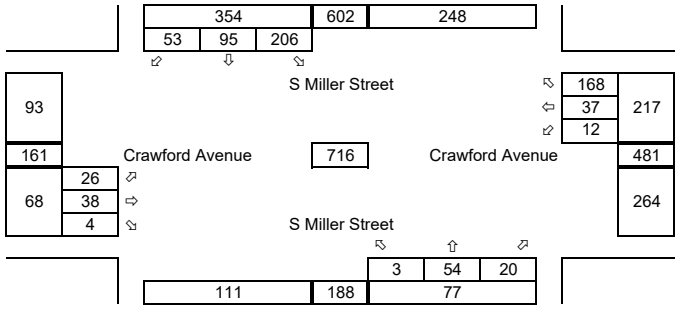
Date **2/22/2018**

Data Source: **Idax**



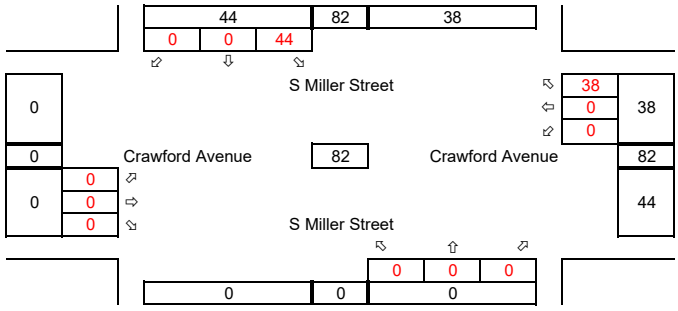
Future w/o Development
Average Weekday
PM Peak Hour

Year: 2025
Growth Rate = 1.5%
Years of Growth = 7
Total Growth = 1.1098

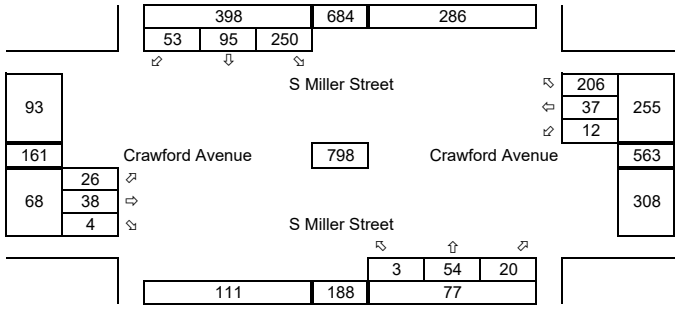


Total Development Trips
Average Weekday
PM Peak Hour

% Occupied 65%



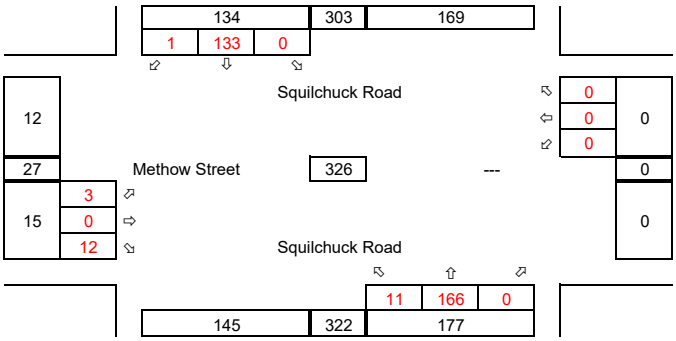
Future with Project
Average Weekday
PM Peak Hour



Synchro ID: 6
Existing
Average Weekday
PM Peak Hour

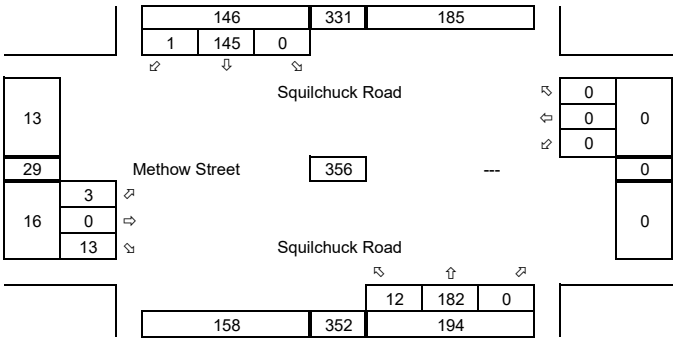
Date **1/24/2019**

Data Source: **Idax**



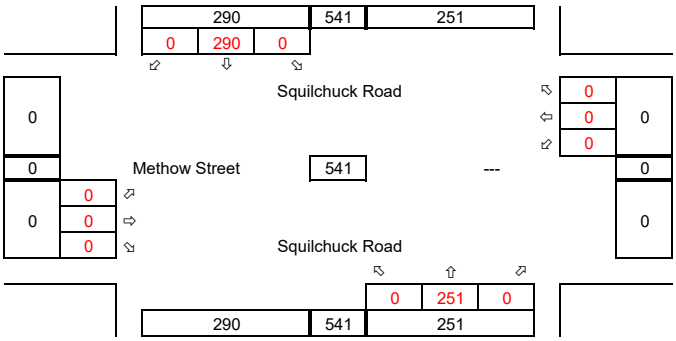
Future w/o Development
Average Weekday
PM Peak Hour

Year: 2025
Growth Rate = 1.5%
Years of Growth = 6
Total Growth = 1.0934

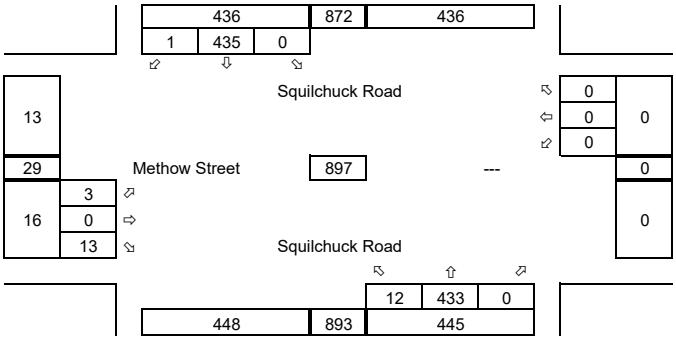


Total Development Trips
Average Weekday
PM Peak Hour

% Occupied 65%



Future with Project
Average Weekday
PM Peak Hour

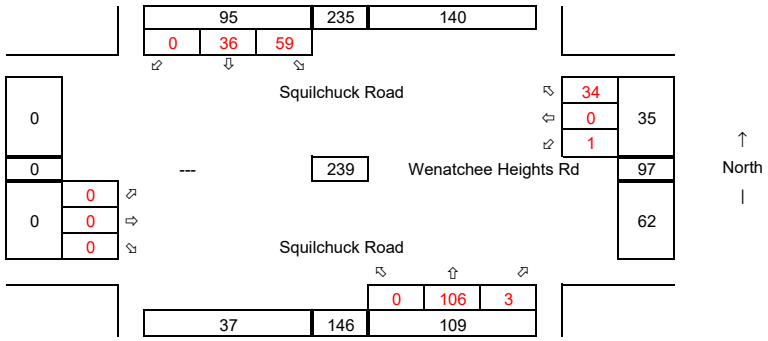


Synchro ID: 7

Existing
Average Weekday
PM Peak Hour

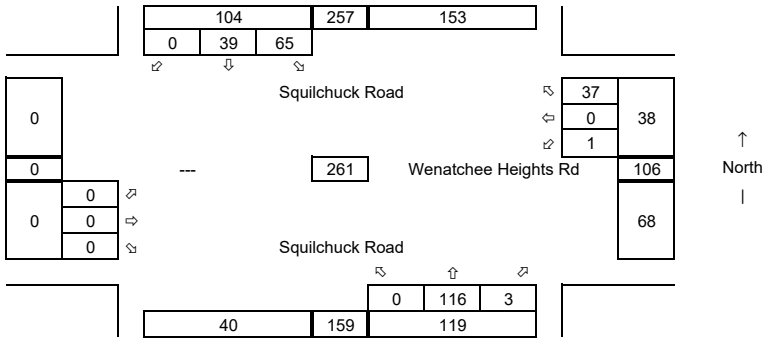
Date **1/24/2019**

Data Source: **Idax**



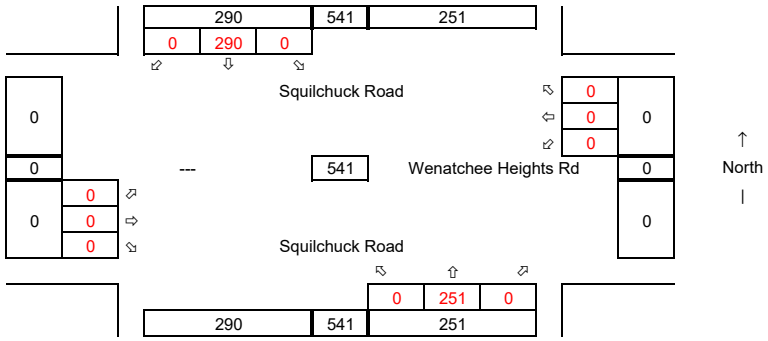
Future w/o Development
Average Weekday
PM Peak Hour

Year: 2025
Growth Rate = 1.5%
Years of Growth = 6
Total Growth = 1.0934

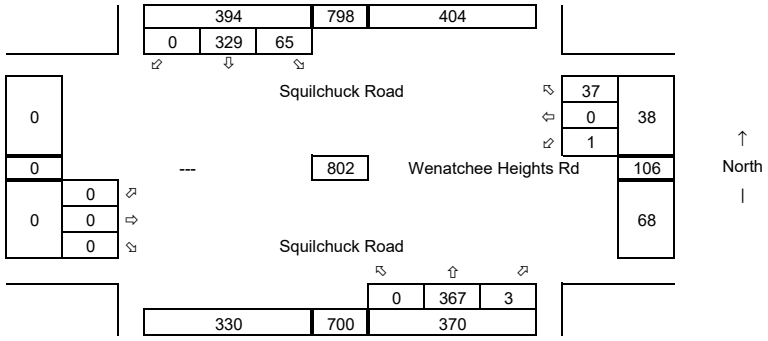


Total Development Trips
Average Weekday
PM Peak Hour

% Occupied 65%



Future with Project
Average Weekday
PM Peak Hour



2028 Turning Movement Calculations

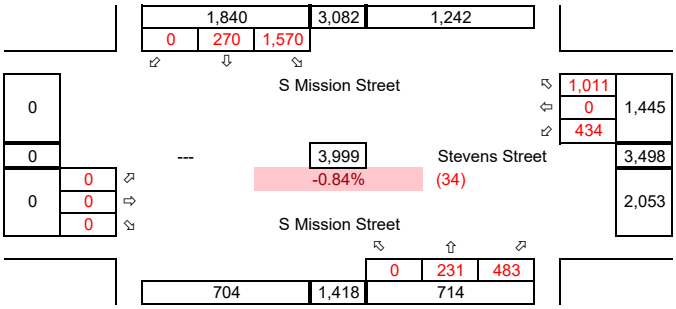
#1 S Mission St @ Stevens St

Synchro ID: 1

Existing
Average Weekday
PM Peak Hour

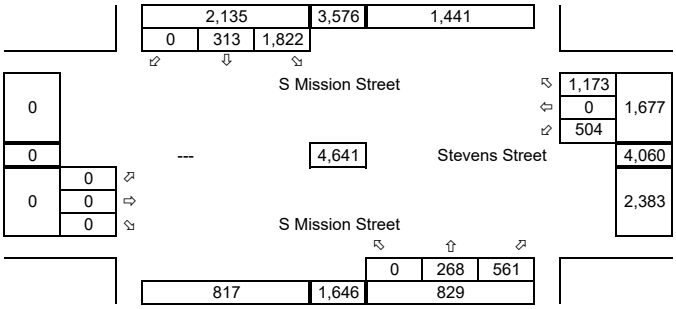
Date **2/22/2018**

Data Source: **Idax**
vs. Nov



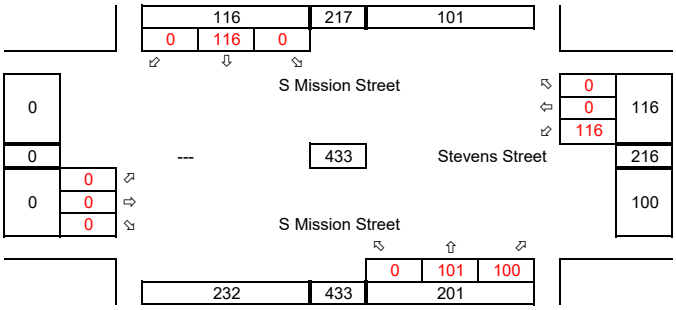
Future w/o Development
Average Weekday
PM Peak Hour

Year: 2028
Growth Rate = 1.5%
Years of Growth = 10
Total Growth = 1.1605

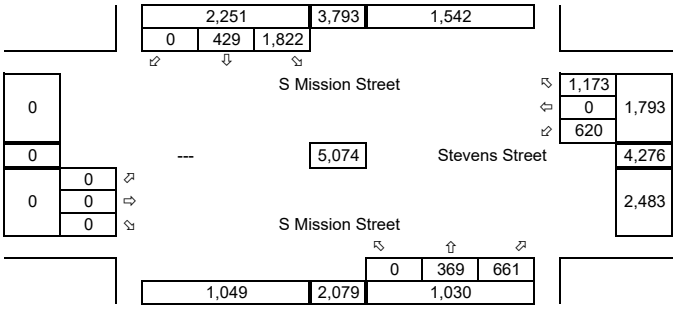


Total Development Trips
Average Weekday
PM Peak Hour

% Occupied 65%



Future with Project
Average Weekday
PM Peak Hour



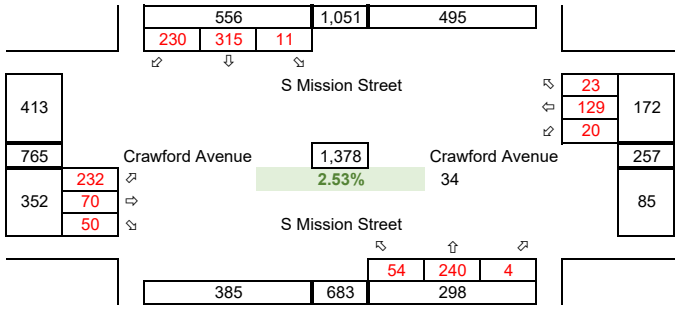
#2 S Mission St @ Crawford Ave

Synchro ID: 2

Existing
Average Weekday
PM Peak Hour

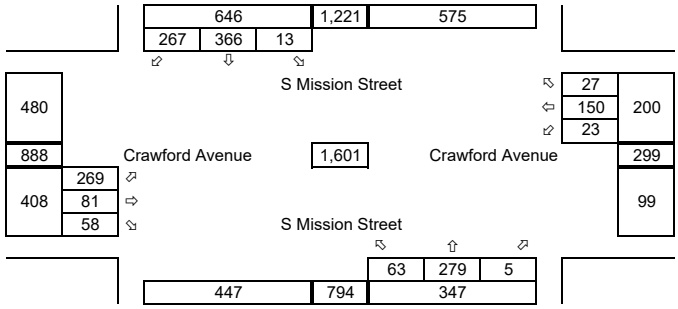
Date **2/22/2018**

Data Source: **Idax**
vs. Nov



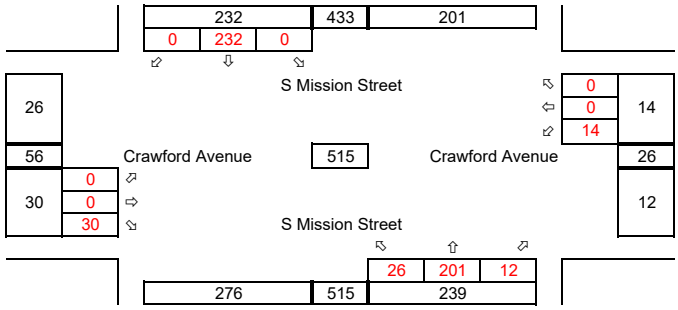
Future w/o Development
Average Weekday
PM Peak Hour

Year: 2028
Growth Rate = 1.5%
Years of Growth = 10
Total Growth = 1.1605

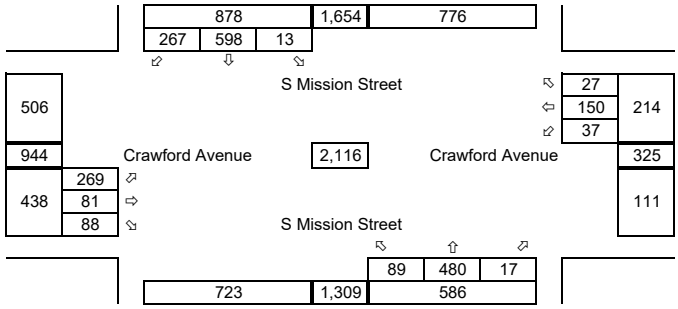


Total Development Trips
Average Weekday
PM Peak Hour

% Occupied 65%



Future with Project
Average Weekday
PM Peak Hour



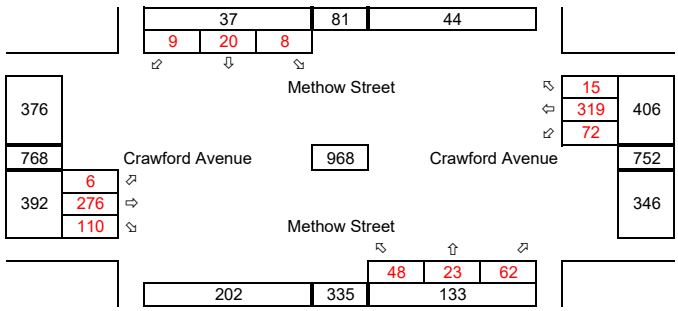
#3 Methow St @ Crawford Ave

Synchro ID: 3

Existing
Average Weekday
PM Peak Hour

Date **2/22/2018**

Data Source: **Idax**

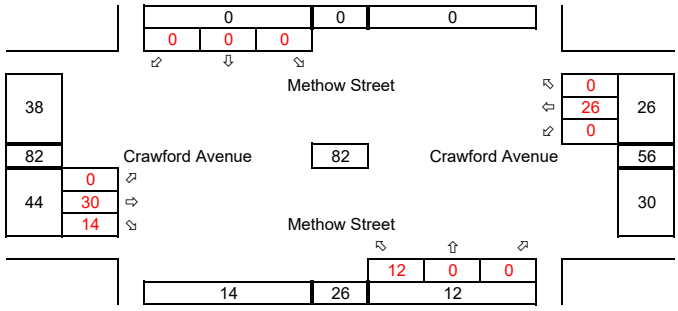


Future w/o Development
Average Weekday
PM Peak Hour

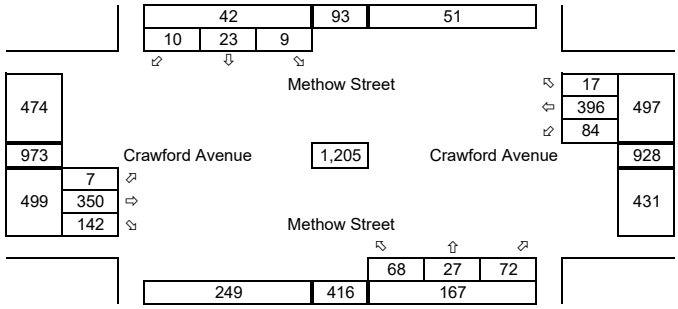
Year: 2028
Growth Rate = 1.5%
Years of Growth = 10
Total Growth = 1.1605

Total Development Trips
Average Weekday
PM Peak Hour

% Occupied 65%



Future with Project
Average Weekday
PM Peak Hour

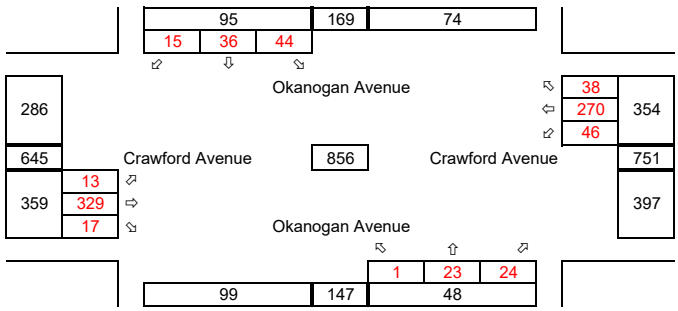


Synchro ID: 4

Existing
Average Weekday
PM Peak Hour

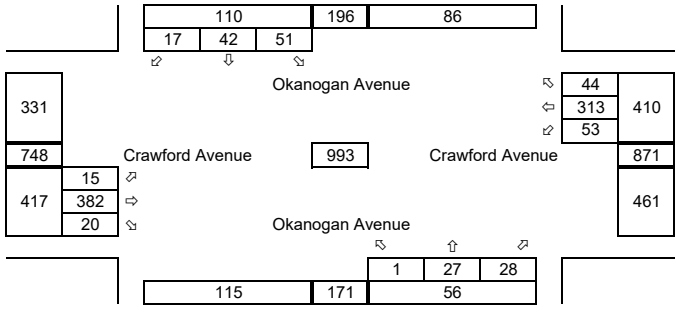
Date **2/22/2018**

Data Source: **Idax**



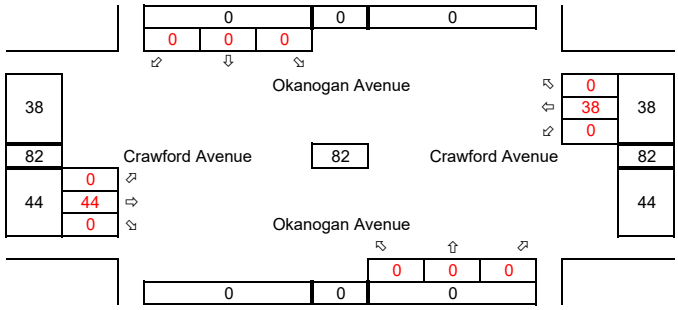
Future w/o Development
Average Weekday
PM Peak Hour

Year: 2028
Growth Rate = 1.5%
Years of Growth = 10
Total Growth = 1.1605

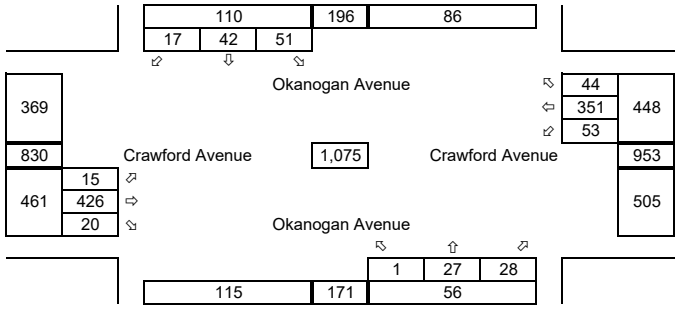


Total Development Trips
Average Weekday
PM Peak Hour

% Occupied 65%



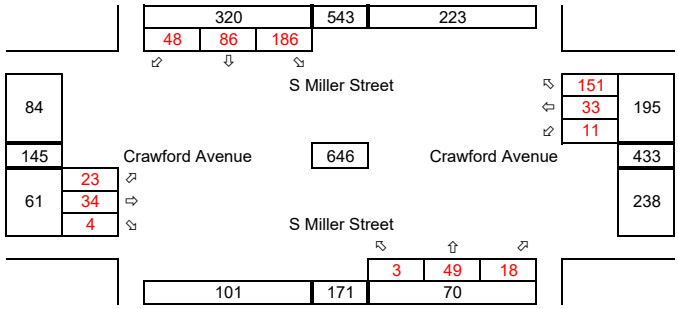
Future with Project
Average Weekday
PM Peak Hour



Synchro ID: 5
Existing
Average Weekday
PM Peak Hour

Date **2/22/2018**

Data Source: **Idax**

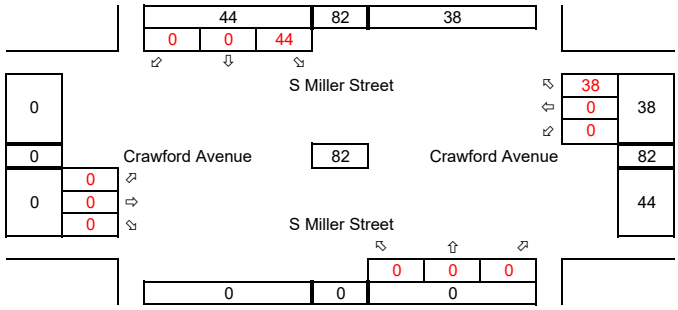


Future w/o Development
Average Weekday
PM Peak Hour

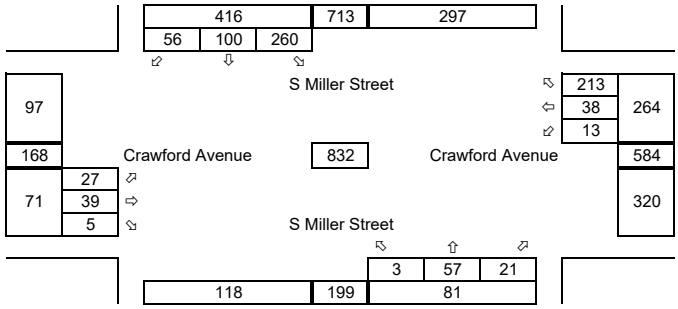
Year: 2028
Growth Rate = 1.5%
Years of Growth = 10
Total Growth = 1.1605

Total Development Trips
Average Weekday
PM Peak Hour

% Occupied 65%



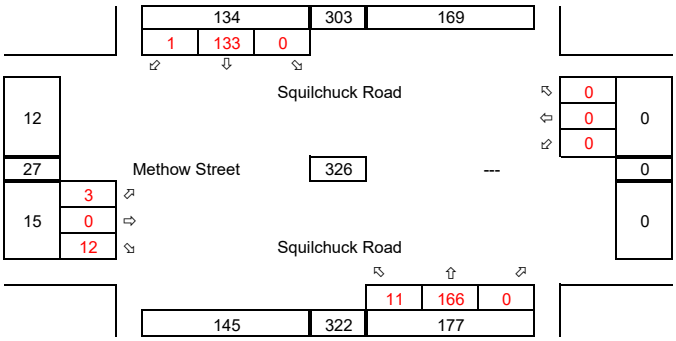
Future with Project
Average Weekday
PM Peak Hour



Synchro ID: 6
Existing
Average Weekday
PM Peak Hour

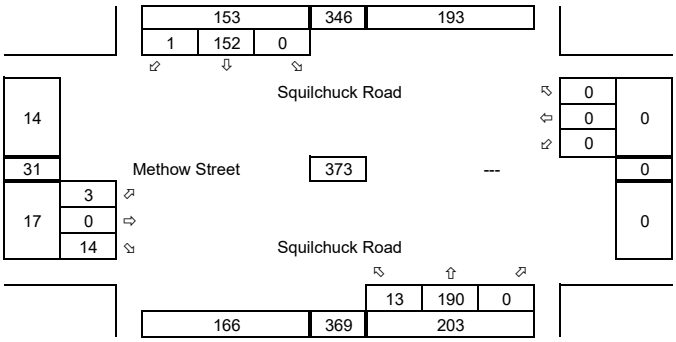
Date **1/24/2019**

Data Source: **Idax**



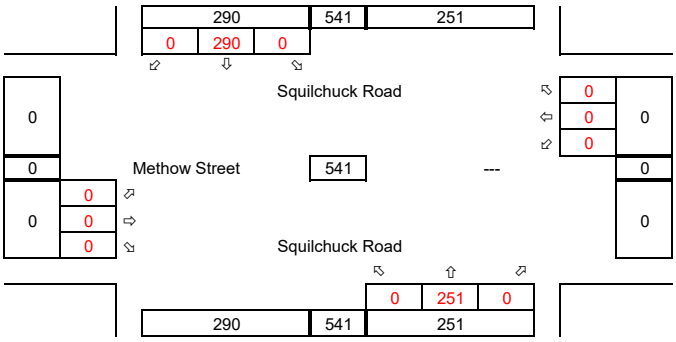
Future w/o Development
Average Weekday
PM Peak Hour

Year: 2028
Growth Rate = 1.5%
Years of Growth = 9
Total Growth = 1.1434

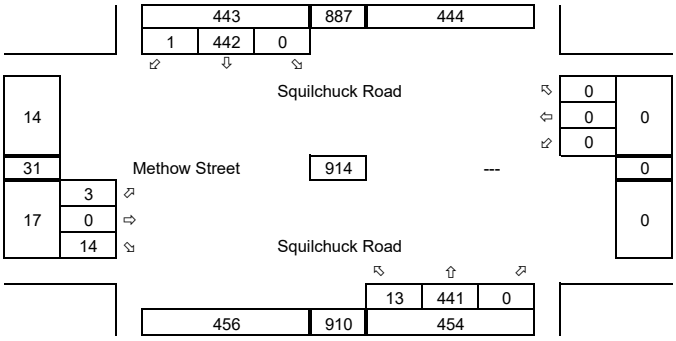


Total Development Trips
Average Weekday
PM Peak Hour

% Occupied 65%



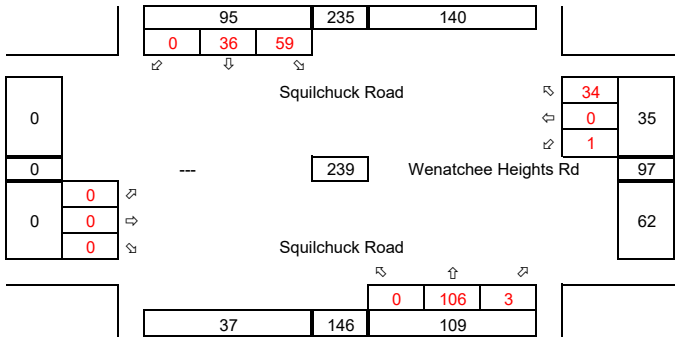
Future with Project
Average Weekday
PM Peak Hour



Synchro ID: 7
Existing
Average Weekday
PM Peak Hour

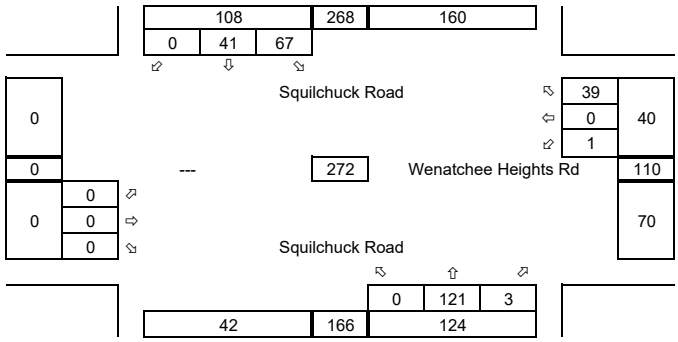
Date **1/24/2019**

Data Source: **Idax**



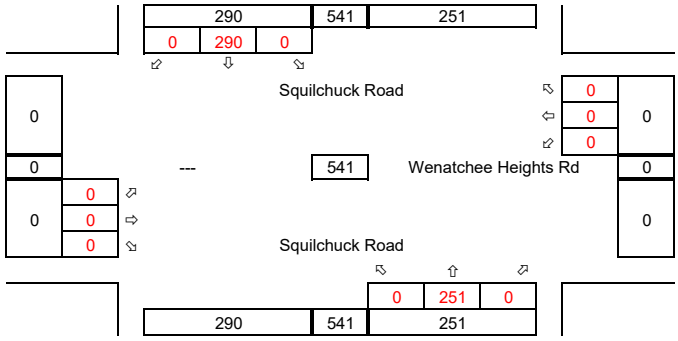
Future w/o Development
Average Weekday
PM Peak Hour

Year: 2028
Growth Rate = 1.5%
Years of Growth = 9
Total Growth = 1.1434

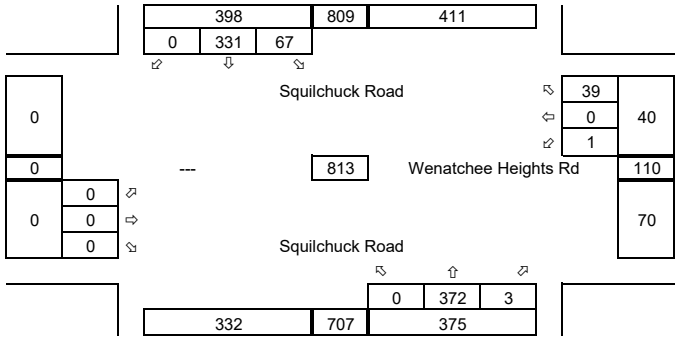


Total Development Trips
Average Weekday
PM Peak Hour

% Occupied 65%



Future with Project
Average Weekday
PM Peak Hour



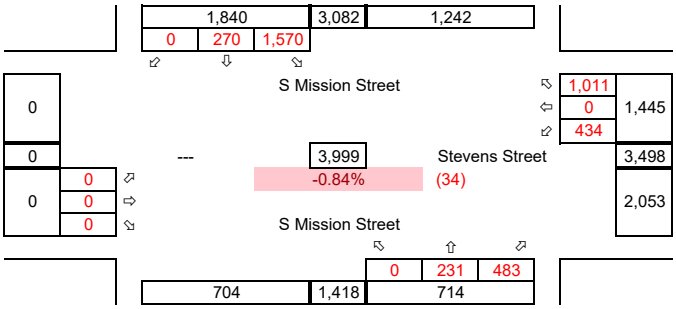
2040 Turning Movement Calculations

Synchro ID: 1

Existing
Average Weekday
PM Peak Hour

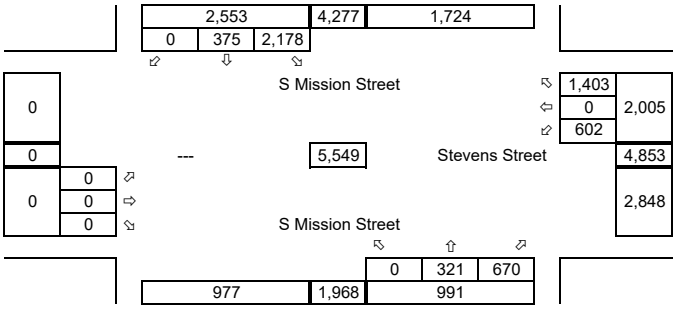
Date **2/22/2018**

Data Source: **Idax**
vs. Nov



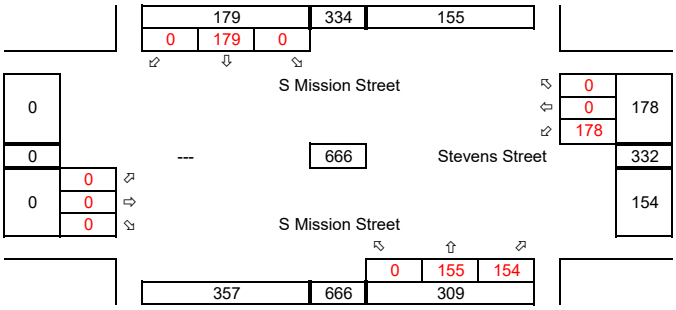
Future w/o Development
Average Weekday
PM Peak Hour

Year: 2040
Growth Rate = 1.5%
Years of Growth = 22
Total Growth = 1.3876

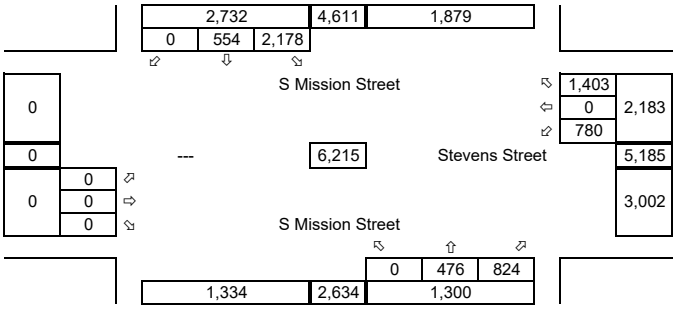


Total Development Trips
Average Weekday
PM Peak Hour

% Occupied 100%



Future with Project
Average Weekday
PM Peak Hour



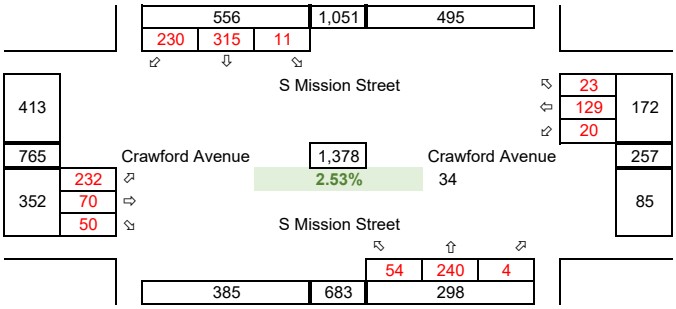
#2 S Mission St @ Crawford Ave

Synchro ID: 2

Existing
Average Weekday
PM Peak Hour

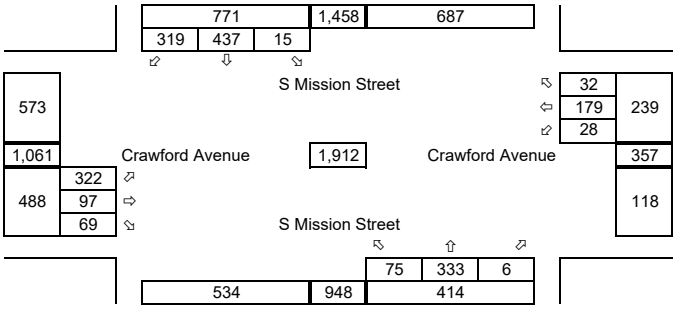
Date **2/22/2018**

Data Source: **Idax**
vs. Nov



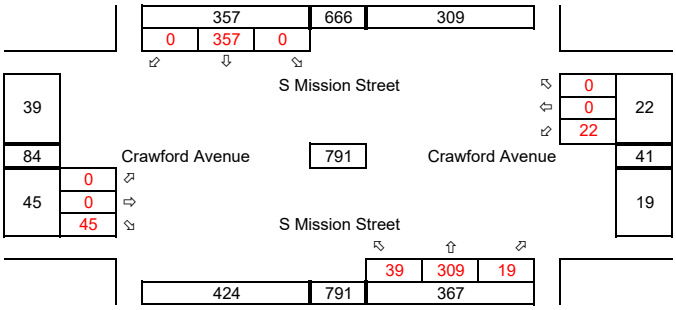
Future w/o Development
Average Weekday
PM Peak Hour

Year: 2040
Growth Rate = 1.5%
Years of Growth = 22
Total Growth = 1.3876

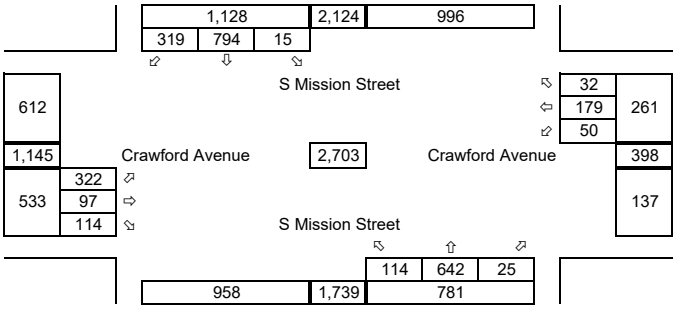


Total Development Trips
Average Weekday
PM Peak Hour

% Occupied 100%



Future with Project
Average Weekday
PM Peak Hour



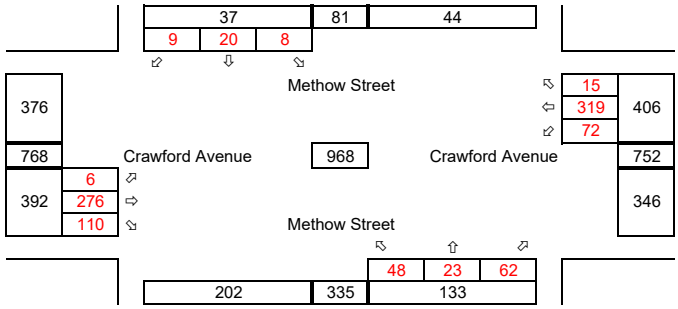
#3 Methow St @ Crawford Ave

Synchro ID: 3

Existing
Average Weekday
PM Peak Hour

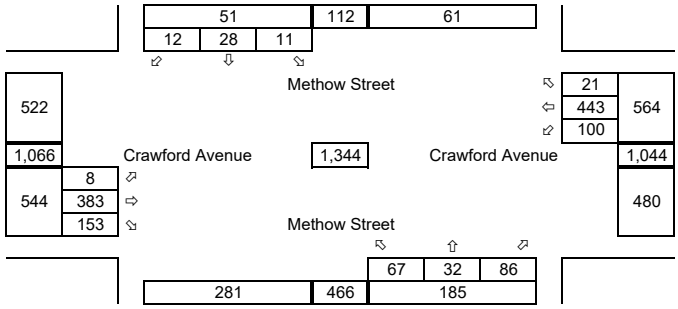
Date **2/22/2018**

Data Source: **Idax**



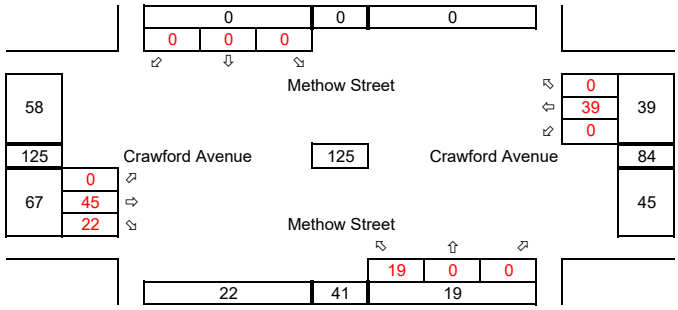
Future w/o Development
Average Weekday
PM Peak Hour

Year: 2040
Growth Rate = 1.5%
Years of Growth = 22
Total Growth = 1.3876

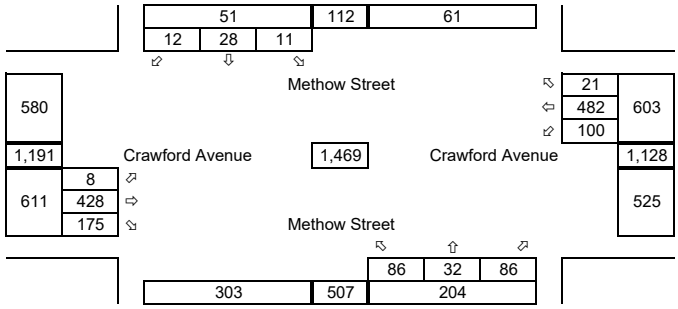


Total Development Trips
Average Weekday
PM Peak Hour

% Occupied 100%



Future with Project
Average Weekday
PM Peak Hour

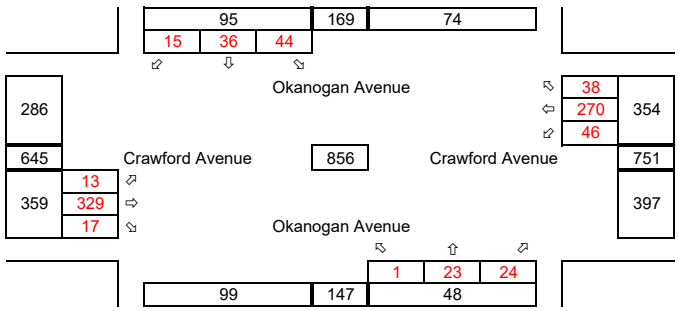


Synchro ID: 4

Existing
Average Weekday
PM Peak Hour

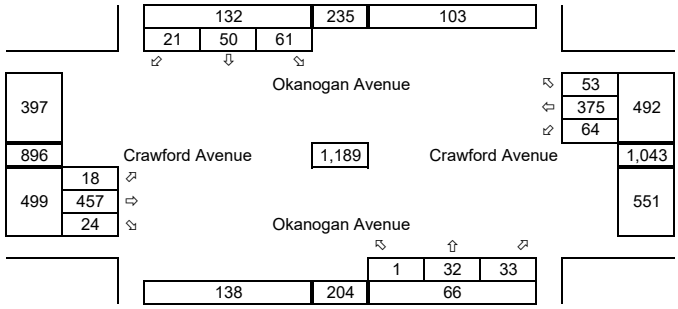
Date **2/22/2018**

Data Source: **Idax**



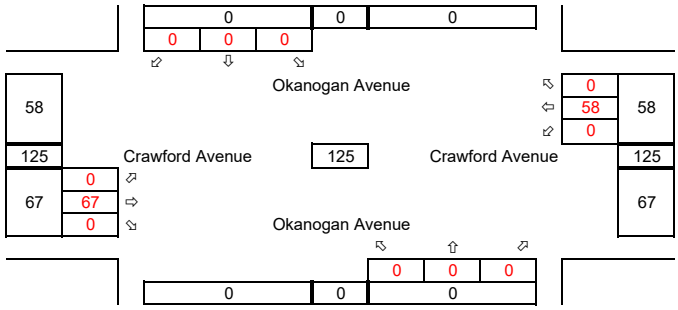
Future w/o Development
Average Weekday
PM Peak Hour

Year: 2040
Growth Rate = 1.5%
Years of Growth = 22
Total Growth = 1.3876

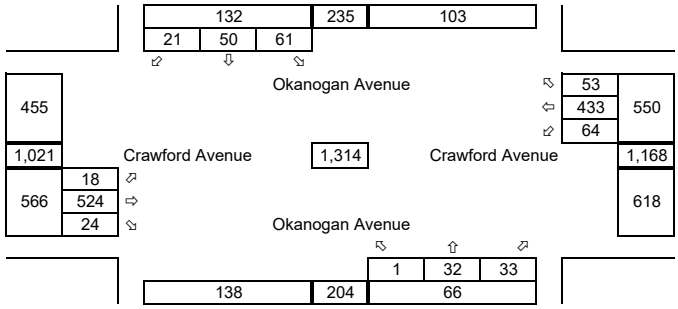


Total Development Trips
Average Weekday
PM Peak Hour

% Occupied 100%



Future with Project
Average Weekday
PM Peak Hour



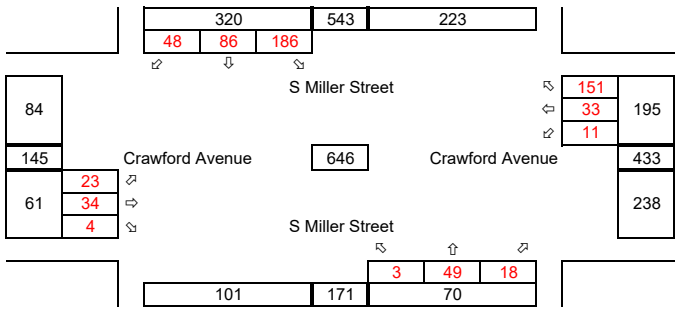
#5 S Miller St @ Crawford Ave

Synchro ID: 5

Existing
Average Weekday
PM Peak Hour

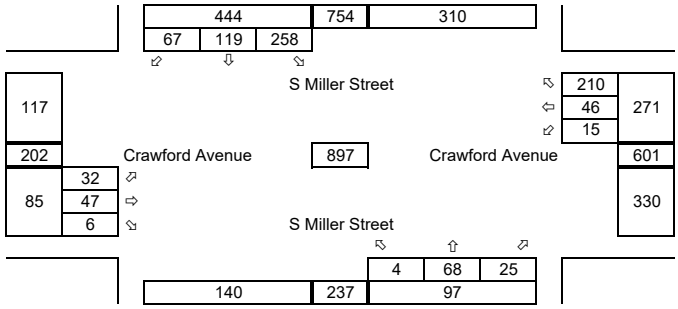
Date **2/22/2018**

Data Source: **Idax**



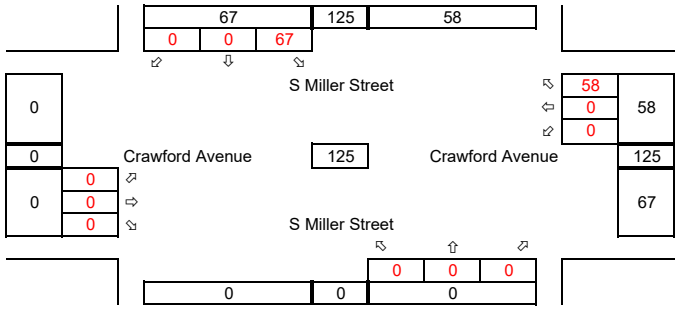
Future w/o Development
Average Weekday
PM Peak Hour

Year: 2040
Growth Rate = 1.5%
Years of Growth = 22
Total Growth = 1.3876

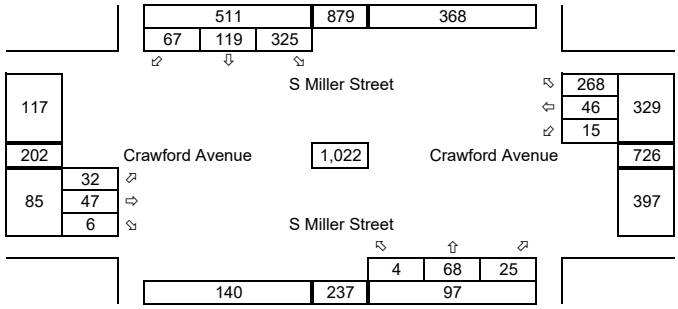


Total Development Trips
Average Weekday
PM Peak Hour

% Occupied 100%



Future with Project
Average Weekday
PM Peak Hour

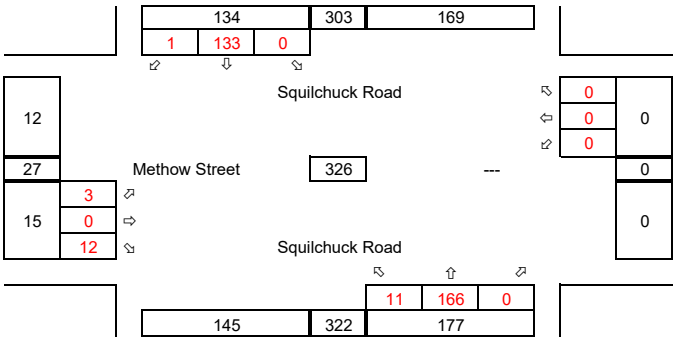


Synchro ID: 6

Existing
Average Weekday
PM Peak Hour

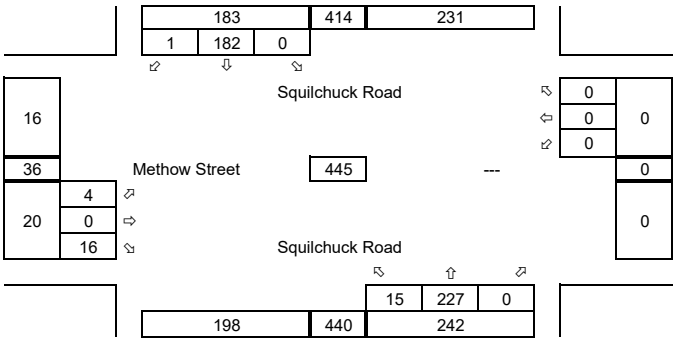
Date **1/24/2019**

Data Source: **Idax**



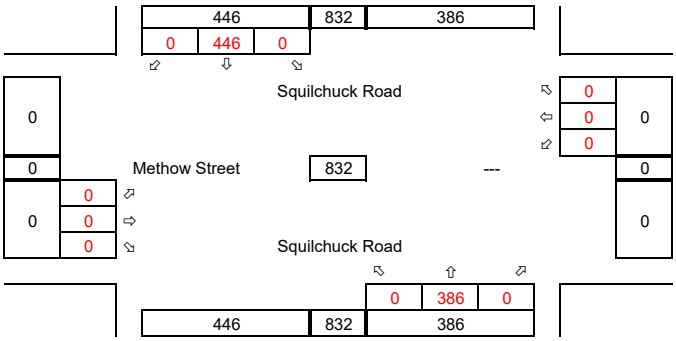
Future w/o Development
Average Weekday
PM Peak Hour

Year: 2040
Growth Rate = 1.5%
Years of Growth = 21
Total Growth = 1.3671

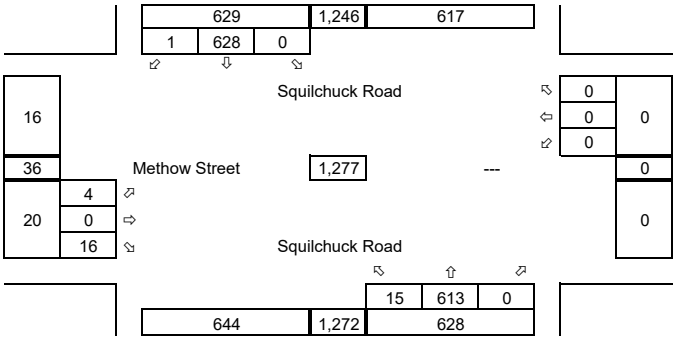


Total Development Trips
Average Weekday
PM Peak Hour

% Occupied 100%



Future with Project
Average Weekday
PM Peak Hour

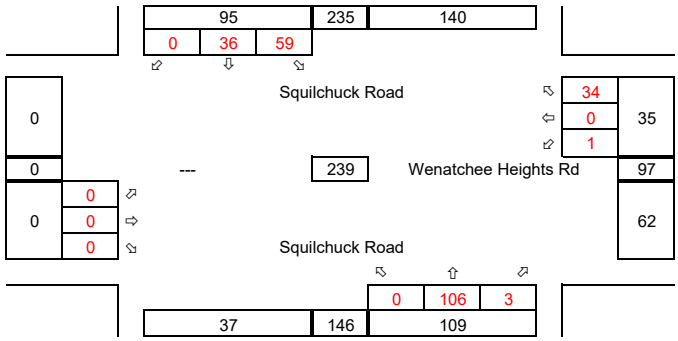


Synchro ID: 7

Existing
Average Weekday
PM Peak Hour

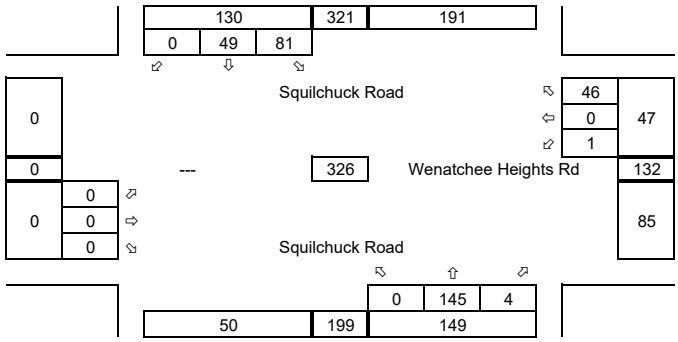
Date **1/24/2019**

Data Source: **Idax**



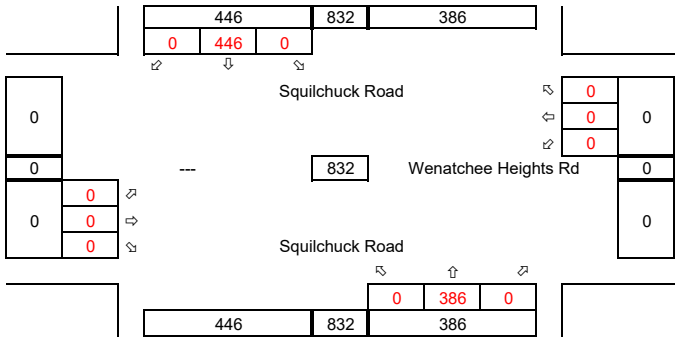
Future w/o Development
Average Weekday
PM Peak Hour

Year: 2040
Growth Rate = 1.5%
Years of Growth = 21
Total Growth = 1.3671

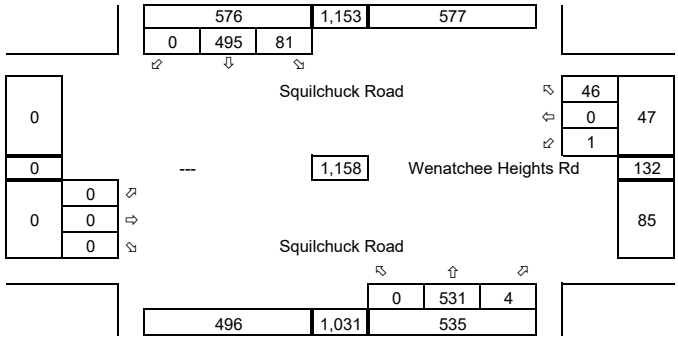


Total Development Trips
Average Weekday
PM Peak Hour

% Occupied 100%



Future with Project
Average Weekday
PM Peak Hour



2018 Level of Service Calculations

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	434	1011	231	483	1570	270
Future Volume (veh/h)	434	1011	231	483	1570	270
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.99	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1881	1881	1881
Adj Flow Rate, veh/h	447	1042	238	498	1619	278
Adj No. of Lanes	2	2	1	2	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1
Cap, veh/h	701	1993	294	1004	1760	1332
Arrive On Green	0.20	0.20	0.16	0.16	0.51	0.71
Sat Flow, veh/h	3476	2814	1881	2796	3476	1881
Grp Volume(v), veh/h	447	1042	238	498	1619	278
Grp Sat Flow(s),veh/h/ln	1738	1407	1881	1398	1738	1881
Q Serve(g_s), s	11.7	17.1	12.1	13.8	42.7	5.0
Cycle Q Clear(g_c), s	11.7	17.1	12.1	13.8	42.7	5.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	701	1993	294	1004	1760	1332
V/C Ratio(X)	0.64	0.52	0.81	0.50	0.92	0.21
Avail Cap(c_a), veh/h	717	2006	294	1004	1942	1332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	6.7	40.5	24.9	22.6	5.0
Incr Delay (d2), s/veh	1.8	0.2	21.1	1.8	7.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	6.6	8.0	7.0	22.2	2.7
LnGrp Delay(d),s/veh	38.2	7.0	61.6	26.7	29.9	5.3
LnGrp LOS	D	A	E	C	C	A
Approach Vol, veh/h	1489		736			1897
Approach Delay, s/veh	16.3		38.0			26.3
Approach LOS	B		D			C

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	54.8	20.0				74.8		24.5
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5
Max Green Setting (Gmax), s	55.5	15.5				15.5		20.5
Max Q Clear Time (g_c+I1), s	44.7	15.8				7.0		19.1
Green Ext Time (p_c), s	5.6	0.0				1.0		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	24.8
HCM 2010 LOS	C

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	232	70	50	20	129	23	54	240	4	11	315	230
Future Volume (veh/h)	232	70	50	20	129	23	54	240	4	11	315	230
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	237	71	51	20	132	23	55	245	4	11	321	235
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	1	1	1
Cap, veh/h	370	296	212	394	453	79	435	1093	18	694	592	434
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	1225	1009	725	1263	1545	269	858	1846	30	1136	1000	732
Grp Volume(v), veh/h	237	0	122	20	0	155	55	0	249	11	0	556
Grp Sat Flow(s),veh/h/ln	1225	0	1733	1263	0	1815	858	0	1876	1136	0	1732
Q Serve(g_s), s	14.5	0.0	4.2	1.0	0.0	5.2	3.2	0.0	4.9	0.4	0.0	15.1
Cycle Q Clear(g_c), s	19.7	0.0	4.2	5.2	0.0	5.2	18.4	0.0	4.9	5.3	0.0	15.1
Prop In Lane	1.00		0.42	1.00		0.15	1.00		0.02	1.00		0.42
Lane Grp Cap(c), veh/h	370	0	508	394	0	532	435	0	1111	694	0	1026
V/C Ratio(X)	0.64	0.00	0.24	0.05	0.00	0.29	0.13	0.00	0.22	0.02	0.00	0.54
Avail Cap(c_a), veh/h	549	0	762	579	0	798	435	0	1111	694	0	1026
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.1	0.0	21.1	23.1	0.0	21.5	15.1	0.0	7.5	8.8	0.0	9.6
Incr Delay (d2), s/veh	1.9	0.0	0.2	0.1	0.0	0.3	0.6	0.0	0.5	0.0	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	2.0	0.3	0.0	2.6	0.8	0.0	2.6	0.1	0.0	7.7
LnGrp Delay(d),s/veh	30.9	0.0	21.3	23.1	0.0	21.8	15.7	0.0	8.0	8.8	0.0	11.7
LnGrp LOS	C		C	C		C	B		A	A		B
Approach Vol, veh/h		359			175			304			567	
Approach Delay, s/veh		27.7			21.9			9.4			11.6	
Approach LOS		C			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		51.0		27.5		51.0		27.5
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		46.5		34.5		46.5		34.5
Max Q Clear Time (g_c+I1), s		20.4		21.7		17.1		7.2
Green Ext Time (p_c), s		1.8		1.3		4.3		0.9

Intersection Summary	
HCM 2010 Ctrl Delay	16.5
HCM 2010 LOS	B

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	276	110	72	319	15	48	23	62	8	20	9
Future Vol, veh/h	6	276	110	72	319	15	48	23	62	8	20	9
Conflicting Peds, #/hr	2	0	0	0	0	2	6	0	3	3	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	145	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	98	98	98	81	81	81	77	77	77
Heavy Vehicles, %	2	2	2	4	4	4	3	3	3	3	3	3
Mvmt Flow	7	307	122	73	326	15	59	28	77	10	26	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	343	0	0	429	0	0	887	871	371	920	925	342
Stage 1	-	-	-	-	-	-	382	382	-	482	482	-
Stage 2	-	-	-	-	-	-	505	489	-	438	443	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.218	-	-	2.236	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1216	-	-	1120	-	-	264	288	673	250	268	698
Stage 1	-	-	-	-	-	-	638	611	-	564	552	-
Stage 2	-	-	-	-	-	-	548	548	-	595	574	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1214	-	-	1120	-	-	221	262	671	189	244	693
Mov Cap-2 Maneuver	-	-	-	-	-	-	221	262	-	189	244	-
Stage 1	-	-	-	-	-	-	633	606	-	558	506	-
Stage 2	-	-	-	-	-	-	467	503	-	497	569	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.5	20.9	21.2
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	233	671	1214	-	-	1120	-	-	270
HCM Lane V/C Ratio	0.376	0.114	0.005	-	-	0.066	-	-	0.178
HCM Control Delay (s)	29.5	11.1	8	0	-	8.4	0	-	21.2
HCM Lane LOS	D	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.7	0.4	0	-	-	0.2	-	-	0.6

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	329	17	46	270	38	1	23	24	44	36	15
Future Vol, veh/h	13	329	17	46	270	38	1	23	24	44	36	15
Conflicting Peds, #/hr	7	0	2	2	0	7	0	0	1	1	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	87	87	87	94	94	94	75	75	75	85	85	85
Heavy Vehicles, %	1	1	1	4	4	4	2	2	2	0	0	0
Mvmt Flow	15	378	20	49	287	40	1	31	32	52	42	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	334	0	0	400	0	0	855	852	391	863	842	314
Stage 1	-	-	-	-	-	-	420	420	-	412	412	-
Stage 2	-	-	-	-	-	-	435	432	-	451	430	-
Critical Hdwy	4.11	-	-	4.14	-	-	7.12	6.52	6.22	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.236	-	-	3.518	4.018	3.318	3.5	4	3.3
Pot Cap-1 Maneuver	1231	-	-	1148	-	-	278	297	658	277	303	731
Stage 1	-	-	-	-	-	-	611	589	-	621	598	-
Stage 2	-	-	-	-	-	-	600	582	-	592	587	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1223	-	-	1146	-	-	227	274	656	227	280	726
Mov Cap-2 Maneuver	-	-	-	-	-	-	227	274	-	227	280	-
Stage 1	-	-	-	-	-	-	600	578	-	607	562	-
Stage 2	-	-	-	-	-	-	513	547	-	524	576	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	1.1	16.2	26.5
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	384	1223	-	-	1146	-	-	277
HCM Lane V/C Ratio	0.167	0.012	-	-	0.043	-	-	0.403
HCM Control Delay (s)	16.2	8	0	-	8.3	0	-	26.5
HCM Lane LOS	C	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.6	0	-	-	0.1	-	-	1.9

Intersection												
Int Delay, s/veh	8.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	23	34	4	11	33	151	3	49	18	186	86	48
Future Vol, veh/h	23	34	4	11	33	151	3	49	18	186	86	48
Conflicting Peds, #/hr	2	0	1	1	0	2	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	80	80	80	92	92	92	94	94	94
Heavy Vehicles, %	0	0	0	3	3	3	0	0	0	1	1	1
Mvmt Flow	32	47	5	14	41	189	3	53	20	198	91	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	700	594	119	610	609	66	143	0	0	74	0	0
Stage 1	514	514	-	70	70	-	-	-	-	-	-	-
Stage 2	186	80	-	540	539	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.13	6.53	6.23	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.527	4.027	3.327	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	357	421	938	405	408	995	1452	-	-	1532	-	-
Stage 1	547	539	-	937	835	-	-	-	-	-	-	-
Stage 2	820	832	-	524	520	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	234	360	936	323	349	992	1451	-	-	1531	-	-
Mov Cap-2 Maneuver	234	360	-	323	349	-	-	-	-	-	-	-
Stage 1	545	462	-	934	832	-	-	-	-	-	-	-
Stage 2	629	830	-	402	446	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.8	13	0.3	4.5
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1451	-	-	310	694	1531	-	-
HCM Lane V/C Ratio	0.002	-	-	0.27	0.351	0.129	-	-
HCM Control Delay (s)	7.5	0	-	20.8	13	7.7	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.1	1.6	0.4	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	12	11	166	133	1
Future Vol, veh/h	3	12	11	166	133	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	83	83	73	73
Heavy Vehicles, %	0	0	3	3	1	1
Mvmt Flow	4	16	13	200	182	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	409	183	183	0	-	0
Stage 1	183	-	-	-	-	-
Stage 2	226	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.13	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.227	-	-	-
Pot Cap-1 Maneuver	602	865	1386	-	-	-
Stage 1	853	-	-	-	-	-
Stage 2	816	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	595	865	1386	-	-	-
Mov Cap-2 Maneuver	595	-	-	-	-	-
Stage 1	844	-	-	-	-	-
Stage 2	816	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1386	-	793	-	-
HCM Lane V/C Ratio	0.01	-	0.025	-	-
HCM Control Delay (s)	7.6	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	34	106	3	59	36
Future Vol, veh/h	1	34	106	3	59	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	0	100	-	75	105	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	-5	-	-	5
Peak Hour Factor	73	73	76	76	77	77
Heavy Vehicles, %	6	6	3	3	0	0
Mvmt Flow	1	47	139	4	77	47

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	340	-	0	0	143	0
Stage 1	139	-	-	-	-	-
Stage 2	201	-	-	-	-	-
Critical Hdwy	6.46	-	-	-	4.1	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	-	-	-	2.2	-
Pot Cap-1 Maneuver	648	0	-	-	1452	-
Stage 1	878	0	-	-	-	-
Stage 2	823	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	614	-	-	-	1452	-
Mov Cap-2 Maneuver	614	-	-	-	-	-
Stage 1	831	-	-	-	-	-
Stage 2	823	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	4.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	614	-	1452	-
HCM Lane V/C Ratio	-	-	0.002	-	0.053	-
HCM Control Delay (s)	-	-	10.9	0	7.6	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0	-	0.2	-

2025 Level of Service Calculations

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	482	1122	256	536	1742	300
Future Volume (veh/h)	482	1122	256	536	1742	300
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.99	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	497	1157	264	553	1796	309
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1
Cap, veh/h	681	2034	279	963	1838	1355
Arrive On Green	0.20	0.20	0.15	0.15	0.53	0.72
Sat Flow, veh/h	3483	2812	1885	2793	3483	1885
Grp Volume(v), veh/h	497	1157	264	553	1796	309
Grp Sat Flow(s),veh/h/ln	1742	1406	1885	1396	1742	1885
Q Serve(g_s), s	14.0	20.3	14.5	15.5	52.7	5.8
Cycle Q Clear(g_c), s	14.0	20.3	14.5	15.5	52.7	5.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	681	2034	279	963	1838	1355
V/C Ratio(X)	0.73	0.57	0.95	0.57	0.98	0.23
Avail Cap(c_a), veh/h	681	2034	279	963	1844	1355
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.6	6.8	44.3	27.7	24.1	5.0
Incr Delay (d2), s/veh	4.0	0.4	41.9	2.5	15.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	4.7	10.0	7.6	24.2	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	43.5	7.2	86.2	30.2	39.9	5.4
LnGrp LOS	D	A	F	C	D	A
Approach Vol, veh/h	1654		817			2105
Approach Delay, s/veh	18.1		48.3			34.8
Approach LOS	B		D			C

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	59.8	20.0				79.8	25.0
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	55.5	15.5				15.5	20.5
Max Q Clear Time (g_c+I1), s	54.7	17.5				7.8	22.3
Green Ext Time (p_c), s	0.6	0.0				1.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	31.2
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	78	55	22	143	26	60	266	4	12	350	255
Future Volume (veh/h)	257	78	55	22	143	26	60	266	4	12	350	255
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	262	80	56	22	146	27	61	271	4	12	357	260
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	1	1	1
Cap, veh/h	388	327	229	416	490	91	359	1057	16	641	572	417
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.57	0.57	0.57	0.57	0.57	0.57
Sat Flow, veh/h	1211	1024	716	1252	1535	284	812	1853	27	1112	1003	731
Grp Volume(v), veh/h	262	0	136	22	0	173	61	0	275	12	0	617
Grp Sat Flow(s),veh/h/ln	1211	0	1740	1252	0	1819	812	0	1880	1112	0	1734
Q Serve(g_s), s	16.9	0.0	4.7	1.1	0.0	5.8	4.4	0.0	6.0	0.4	0.0	19.4
Cycle Q Clear(g_c), s	22.8	0.0	4.7	5.8	0.0	5.8	23.8	0.0	6.0	6.4	0.0	19.4
Prop In Lane	1.00		0.41	1.00		0.16	1.00		0.01	1.00		0.42
Lane Grp Cap(c), veh/h	388	0	556	416	0	581	359	0	1072	641	0	989
V/C Ratio(X)	0.67	0.00	0.24	0.05	0.00	0.30	0.17	0.00	0.26	0.02	0.00	0.62
Avail Cap(c_a), veh/h	514	0	736	546	0	770	359	0	1072	641	0	989
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.4	0.0	20.5	22.6	0.0	20.9	19.6	0.0	8.8	10.4	0.0	11.7
Incr Delay (d2), s/veh	2.2	0.0	0.2	0.1	0.0	0.3	1.0	0.0	0.6	0.1	0.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	1.9	0.3	0.0	2.4	0.9	0.0	2.4	0.1	0.0	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.6	0.0	20.7	22.7	0.0	21.2	20.6	0.0	9.4	10.5	0.0	14.7
LnGrp LOS	C	A	C	C	A	C	C	A	A	B	A	B
Approach Vol, veh/h		398			195			336			629	
Approach Delay, s/veh		27.9			21.3			11.4			14.6	
Approach LOS		C			C			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		51.0		30.5		51.0		30.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		46.5		34.5		46.5		34.5				
Max Q Clear Time (g_c+I1), s		25.8		24.8		21.4		7.8				
Green Ext Time (p_c), s		1.9		1.3		4.8		1.1				
Intersection Summary												
HCM 6th Ctrl Delay			18.1									
HCM 6th LOS			B									

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	7	306	122	80	354	17	53	26	69	9	22	10
Future Vol, veh/h	7	306	122	80	354	17	53	26	69	9	22	10
Conflicting Peds, #/hr	2	0	0	0	0	2	6	0	3	3	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	145	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	98	98	98	81	81	81	77	77	77
Heavy Vehicles, %	2	2	2	4	4	4	3	3	3	3	3	3
Mvmt Flow	8	340	136	82	361	17	65	32	85	12	29	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	380	0	0	476	0	0	985	968	411	1022	1028	378
Stage 1	-	-	-	-	-	-	424	424	-	536	536	-
Stage 2	-	-	-	-	-	-	561	544	-	486	492	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.218	-	-	2.236	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1178	-	-	1076	-	-	226	253	639	213	233	667
Stage 1	-	-	-	-	-	-	606	585	-	527	522	-
Stage 2	-	-	-	-	-	-	510	517	-	561	546	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1176	-	-	1076	-	-	181	226	637	151	208	662
Mov Cap-2 Maneuver	-	-	-	-	-	-	181	226	-	151	208	-
Stage 1	-	-	-	-	-	-	601	580	-	521	470	-
Stage 2	-	-	-	-	-	-	422	466	-	454	541	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.5	27.2	25.7
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	194	637	1176	-	-	1076	-	-	227
HCM Lane V/C Ratio	0.503	0.134	0.007	-	-	0.076	-	-	0.235
HCM Control Delay (s)	41	11.5	8.1	0	-	8.6	0	-	25.7
HCM Lane LOS	E	B	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	2.5	0.5	0	-	-	0.2	-	-	0.9

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	14	365	19	51	300	42	1	26	27	49	40	17
Future Vol, veh/h	14	365	19	51	300	42	1	26	27	49	40	17
Conflicting Peds, #/hr	7	0	2	2	0	7	0	0	1	1	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	87	87	87	94	94	94	75	75	75	85	85	85
Heavy Vehicles, %	1	1	1	4	4	4	2	2	2	0	0	0
Mvmt Flow	16	420	22	54	319	45	1	35	36	58	47	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	371	0	0	444	0	0	948	944	434	957	933	349
Stage 1	-	-	-	-	-	-	465	465	-	457	457	-
Stage 2	-	-	-	-	-	-	483	479	-	500	476	-
Critical Hdwy	4.11	-	-	4.14	-	-	7.12	6.52	6.22	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.236	-	-	3.518	4.018	3.318	3.5	4	3.3
Pot Cap-1 Maneuver	1193	-	-	1106	-	-	241	262	622	239	268	699
Stage 1	-	-	-	-	-	-	578	563	-	587	571	-
Stage 2	-	-	-	-	-	-	565	555	-	557	560	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1185	-	-	1104	-	-	187	239	620	187	245	694
Mov Cap-2 Maneuver	-	-	-	-	-	-	187	239	-	187	245	-
Stage 1	-	-	-	-	-	-	566	552	-	572	532	-
Stage 2	-	-	-	-	-	-	469	517	-	482	549	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	1.1	18.3	36.2
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	342	1185	-	-	1104	-	-	236
HCM Lane V/C Ratio	0.211	0.014	-	-	0.049	-	-	0.528
HCM Control Delay (s)	18.3	8.1	0	-	8.4	0	-	36.2
HCM Lane LOS	C	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	0.8	0	-	-	0.2	-	-	2.8

Intersection	
Intersection Delay, s/veh	13.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	365	19	51	300	42	1	26	27	49	40	17
Future Vol, veh/h	14	365	19	51	300	42	1	26	27	49	40	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	1	1	1	4	4	4	2	2	2	0	0	0
Mvmt Flow	15	384	20	54	316	44	1	27	28	52	42	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	14.7	14.6	9.6	10.5
HCM LOS	B	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	4%	13%	46%
Vol Thru, %	48%	92%	76%	38%
Vol Right, %	50%	5%	11%	16%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	54	398	393	106
LT Vol	1	14	51	49
Through Vol	26	365	300	40
RT Vol	27	19	42	17
Lane Flow Rate	57	419	414	112
Geometry Grp	1	1	1	1
Degree of Util (X)	0.094	0.581	0.575	0.187
Departure Headway (Hd)	5.927	4.993	5.005	6.041
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	603	729	720	594
Service Time	3.977	2.993	3.034	4.087
HCM Lane V/C Ratio	0.095	0.575	0.575	0.189
HCM Control Delay	9.6	14.7	14.6	10.5
HCM Lane LOS	A	B	B	B
HCM 95th-tile Q	0.3	3.8	3.7	0.7

Intersection	
Int Delay, s/veh	9.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	26	38	4	12	37	168	3	54	20	206	95	53
Future Vol, veh/h	26	38	4	12	37	168	3	54	20	206	95	53
Conflicting Peds, #/hr	2	0	1	1	0	2	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	80	80	80	92	92	92	94	94	94
Heavy Vehicles, %	0	0	0	3	3	3	0	0	0	1	1	1
Mvmt Flow	36	52	5	15	46	210	3	59	22	219	101	56

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	774	656	131	674	673	73	158	0	0	82	0	0
Stage 1	568	568	-	77	77	-	-	-	-	-	-	-
Stage 2	206	88	-	597	596	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.13	6.53	6.23	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.527	4.027	3.327	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	318	388	924	367	375	986	1434	-	-	1522	-	-
Stage 1	511	510	-	929	829	-	-	-	-	-	-	-
Stage 2	801	826	-	488	490	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	195	325	922	281	314	983	1433	-	-	1521	-	-
Mov Cap-2 Maneuver	195	325	-	281	314	-	-	-	-	-	-	-
Stage 1	509	428	-	926	827	-	-	-	-	-	-	-
Stage 2	592	824	-	358	412	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25.5	14.3	0.3	4.5
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1433	-	-	267	655	1521	-	-
HCM Lane V/C Ratio	0.002	-	-	0.349	0.414	0.144	-	-
HCM Control Delay (s)	7.5	0	-	25.5	14.3	7.8	0	-
HCM Lane LOS	A	A	-	D	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.5	2	0.5	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	13	12	182	145	1
Future Vol, veh/h	3	13	12	182	145	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	83	83	73	73
Heavy Vehicles, %	0	0	3	3	1	1
Mvmt Flow	4	17	14	219	199	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	447	200	200	0	-	0
Stage 1	200	-	-	-	-	-
Stage 2	247	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.13	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.227	-	-	-
Pot Cap-1 Maneuver	573	846	1366	-	-	-
Stage 1	838	-	-	-	-	-
Stage 2	799	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	566	846	1366	-	-	-
Mov Cap-2 Maneuver	566	-	-	-	-	-
Stage 1	828	-	-	-	-	-
Stage 2	799	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1366	-	774	-	-
HCM Lane V/C Ratio	0.011	-	0.028	-	-
HCM Control Delay (s)	7.7	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	37	116	3	65	39
Future Vol, veh/h	1	37	116	3	65	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	0	100	-	75	105	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	-5	-	-	5
Peak Hour Factor	73	73	76	76	77	77
Heavy Vehicles, %	6	6	3	3	0	0
Mvmt Flow	1	51	153	4	84	51

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	372	-	0	0	157	0
Stage 1	153	-	-	-	-	-
Stage 2	219	-	-	-	-	-
Critical Hdwy	6.46	-	-	-	4.1	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	-	-	-	2.2	-
Pot Cap-1 Maneuver	621	0	-	-	1435	-
Stage 1	865	0	-	-	-	-
Stage 2	808	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	584	-	-	-	1435	-
Mov Cap-2 Maneuver	584	-	-	-	-	-
Stage 1	814	-	-	-	-	-
Stage 2	808	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	4.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	584	-	1435	-
HCM Lane V/C Ratio	-	-	0.002	-	0.059	-
HCM Control Delay (s)	-	-	11.2	0	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0	-	0.2	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	598	1122	357	636	1742	416		
Future Volume (veh/h)	598	1122	357	636	1742	416		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		0.99	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No		No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885		
Adj Flow Rate, veh/h	616	1157	368	656	1796	429		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	1	1	1	1	1	1		
Cap, veh/h	681	2034	279	963	1838	1355		
Arrive On Green	0.20	0.20	0.15	0.15	0.53	0.72		
Sat Flow, veh/h	3483	2812	1885	2793	3483	1885		
Grp Volume(v), veh/h	616	1157	368	656	1796	429		
Grp Sat Flow(s),veh/h/ln	1742	1406	1885	1396	1742	1885		
Q Serve(g_s), s	18.1	20.3	15.5	15.5	52.7	8.7		
Cycle Q Clear(g_c), s	18.1	20.3	15.5	15.5	52.7	8.7		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	681	2034	279	963	1838	1355		
V/C Ratio(X)	0.90	0.57	1.32	0.68	0.98	0.32		
Avail Cap(c_a), veh/h	681	2034	279	963	1844	1355		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	41.2	6.8	44.7	27.7	24.1	5.4		
Incr Delay (d2), s/veh	15.6	0.4	167.1	3.9	15.8	0.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	9.0	4.7	20.1	9.1	24.2	3.2		
Unsig. Movement Delay, s/veh								
LnGrp Delay(d),s/veh	56.8	7.2	211.8	31.6	39.9	6.0		
LnGrp LOS	E	A	F	C	D	A		
Approach Vol, veh/h	1773		1024			2225		
Approach Delay, s/veh	24.4		96.3			33.4		
Approach LOS	C		F			C		
Timer - Assigned Phs	1	2				6	8	
Phs Duration (G+Y+Rc), s	59.8	20.0				79.8	25.0	
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5	
Max Green Setting (Gmax), s	55.5	15.5				15.5	20.5	
Max Q Clear Time (g_c+I1), s	54.7	17.5				10.7	22.3	
Green Ext Time (p_c), s	0.6	0.0				1.1	0.0	
Intersection Summary								
HCM 6th Ctrl Delay			43.0					
HCM 6th LOS			D					

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	78	85	36	143	26	86	467	16	12	582	255
Future Volume (veh/h)	257	78	85	36	143	26	86	467	16	12	582	255
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	262	80	87	37	146	27	88	477	16	12	594	260
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	1	1	1
Cap, veh/h	390	262	285	389	492	91	198	1032	35	467	702	307
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.57	0.57	0.57	0.57	0.57	0.57
Sat Flow, veh/h	1211	818	890	1217	1535	284	651	1813	61	911	1234	540
Grp Volume(v), veh/h	262	0	167	37	0	173	88	0	493	12	0	854
Grp Sat Flow(s),veh/h/ln	1211	0	1709	1217	0	1819	651	0	1874	911	0	1773
Q Serve(g_s), s	16.9	0.0	6.0	1.9	0.0	5.8	10.6	0.0	12.6	0.6	0.0	32.7
Cycle Q Clear(g_c), s	22.8	0.0	6.0	7.9	0.0	5.8	43.3	0.0	12.6	13.2	0.0	32.7
Prop In Lane	1.00		0.52	1.00		0.16	1.00		0.03	1.00		0.30
Lane Grp Cap(c), veh/h	390	0	548	389	0	583	198	0	1067	467	0	1009
V/C Ratio(X)	0.67	0.00	0.30	0.10	0.00	0.30	0.44	0.00	0.46	0.03	0.00	0.85
Avail Cap(c_a), veh/h	513	0	722	513	0	768	198	0	1067	467	0	1009
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.4	0.0	20.9	23.9	0.0	20.8	32.6	0.0	10.3	14.1	0.0	14.6
Incr Delay (d2), s/veh	2.2	0.0	0.3	0.1	0.0	0.3	7.0	0.0	1.4	0.1	0.0	8.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	2.4	0.6	0.0	2.4	2.0	0.0	5.0	0.1	0.0	13.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.6	0.0	21.2	24.0	0.0	21.1	39.6	0.0	11.7	14.2	0.0	23.3
LnGrp LOS	C	A	C	C	A	C	D	A	B	B	A	C
Approach Vol, veh/h		429			210			581			866	
Approach Delay, s/veh		27.5			21.6			16.0			23.2	
Approach LOS		C			C			B			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		51.0		30.7		51.0		30.7				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		46.5		34.5		46.5		34.5				
Max Q Clear Time (g_c+I1), s		45.3		24.8		34.7		9.9				
Green Ext Time (p_c), s		0.5		1.4		5.2		1.1				
Intersection Summary												
HCM 6th Ctrl Delay			21.9									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	336	136	80	380	17	65	26	69	9	22	10
Future Vol, veh/h	7	336	136	80	380	17	65	26	69	9	22	10
Conflicting Peds, #/hr	2	0	0	0	0	2	6	0	3	3	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	145	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	98	98	98	81	81	81	77	77	77
Heavy Vehicles, %	2	2	2	4	4	4	3	3	3	3	3	3
Mvmt Flow	8	373	151	82	388	17	80	32	85	12	29	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	407	0	0	524	0	0	1053	1036	452	1089	1103	405
Stage 1	-	-	-	-	-	-	465	465	-	563	563	-
Stage 2	-	-	-	-	-	-	588	571	-	526	540	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.218	-	-	2.236	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1152	-	-	1032	-	-	203	231	605	192	210	644
Stage 1	-	-	-	-	-	-	576	561	-	509	507	-
Stage 2	-	-	-	-	-	-	493	503	-	533	520	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1150	-	-	1032	-	-	160	205	603	132	186	639
Mov Cap-2 Maneuver	-	-	-	-	-	-	160	205	-	132	186	-
Stage 1	-	-	-	-	-	-	570	555	-	503	454	-
Stage 2	-	-	-	-	-	-	404	450	-	426	515	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.5	38.8	28.9
HCM LOS			E	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	171	603	1150	-	-	1032	-	-	203
HCM Lane V/C Ratio	0.657	0.141	0.007	-	-	0.079	-	-	0.262
HCM Control Delay (s)	59.2	12	8.2	0	-	8.8	0	-	28.9
HCM Lane LOS	F	B	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	3.8	0.5	0	-	-	0.3	-	-	1

Intersection	
Intersection Delay, s/veh	19.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	336	136	80	380	17	65	26	69	9	22	10
Future Vol, veh/h	7	336	136	80	380	17	65	26	69	9	22	10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	4	4	4	3	3	3	3	3	3
Mvmt Flow	7	346	140	82	392	18	67	27	71	9	23	10
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	20.1	21.9	11.2	10.6
HCM LOS	C	C	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	71%	0%	1%	17%	22%
Vol Thru, %	29%	0%	70%	80%	54%
Vol Right, %	0%	100%	28%	4%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	91	69	479	477	41
LT Vol	65	0	7	80	9
Through Vol	26	0	336	380	22
RT Vol	0	69	136	17	10
Lane Flow Rate	94	71	494	492	42
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.195	0.126	0.712	0.735	0.081
Departure Headway (Hd)	7.471	6.388	5.187	5.38	6.928
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	478	558	696	669	513
Service Time	5.244	4.16	3.235	3.428	5.024
HCM Lane V/C Ratio	0.197	0.127	0.71	0.735	0.082
HCM Control Delay	12.1	10.1	20.1	21.9	10.6
HCM Lane LOS	B	B	C	C	B
HCM 95th-tile Q	0.7	0.4	6	6.4	0.3

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	409	19	51	338	42	1	26	27	49	40	17
Future Vol, veh/h	14	409	19	51	338	42	1	26	27	49	40	17
Conflicting Peds, #/hr	7	0	2	2	0	7	0	0	1	1	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	87	87	87	94	94	94	75	75	75	85	85	85
Heavy Vehicles, %	1	1	1	4	4	4	2	2	2	0	0	0
Mvmt Flow	16	470	22	54	360	45	1	35	36	58	47	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	412	0	0	494	0	0	1039	1035	484	1048	1024	390
Stage 1	-	-	-	-	-	-	515	515	-	498	498	-
Stage 2	-	-	-	-	-	-	524	520	-	550	526	-
Critical Hdwy	4.11	-	-	4.14	-	-	7.12	6.52	6.22	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.236	-	-	3.518	4.018	3.318	3.5	4	3.3
Pot Cap-1 Maneuver	1152	-	-	1059	-	-	209	232	583	208	237	663
Stage 1	-	-	-	-	-	-	543	535	-	558	548	-
Stage 2	-	-	-	-	-	-	537	532	-	523	532	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1144	-	-	1057	-	-	158	211	581	159	215	659
Mov Cap-2 Maneuver	-	-	-	-	-	-	158	211	-	159	215	-
Stage 1	-	-	-	-	-	-	532	524	-	543	508	-
Stage 2	-	-	-	-	-	-	441	493	-	449	521	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	1	20.3	47
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	307	1144	-	-	1057	-	-	204
HCM Lane V/C Ratio	0.235	0.014	-	-	0.051	-	-	0.611
HCM Control Delay (s)	20.3	8.2	0	-	8.6	0	-	47
HCM Lane LOS	C	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	0.9	0	-	-	0.2	-	-	3.5

Intersection	
Intersection Delay, s/veh	16
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	409	19	51	338	42	1	26	27	49	40	17
Future Vol, veh/h	14	409	19	51	338	42	1	26	27	49	40	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	1	1	1	4	4	4	2	2	2	0	0	0
Mvmt Flow	15	431	20	54	356	44	1	27	28	52	42	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	17.1	16.9	9.9	10.8
HCM LOS	C	C	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	3%	12%	46%
Vol Thru, %	48%	93%	78%	38%
Vol Right, %	50%	4%	10%	16%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	54	442	431	106
LT Vol	1	14	51	49
Through Vol	26	409	338	40
RT Vol	27	19	42	17
Lane Flow Rate	57	465	454	112
Geometry Grp	1	1	1	1
Degree of Util (X)	0.097	0.653	0.642	0.194
Departure Headway (Hd)	6.171	5.051	5.097	6.267
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	579	717	708	571
Service Time	4.229	3.083	3.129	4.32
HCM Lane V/C Ratio	0.098	0.649	0.641	0.196
HCM Control Delay	9.9	17.1	16.9	10.8
HCM Lane LOS	A	C	C	B
HCM 95th-tile Q	0.3	4.9	4.7	0.7

Intersection												
Int Delay, s/veh	11.5											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	26	38	4	12	37	206	3	54	20	250	95	53
Future Vol, veh/h	26	38	4	12	37	206	3	54	20	250	95	53
Conflicting Peds, #/hr	2	0	1	1	0	2	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	80	80	80	92	92	92	94	94	94
Heavy Vehicles, %	0	0	0	3	3	3	0	0	0	1	1	1
Mvmt Flow	36	52	5	15	46	258	3	59	22	266	101	56

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	892	750	131	768	767	73	158	0	0	82	0	0
Stage 1	662	662	-	77	77	-	-	-	-	-	-	-
Stage 2	230	88	-	691	690	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.13	6.53	6.23	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.527	4.027	3.327	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	265	342	924	317	331	986	1434	-	-	1522	-	-
Stage 1	454	462	-	929	829	-	-	-	-	-	-	-
Stage 2	777	826	-	433	445	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	144	275	922	230	266	983	1433	-	-	1521	-	-
Mov Cap-2 Maneuver	144	275	-	230	266	-	-	-	-	-	-	-
Stage 1	453	372	-	926	827	-	-	-	-	-	-	-
Stage 2	539	824	-	298	359	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	35.1	16.2	0.3	4.9
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1433	-	-	210	636	1521	-	-
HCM Lane V/C Ratio	0.002	-	-	0.444	0.501	0.175	-	-
HCM Control Delay (s)	7.5	0	-	35.1	16.2	7.9	0	-
HCM Lane LOS	A	A	-	E	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	2.1	2.8	0.6	-	-

Intersection	
Intersection Delay, s/veh	12
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	38	4	12	37	206	3	54	20	250	95	53
Future Vol, veh/h	26	38	4	12	37	206	3	54	20	250	95	53
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	0	0	0	3	3	3	0	0	0	1	1	1
Mvmt Flow	27	39	4	12	38	212	3	56	21	258	98	55
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.3	10.5	8.9	14
HCM LOS	A	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	38%	5%	63%
Vol Thru, %	70%	56%	15%	24%
Vol Right, %	26%	6%	81%	13%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	77	68	255	398
LT Vol	3	26	12	250
Through Vol	54	38	37	95
RT Vol	20	4	206	53
Lane Flow Rate	79	70	263	410
Geometry Grp	1	1	1	1
Degree of Util (X)	0.115	0.109	0.349	0.555
Departure Headway (Hd)	5.21	5.619	4.778	4.867
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	691	641	744	730
Service Time	3.215	3.625	2.869	2.958
HCM Lane V/C Ratio	0.114	0.109	0.353	0.562
HCM Control Delay	8.9	9.3	10.5	14
HCM Lane LOS	A	A	B	B
HCM 95th-tile Q	0.4	0.4	1.6	3.4

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	13	12	433	435	1
Future Vol, veh/h	3	13	12	433	435	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	83	83	73	73
Heavy Vehicles, %	0	0	3	3	1	1
Mvmt Flow	4	17	14	522	596	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1147	597	597	0	-	0
Stage 1	597	-	-	-	-	-
Stage 2	550	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.13	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.227	-	-	-
Pot Cap-1 Maneuver	222	507	975	-	-	-
Stage 1	554	-	-	-	-	-
Stage 2	582	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	218	507	975	-	-	-
Mov Cap-2 Maneuver	218	-	-	-	-	-
Stage 1	543	-	-	-	-	-
Stage 2	582	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.4	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	975	-	406	-	-
HCM Lane V/C Ratio	0.015	-	0.053	-	-
HCM Control Delay (s)	8.7	0	14.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	37	367	3	65	329
Future Vol, veh/h	1	37	367	3	65	329
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	0	100	-	75	105	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	-5	-	-	5
Peak Hour Factor	73	73	76	76	77	77
Heavy Vehicles, %	6	6	3	3	0	0
Mvmt Flow	1	51	483	4	84	427

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1078	-	0	0	487	0
Stage 1	483	-	-	-	-	-
Stage 2	595	-	-	-	-	-
Critical Hdwy	6.46	-	-	-	4.1	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	-	-	-	2.2	-
Pot Cap-1 Maneuver	238	0	-	-	1086	-
Stage 1	612	0	-	-	-	-
Stage 2	543	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	220	-	-	-	1086	-
Mov Cap-2 Maneuver	220	-	-	-	-	-
Stage 1	565	-	-	-	-	-
Stage 2	543	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.5	0	1.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	220	-	1086	-
HCM Lane V/C Ratio	-	-	0.006	-	0.078	-
HCM Control Delay (s)	-	-	21.5	0	8.6	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th %tile Q(veh)	-	-	0	-	0.3	-

2028 Level of Service Calculations

Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	504	1173	268	561	1822	313		
Future Volume (veh/h)	504	1173	268	561	1822	313		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		0.99	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No		No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885		
Adj Flow Rate, veh/h	520	1209	276	578	1878	323		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	1	1	1	1	1	1		
Cap, veh/h	680	2035	278	961	1841	1356		
Arrive On Green	0.20	0.20	0.15	0.15	0.53	0.72		
Sat Flow, veh/h	3483	2812	1885	2793	3483	1885		
Grp Volume(v), veh/h	520	1209	276	578	1878	323		
Grp Sat Flow(s),veh/h/ln	1742	1406	1885	1396	1742	1885		
Q Serve(g_s), s	14.8	20.5	15.4	15.5	55.5	6.1		
Cycle Q Clear(g_c), s	14.8	20.5	15.4	15.5	55.5	6.1		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	680	2035	278	961	1841	1356		
V/C Ratio(X)	0.76	0.59	0.99	0.60	1.02	0.24		
Avail Cap(c_a), veh/h	680	2035	278	961	1841	1356		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	40.0	7.0	44.7	27.8	24.7	5.0		
Incr Delay (d2), s/veh	5.2	0.5	51.9	2.8	26.2	0.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	6.6	5.1	11.1	8.0	27.9	2.2		
Unsig. Movement Delay, s/veh								
LnGrp Delay(d),s/veh	45.1	7.5	96.6	30.5	50.9	5.4		
LnGrp LOS	D	A	F	C	F	A		
Approach Vol, veh/h	1729		854			2201		
Approach Delay, s/veh	18.8		51.9			44.2		
Approach LOS	B		D			D		
Timer - Assigned Phs	1	2				6	8	
Phs Duration (G+Y+Rc), s	60.0	20.0				80.0	25.0	
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5	
Max Green Setting (Gmax), s	55.5	15.5				15.5	20.5	
Max Q Clear Time (g_c+I1), s	57.5	17.5				8.1	22.5	
Green Ext Time (p_c), s	0.0	0.0				1.1	0.0	
Intersection Summary								
HCM 6th Ctrl Delay			36.4					
HCM 6th LOS			D					

HCM 6th Signalized Intersection Summary
2: S Mission Street & Crawford Ave

Mission Ridge

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	269	81	58	23	150	27	63	279	5	13	366	267
Future Volume (veh/h)	269	81	58	23	150	27	63	279	5	13	366	267
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	274	83	59	23	153	28	64	285	5	13	373	272
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	1	1	1
Cap, veh/h	397	337	240	426	510	93	324	1034	18	613	561	409
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	1202	1016	723	1245	1538	281	792	1847	32	1097	1003	731
Grp Volume(v), veh/h	274	0	142	23	0	181	64	0	290	13	0	645
Grp Sat Flow(s),veh/h/ln	1202	0	1739	1245	0	1819	792	0	1879	1097	0	1734
Q Serve(g_s), s	18.2	0.0	4.9	1.1	0.0	6.1	5.1	0.0	6.7	0.5	0.0	21.6
Cycle Q Clear(g_c), s	24.3	0.0	4.9	6.1	0.0	6.1	26.8	0.0	6.7	7.2	0.0	21.6
Prop In Lane	1.00		0.42	1.00		0.15	1.00		0.02	1.00		0.42
Lane Grp Cap(c), veh/h	397	0	577	426	0	603	324	0	1052	613	0	971
V/C Ratio(X)	0.69	0.00	0.25	0.05	0.00	0.30	0.20	0.00	0.28	0.02	0.00	0.66
Avail Cap(c_a), veh/h	497	0	723	530	0	756	324	0	1052	613	0	971
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.6	0.0	20.2	22.4	0.0	20.6	22.2	0.0	9.5	11.4	0.0	12.8
Incr Delay (d2), s/veh	2.9	0.0	0.2	0.1	0.0	0.3	1.4	0.0	0.6	0.1	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.0	2.0	0.3	0.0	2.6	1.0	0.0	2.7	0.1	0.0	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.6	0.0	20.4	22.5	0.0	20.9	23.5	0.0	10.2	11.4	0.0	16.4
LnGrp LOS	C	A	C	C	A	C	C	A	B	B	A	B
Approach Vol, veh/h		416			204			354			658	
Approach Delay, s/veh		28.4			21.1			12.6			16.3	
Approach LOS		C			C			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		51.0		32.0		51.0		32.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		46.5		34.5		46.5		34.5				
Max Q Clear Time (g_c+I1), s		28.8		26.3		23.6		8.1				
Green Ext Time (p_c), s		2.0		1.2		5.0		1.1				
Intersection Summary												
HCM 6th Ctrl Delay			19.2									
HCM 6th LOS			B									

Intersection												
Int Delay, s/veh	6.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	320	128	84	370	17	56	27	72	9	23	10
Future Vol, veh/h	7	320	128	84	370	17	56	27	72	9	23	10
Conflicting Peds, #/hr	2	0	0	0	0	2	6	0	3	3	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	145	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	98	98	98	81	81	81	77	77	77
Heavy Vehicles, %	2	2	2	4	4	4	3	3	3	3	3	3
Mvmt Flow	8	356	142	86	378	17	69	33	89	12	30	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	397	0	0	498	0	0	1029	1012	430	1068	1075	395
Stage 1	-	-	-	-	-	-	443	443	-	561	561	-
Stage 2	-	-	-	-	-	-	586	569	-	507	514	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.218	-	-	2.236	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1162	-	-	1056	-	-	211	238	623	199	219	652
Stage 1	-	-	-	-	-	-	592	574	-	510	508	-
Stage 2	-	-	-	-	-	-	495	504	-	546	534	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1160	-	-	1056	-	-	166	210	621	136	194	647
Mov Cap-2 Maneuver	-	-	-	-	-	-	166	210	-	136	194	-
Stage 1	-	-	-	-	-	-	586	568	-	504	454	-
Stage 2	-	-	-	-	-	-	403	450	-	435	529	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.6	32	28.1
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	178	621	1160	-	-	1056	-	-	210
HCM Lane V/C Ratio	0.576	0.143	0.007	-	-	0.081	-	-	0.26
HCM Control Delay (s)	49.6	11.8	8.1	0	-	8.7	0	-	28.1
HCM Lane LOS	E	B	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	3.1	0.5	0	-	-	0.3	-	-	1

Intersection	
Intersection Delay, s/veh	17.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	320	128	84	370	17	56	27	72	9	23	10
Future Vol, veh/h	7	320	128	84	370	17	56	27	72	9	23	10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	4	4	4	3	3	3	3	3	3
Mvmt Flow	7	330	132	87	381	18	58	28	74	9	24	10
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	18.1	20.7	10.9	10.5
HCM LOS	C	C	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	67%	0%	2%	18%	21%
Vol Thru, %	33%	0%	70%	79%	55%
Vol Right, %	0%	100%	28%	4%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	83	72	455	471	42
LT Vol	56	0	7	84	9
Through Vol	27	0	320	370	23
RT Vol	0	72	128	17	10
Lane Flow Rate	86	74	469	486	43
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.175	0.13	0.67	0.716	0.082
Departure Headway (Hd)	7.366	6.304	5.142	5.312	6.805
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	486	566	699	680	523
Service Time	5.131	4.068	3.188	3.357	4.889
HCM Lane V/C Ratio	0.177	0.131	0.671	0.715	0.082
HCM Control Delay	11.7	10	18.1	20.7	10.5
HCM Lane LOS	B	A	C	C	B
HCM 95th-tile Q	0.6	0.4	5.2	6	0.3

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	382	20	53	313	44	1	27	28	51	42	17
Future Vol, veh/h	15	382	20	53	313	44	1	27	28	51	42	17
Conflicting Peds, #/hr	7	0	2	2	0	7	0	0	1	1	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	87	87	87	94	94	94	75	75	75	85	85	85
Heavy Vehicles, %	1	1	1	4	4	4	2	2	2	0	0	0
Mvmt Flow	17	439	23	56	333	47	1	36	37	60	49	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	387	0	0	464	0	0	990	986	454	998	974	364
Stage 1	-	-	-	-	-	-	487	487	-	476	476	-
Stage 2	-	-	-	-	-	-	503	499	-	522	498	-
Critical Hdwy	4.11	-	-	4.14	-	-	7.12	6.52	6.22	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.236	-	-	3.518	4.018	3.318	3.5	4	3.3
Pot Cap-1 Maneuver	1177	-	-	1087	-	-	225	248	606	224	254	685
Stage 1	-	-	-	-	-	-	562	550	-	574	560	-
Stage 2	-	-	-	-	-	-	551	544	-	542	548	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1169	-	-	1085	-	-	171	225	604	171	230	680
Mov Cap-2 Maneuver	-	-	-	-	-	-	171	225	-	171	230	-
Stage 1	-	-	-	-	-	-	550	538	-	559	519	-
Stage 2	-	-	-	-	-	-	452	504	-	465	536	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	1.1	19.4	43.5
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	325	1169	-	-	1085	-	-	217
HCM Lane V/C Ratio	0.23	0.015	-	-	0.052	-	-	0.596
HCM Control Delay (s)	19.4	8.1	0	-	8.5	0	-	43.5
HCM Lane LOS	C	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	0.9	0	-	-	0.2	-	-	3.4

Intersection	
Intersection Delay, s/veh	14.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	382	20	53	313	44	1	27	28	51	42	17
Future Vol, veh/h	15	382	20	53	313	44	1	27	28	51	42	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	1	1	1	4	4	4	2	2	2	0	0	0
Mvmt Flow	16	402	21	56	329	46	1	28	29	54	44	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	15.7	15.7	9.8	10.7
HCM LOS	C	C	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	4%	13%	46%
Vol Thru, %	48%	92%	76%	38%
Vol Right, %	50%	5%	11%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	56	417	410	110
LT Vol	1	15	53	51
Through Vol	27	382	313	42
RT Vol	28	20	44	17
Lane Flow Rate	59	439	432	116
Geometry Grp	1	1	1	1
Degree of Util (X)	0.099	0.613	0.608	0.198
Departure Headway (Hd)	6.053	5.029	5.069	6.157
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	590	720	712	581
Service Time	4.108	3.06	3.1	4.206
HCM Lane V/C Ratio	0.1	0.61	0.607	0.2
HCM Control Delay	9.8	15.7	15.7	10.7
HCM Lane LOS	A	C	C	B
HCM 95th-tile Q	0.3	4.2	4.2	0.7

Intersection												
Int Delay, s/veh	10.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	27	39	5	13	38	175	3	57	21	216	100	56
Future Vol, veh/h	27	39	5	13	38	175	3	57	21	216	100	56
Conflicting Peds, #/hr	2	0	1	1	0	2	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	80	80	80	92	92	92	94	94	94
Heavy Vehicles, %	0	0	0	3	3	3	0	0	0	1	1	1
Mvmt Flow	37	53	7	16	48	219	3	62	23	230	106	60

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	812	689	138	708	708	77	167	0	0	86	0	0
Stage 1	597	597	-	81	81	-	-	-	-	-	-	-
Stage 2	215	92	-	627	627	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.13	6.53	6.23	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.527	4.027	3.327	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	300	371	916	348	358	981	1423	-	-	1517	-	-
Stage 1	493	495	-	925	826	-	-	-	-	-	-	-
Stage 2	792	823	-	470	475	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	178	308	914	261	297	978	1422	-	-	1516	-	-
Mov Cap-2 Maneuver	178	308	-	261	297	-	-	-	-	-	-	-
Stage 1	492	411	-	922	824	-	-	-	-	-	-	-
Stage 2	577	821	-	337	395	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	28.3	15.2	0.3	4.5
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1422	-	-	250	634	1516	-	-
HCM Lane V/C Ratio	0.002	-	-	0.389	0.446	0.152	-	-
HCM Control Delay (s)	7.5	0	-	28.3	15.2	7.8	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.8	2.3	0.5	-	-

Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	27	39	5	13	38	175	3	57	21	216	100	56
Future Vol, veh/h	27	39	5	13	38	175	3	57	21	216	100	56
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	0	0	0	3	3	3	0	0	0	1	1	1
Mvmt Flow	28	40	5	13	39	180	3	59	22	223	103	58
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.1	9.9	8.7	12.8
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	38%	6%	58%
Vol Thru, %	70%	55%	17%	27%
Vol Right, %	26%	7%	77%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	81	71	226	372
LT Vol	3	27	13	216
Through Vol	57	39	38	100
RT Vol	21	5	175	56
Lane Flow Rate	84	73	233	384
Geometry Grp	1	1	1	1
Degree of Util (X)	0.115	0.109	0.306	0.51
Departure Headway (Hd)	4.977	5.376	4.729	4.784
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	711	659	753	748
Service Time	3.074	3.474	2.804	2.854
HCM Lane V/C Ratio	0.118	0.111	0.309	0.513
HCM Control Delay	8.7	9.1	9.9	12.8
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.4	0.4	1.3	2.9

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	14	13	190	152	1
Future Vol, veh/h	3	14	13	190	152	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	83	83	73	73
Heavy Vehicles, %	0	0	3	3	1	1
Mvmt Flow	4	19	16	229	208	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	470	209	209	0	-	0
Stage 1	209	-	-	-	-	-
Stage 2	261	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.13	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.227	-	-	-
Pot Cap-1 Maneuver	556	836	1356	-	-	-
Stage 1	831	-	-	-	-	-
Stage 2	787	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	548	836	1356	-	-	-
Mov Cap-2 Maneuver	548	-	-	-	-	-
Stage 1	819	-	-	-	-	-
Stage 2	787	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1356	-	765	-	-
HCM Lane V/C Ratio	0.012	-	0.03	-	-
HCM Control Delay (s)	7.7	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	39	121	3	67	41
Future Vol, veh/h	1	39	121	3	67	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	0	100	-	75	105	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	-5	-	-	5
Peak Hour Factor	73	73	76	76	77	77
Heavy Vehicles, %	6	6	3	3	0	0
Mvmt Flow	1	53	159	4	87	53

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	386	-	0	0	163	0
Stage 1	159	-	-	-	-	-
Stage 2	227	-	-	-	-	-
Critical Hdwy	6.46	-	-	-	4.1	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	-	-	-	2.2	-
Pot Cap-1 Maneuver	609	0	-	-	1428	-
Stage 1	860	0	-	-	-	-
Stage 2	801	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	572	-	-	-	1428	-
Mov Cap-2 Maneuver	572	-	-	-	-	-
Stage 1	808	-	-	-	-	-
Stage 2	801	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	4.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	572	-	1428	-
HCM Lane V/C Ratio	-	-	0.002	-	0.061	-
HCM Control Delay (s)	-	-	11.3	0	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0	-	0.2	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	620	1173	369	661	1822	429		
Future Volume (veh/h)	620	1173	369	661	1822	429		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		0.99	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No		No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885		
Adj Flow Rate, veh/h	639	1209	380	681	1878	442		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	1	1	1	1	1	1		
Cap, veh/h	680	2035	278	961	1841	1356		
Arrive On Green	0.20	0.20	0.15	0.15	0.53	0.72		
Sat Flow, veh/h	3483	2812	1885	2793	3483	1885		
Grp Volume(v), veh/h	639	1209	380	681	1878	442		
Grp Sat Flow(s),veh/h/ln	1742	1406	1885	1396	1742	1885		
Q Serve(g_s), s	19.0	20.5	15.5	15.5	55.5	9.0		
Cycle Q Clear(g_c), s	19.0	20.5	15.5	15.5	55.5	9.0		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	680	2035	278	961	1841	1356		
V/C Ratio(X)	0.94	0.59	1.37	0.71	1.02	0.33		
Avail Cap(c_a), veh/h	680	2035	278	961	1841	1356		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	41.6	7.0	44.8	27.8	24.7	5.4		
Incr Delay (d2), s/veh	21.0	0.5	185.9	4.4	26.2	0.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	9.8	5.1	21.5	9.5	27.9	3.3		
Unsig. Movement Delay, s/veh								
LnGrp Delay(d),s/veh	62.7	7.5	230.6	32.2	50.9	6.1		
LnGrp LOS	E	A	F	C	F	A		
Approach Vol, veh/h	1848		1061			2320		
Approach Delay, s/veh	26.6		103.2			42.4		
Approach LOS	C		F			D		
Timer - Assigned Phs	1	2				6	8	
Phs Duration (G+Y+Rc), s	60.0	20.0				80.0	25.0	
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5	
Max Green Setting (Gmax), s	55.5	15.5				15.5	20.5	
Max Q Clear Time (g_c+I1), s	57.5	17.5				11.0	22.5	
Green Ext Time (p_c), s	0.0	0.0				1.1	0.0	
Intersection Summary								
HCM 6th Ctrl Delay			49.1					
HCM 6th LOS			D					

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	269	81	88	37	150	27	89	480	17	13	598	267
Future Volume (veh/h)	269	81	88	37	150	27	89	480	17	13	598	267
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	274	83	90	38	153	28	91	490	17	13	610	272
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	1	1	1
Cap, veh/h	398	273	296	398	512	94	164	1012	35	442	685	306
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	1202	820	889	1211	1538	281	634	1811	63	899	1226	546
Grp Volume(v), veh/h	274	0	173	38	0	181	91	0	507	13	0	882
Grp Sat Flow(s),veh/h/ln	1202	0	1709	1211	0	1819	634	0	1874	899	0	1772
Q Serve(g_s), s	18.2	0.0	6.3	2.0	0.0	6.1	10.2	0.0	13.6	0.7	0.0	36.3
Cycle Q Clear(g_c), s	24.3	0.0	6.3	8.3	0.0	6.1	46.5	0.0	13.6	14.3	0.0	36.3
Prop In Lane	1.00		0.52	1.00		0.15	1.00		0.03	1.00		0.31
Lane Grp Cap(c), veh/h	398	0	569	398	0	605	164	0	1048	442	0	991
V/C Ratio(X)	0.69	0.00	0.30	0.10	0.00	0.30	0.55	0.00	0.48	0.03	0.00	0.89
Avail Cap(c_a), veh/h	497	0	709	498	0	755	164	0	1048	442	0	991
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.6	0.0	20.6	23.7	0.0	20.6	37.3	0.0	11.1	15.4	0.0	16.1
Incr Delay (d2), s/veh	2.9	0.0	0.3	0.1	0.0	0.3	12.9	0.0	1.6	0.1	0.0	11.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.0	2.5	0.6	0.0	2.6	2.4	0.0	5.5	0.2	0.0	16.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.5	0.0	20.9	23.8	0.0	20.8	50.1	0.0	12.7	15.5	0.0	28.0
LnGrp LOS	C	A	C	C	A	C	D	A	B	B	A	C
Approach Vol, veh/h		447			219			598			895	
Approach Delay, s/veh		28.0			21.3			18.4			27.8	
Approach LOS		C			C			B			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		51.0		32.2		51.0		32.2				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		46.5		34.5		46.5		34.5				
Max Q Clear Time (g_c+I1), s		48.5		26.3		38.3		10.3				
Green Ext Time (p_c), s		0.0		1.3		4.2		1.1				
Intersection Summary												
HCM 6th Ctrl Delay			24.6									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	269	81	88	37	150	27	89	480	17	13	598	267
Future Volume (veh/h)	269	81	88	37	150	27	89	480	17	13	598	267
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	274	83	90	38	153	28	91	490	17	13	610	272
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	1	1	1
Cap, veh/h	287	206	223	57	187	34	108	960	33	27	594	265
Arrive On Green	0.16	0.25	0.25	0.03	0.12	0.12	0.06	0.53	0.53	0.02	0.48	0.48
Sat Flow, veh/h	1781	820	889	1781	1537	281	1795	1811	63	1795	1225	546
Grp Volume(v), veh/h	274	0	173	38	0	181	91	0	507	13	0	882
Grp Sat Flow(s),veh/h/ln	1781	0	1708	1781	0	1818	1795	0	1874	1795	0	1772
Q Serve(g_s), s	16.0	0.0	8.8	2.2	0.0	10.2	5.3	0.0	18.3	0.8	0.0	50.8
Cycle Q Clear(g_c), s	16.0	0.0	8.8	2.2	0.0	10.2	5.3	0.0	18.3	0.8	0.0	50.8
Prop In Lane	1.00		0.52	1.00		0.15	1.00		0.03	1.00		0.31
Lane Grp Cap(c), veh/h	287	0	429	57	0	221	108	0	993	27	0	859
V/C Ratio(X)	0.95	0.00	0.40	0.67	0.00	0.82	0.84	0.00	0.51	0.48	0.00	1.03
Avail Cap(c_a), veh/h	287	0	462	112	0	312	108	0	993	86	0	859
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.5	0.0	32.7	50.2	0.0	44.9	48.7	0.0	15.9	51.2	0.0	27.0
Incr Delay (d2), s/veh	40.5	0.0	0.6	12.7	0.0	10.9	42.2	0.0	1.9	12.7	0.0	37.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	0.0	3.7	1.2	0.0	5.2	3.6	0.0	8.0	0.4	0.0	29.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.1	0.0	33.3	62.8	0.0	55.8	90.9	0.0	17.7	63.9	0.0	64.6
LnGrp LOS	F	A	C	E	A	E	F	A	B	E	A	F
Approach Vol, veh/h		447			219			598			895	
Approach Delay, s/veh		64.4			57.0			28.9			64.6	
Approach LOS		E			E			C			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.1	60.0	7.8	30.8	10.8	55.3	21.4	17.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	52.1	6.6	28.3	6.3	50.8	16.9	18.0				
Max Q Clear Time (g_c+I1), s	2.8	20.3	4.2	10.8	7.3	52.8	18.0	12.2				
Green Ext Time (p_c), s	0.0	3.6	0.0	0.9	0.0	0.0	0.0	0.4				

Intersection Summary	
HCM 6th Ctrl Delay	53.9
HCM 6th LOS	D

Intersection

Int Delay, s/veh	9.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	350	142	84	396	17	68	27	72	9	23	10
Future Vol, veh/h	7	350	142	84	396	17	68	27	72	9	23	10
Conflicting Peds, #/hr	2	0	0	0	0	2	6	0	3	3	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	145	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	98	98	98	81	81	81	77	77	77
Heavy Vehicles, %	2	2	2	4	4	4	3	3	3	3	3	3
Mvmt Flow	8	389	158	86	404	17	84	33	89	12	30	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	423	0	0	547	0	0	1096	1079	471	1135	1150	421
Stage 1	-	-	-	-	-	-	484	484	-	587	587	-
Stage 2	-	-	-	-	-	-	612	595	-	548	563	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.218	-	-	2.236	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1136	-	-	1012	-	-	190	217	591	179	197	630
Stage 1	-	-	-	-	-	-	562	550	-	494	495	-
Stage 2	-	-	-	-	-	-	479	491	-	519	507	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1134	-	-	1012	-	-	146	191	589	119	173	625
Mov Cap-2 Maneuver	-	-	-	-	-	-	146	191	-	119	173	-
Stage 1	-	-	-	-	-	-	556	545	-	488	439	-
Stage 2	-	-	-	-	-	-	386	436	-	408	502	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.5	48.9	32
HCM LOS			E	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	156	589	1134	-	-	1012	-	-	187
HCM Lane V/C Ratio	0.752	0.151	0.007	-	-	0.085	-	-	0.292
HCM Control Delay (s)	76.8	12.2	8.2	0	-	8.9	0	-	32
HCM Lane LOS	F	B	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	4.6	0.5	0	-	-	0.3	-	-	1.2

Intersection	
Intersection Delay, s/veh	21.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	350	142	84	396	17	68	27	72	9	23	10
Future Vol, veh/h	7	350	142	84	396	17	68	27	72	9	23	10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	4	4	4	3	3	3	3	3	3
Mvmt Flow	7	361	146	87	408	18	70	28	74	9	24	10
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	22.7	25	11.5	10.9
HCM LOS	C	C	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	72%	0%	1%	17%	21%
Vol Thru, %	28%	0%	70%	80%	55%
Vol Right, %	0%	100%	28%	3%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	95	72	499	497	42
LT Vol	68	0	7	84	9
Through Vol	27	0	350	396	23
RT Vol	0	72	142	17	10
Lane Flow Rate	98	74	514	512	43
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.207	0.134	0.753	0.777	0.087
Departure Headway (Hd)	7.599	6.514	5.269	5.462	7.211
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	470	547	684	661	500
Service Time	5.383	4.296	3.33	3.524	5.211
HCM Lane V/C Ratio	0.209	0.135	0.751	0.775	0.086
HCM Control Delay	12.4	10.3	22.7	25	10.9
HCM Lane LOS	B	B	C	C	B
HCM 95th-tile Q	0.8	0.5	6.9	7.4	0.3

Intersection	
Int Delay, s/veh	8.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	426	20	53	351	44	1	27	28	51	42	17
Future Vol, veh/h	15	426	20	53	351	44	1	27	28	51	42	17
Conflicting Peds, #/hr	7	0	2	2	0	7	0	0	1	1	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	87	87	87	94	94	94	75	75	75	85	85	85
Heavy Vehicles, %	1	1	1	4	4	4	2	2	2	0	0	0
Mvmt Flow	17	490	23	56	373	47	1	36	37	60	49	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	427	0	0	515	0	0	1081	1077	505	1089	1065	404
Stage 1	-	-	-	-	-	-	538	538	-	516	516	-
Stage 2	-	-	-	-	-	-	543	539	-	573	549	-
Critical Hdwy	4.11	-	-	4.14	-	-	7.12	6.52	6.22	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.236	-	-	3.518	4.018	3.318	3.5	4	3.3
Pot Cap-1 Maneuver	1138	-	-	1040	-	-	195	219	567	195	224	651
Stage 1	-	-	-	-	-	-	527	522	-	546	538	-
Stage 2	-	-	-	-	-	-	524	522	-	508	520	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1130	-	-	1038	-	-	143	197	565	145	202	647
Mov Cap-2 Maneuver	-	-	-	-	-	-	143	197	-	145	202	-
Stage 1	-	-	-	-	-	-	515	510	-	531	496	-
Stage 2	-	-	-	-	-	-	425	481	-	431	508	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	1	21.7	58.2
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	289	1130	-	-	1038	-	-	188
HCM Lane V/C Ratio	0.258	0.015	-	-	0.054	-	-	0.688
HCM Control Delay (s)	21.7	8.2	0	-	8.7	0	-	58.2
HCM Lane LOS	C	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	1	0	-	-	0.2	-	-	4.2

Intersection	
Intersection Delay, s/veh	17.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	426	20	53	351	44	1	27	28	51	42	17
Future Vol, veh/h	15	426	20	53	351	44	1	27	28	51	42	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	1	1	1	4	4	4	2	2	2	0	0	0
Mvmt Flow	16	448	21	56	369	46	1	28	29	54	44	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	18.8	18.3	10.1	11.1
HCM LOS	C	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	3%	12%	46%
Vol Thru, %	48%	92%	78%	38%
Vol Right, %	50%	4%	10%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	56	461	448	110
LT Vol	1	15	53	51
Through Vol	27	426	351	42
RT Vol	28	20	44	17
Lane Flow Rate	59	485	472	116
Geometry Grp	1	1	1	1
Degree of Util (X)	0.103	0.689	0.676	0.205
Departure Headway (Hd)	6.3	5.115	5.163	6.385
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	566	704	698	560
Service Time	4.369	3.154	3.202	4.447
HCM Lane V/C Ratio	0.104	0.689	0.676	0.207
HCM Control Delay	10.1	18.8	18.3	11.1
HCM Lane LOS	B	C	C	B
HCM 95th-tile Q	0.3	5.5	5.3	0.8

Intersection												
Int Delay, s/veh	12.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	27	39	5	13	38	213	3	57	21	260	100	56
Future Vol, veh/h	27	39	5	13	38	213	3	57	21	260	100	56
Conflicting Peds, #/hr	2	0	1	1	0	2	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	80	80	80	92	92	92	94	94	94
Heavy Vehicles, %	0	0	0	3	3	3	0	0	0	1	1	1
Mvmt Flow	37	53	7	16	48	266	3	62	23	277	106	60

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	930	783	138	802	802	77	167	0	0	86	0	0
Stage 1	691	691	-	81	81	-	-	-	-	-	-	-
Stage 2	239	92	-	721	721	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.13	6.53	6.23	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.527	4.027	3.327	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	250	328	916	301	316	981	1423	-	-	1517	-	-
Stage 1	438	449	-	925	826	-	-	-	-	-	-	-
Stage 2	769	823	-	417	430	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	131	260	914	213	251	978	1422	-	-	1516	-	-
Mov Cap-2 Maneuver	131	260	-	213	251	-	-	-	-	-	-	-
Stage 1	437	357	-	922	824	-	-	-	-	-	-	-
Stage 2	525	821	-	280	342	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	40.2	17.5	0.3	4.9
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1422	-	-	196	614	1516	-	-
HCM Lane V/C Ratio	0.002	-	-	0.496	0.537	0.182	-	-
HCM Control Delay (s)	7.5	0	-	40.2	17.5	7.9	0	-
HCM Lane LOS	A	A	-	E	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	2.5	3.2	0.7	-	-

Intersection	
Intersection Delay, s/veh	12.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	39	5	13	38	213	3	57	21	260	100	56
Future Vol, veh/h	27	39	5	13	38	213	3	57	21	260	100	56
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	0	0	0	3	3	3	0	0	0	1	1	1
Mvmt Flow	28	40	5	13	39	220	3	59	22	268	103	58
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.5	10.9	9.1	15.2
HCM LOS	A	B	A	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	38%	5%	62%
Vol Thru, %	70%	55%	14%	24%
Vol Right, %	26%	7%	81%	13%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	81	71	264	416
LT Vol	3	27	13	260
Through Vol	57	39	38	100
RT Vol	21	5	213	56
Lane Flow Rate	84	73	272	429
Geometry Grp	1	1	1	1
Degree of Util (X)	0.123	0.116	0.374	0.597
Departure Headway (Hd)	5.293	5.71	4.949	5.011
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	676	627	727	725
Service Time	3.33	3.75	2.973	3.026
HCM Lane V/C Ratio	0.124	0.116	0.374	0.592
HCM Control Delay	9.1	9.5	10.9	15.2
HCM Lane LOS	A	A	B	C
HCM 95th-tile Q	0.4	0.4	1.7	4

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	14	13	441	442	1
Future Vol, veh/h	3	14	13	441	442	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	83	83	73	73
Heavy Vehicles, %	0	0	3	3	1	1
Mvmt Flow	4	19	16	531	605	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1169	606	606	0	-	0
Stage 1	606	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.13	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.227	-	-	-
Pot Cap-1 Maneuver	215	501	967	-	-	-
Stage 1	548	-	-	-	-	-
Stage 2	574	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	210	501	967	-	-	-
Mov Cap-2 Maneuver	210	-	-	-	-	-
Stage 1	535	-	-	-	-	-
Stage 2	574	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.5	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	967	-	403	-	-
HCM Lane V/C Ratio	0.016	-	0.056	-	-
HCM Control Delay (s)	8.8	0	14.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	39	372	3	67	331
Future Vol, veh/h	1	39	372	3	67	331
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	0	100	-	75	105	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	-5	-	-	5
Peak Hour Factor	73	73	76	76	77	77
Heavy Vehicles, %	6	6	3	3	0	0
Mvmt Flow	1	53	489	4	87	430

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1093	-	0	0	493	0
Stage 1	489	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Critical Hdwy	6.46	-	-	-	4.1	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	-	-	-	2.2	-
Pot Cap-1 Maneuver	233	0	-	-	1081	-
Stage 1	608	0	-	-	-	-
Stage 2	538	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	214	-	-	-	1081	-
Mov Cap-2 Maneuver	214	-	-	-	-	-
Stage 1	559	-	-	-	-	-
Stage 2	538	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.9	0	1.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	214	-	1081	-
HCM Lane V/C Ratio	-	-	0.006	-	0.08	-
HCM Control Delay (s)	-	-	21.9	0	8.6	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th %tile Q(veh)	-	-	0	-	0.3	-

2040 Level of Service Calculations

Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	602	1403	321	670	2178	375		
Future Volume (veh/h)	602	1403	321	670	2178	375		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		0.99	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No		No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885		
Adj Flow Rate, veh/h	621	1446	331	691	2245	387		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	1	1	1	1	1	1		
Cap, veh/h	680	2035	278	961	1841	1356		
Arrive On Green	0.20	0.20	0.15	0.15	0.53	0.72		
Sat Flow, veh/h	3483	2812	1885	2793	3483	1885		
Grp Volume(v), veh/h	621	1446	331	691	2245	387		
Grp Sat Flow(s),veh/h/ln	1742	1406	1885	1396	1742	1885		
Q Serve(g_s), s	18.3	20.5	15.5	15.5	55.5	7.6		
Cycle Q Clear(g_c), s	18.3	20.5	15.5	15.5	55.5	7.6		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	680	2035	278	961	1841	1356		
V/C Ratio(X)	0.91	0.71	1.19	0.72	1.22	0.29		
Avail Cap(c_a), veh/h	680	2035	278	961	1841	1356		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	41.4	8.2	44.8	27.8	24.7	5.2		
Incr Delay (d2), s/veh	16.8	1.2	115.3	4.6	103.9	0.5		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	9.2	7.3	16.1	9.7	47.8	2.8		
Unsig. Movement Delay, s/veh								
LnGrp Delay(d),s/veh	58.2	9.4	160.0	32.4	128.6	5.7		
LnGrp LOS	E	A	F	C	F	A		
Approach Vol, veh/h	2067		1022			2632		
Approach Delay, s/veh	24.1		73.7			110.6		
Approach LOS	C		E			F		
Timer - Assigned Phs	1	2				6	8	
Phs Duration (G+Y+Rc), s	60.0	20.0				80.0	25.0	
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5	
Max Green Setting (Gmax), s	55.5	15.5				15.5	20.5	
Max Q Clear Time (g_c+I1), s	57.5	17.5				9.6	22.5	
Green Ext Time (p_c), s	0.0	0.0				1.2	0.0	
Intersection Summary								
HCM 6th Ctrl Delay			72.7					
HCM 6th LOS			E					

Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	602	1403	321	670	2178	375		
Future Volume (veh/h)	602	1403	321	670	2178	375		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		0.99	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No		No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885		
Adj Flow Rate, veh/h	621	1446	331	691	2245	387		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	1	1	1	1	1	1		
Cap, veh/h	560	2069	316	921	2003	1461		
Arrive On Green	0.16	0.16	0.17	0.17	0.57	0.77		
Sat Flow, veh/h	3483	2812	1885	2795	3483	1885		
Grp Volume(v), veh/h	621	1446	331	691	2245	387		
Grp Sat Flow(s),veh/h/ln	1742	1406	1885	1398	1742	1885		
Q Serve(g_s), s	22.5	22.5	23.5	23.5	80.5	8.1		
Cycle Q Clear(g_c), s	22.5	22.5	23.5	23.5	80.5	8.1		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	560	2069	316	921	2003	1461		
V/C Ratio(X)	1.11	0.70	1.05	0.75	1.12	0.26		
Avail Cap(c_a), veh/h	560	2069	316	921	2003	1461		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	58.8	10.1	58.3	39.4	29.7	4.5		
Incr Delay (d2), s/veh	71.6	1.1	63.1	5.6	61.8	0.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	15.3	10.6	16.8	13.2	49.3	3.0		
Unsig. Movement Delay, s/veh								
LnGrp Delay(d),s/veh	130.4	11.1	121.4	45.0	91.5	4.9		
LnGrp LOS	F	B	F	D	F	A		
Approach Vol, veh/h	2067		1022			2632		
Approach Delay, s/veh	47.0		69.8			78.8		
Approach LOS	D		E			E		
Timer - Assigned Phs	1	2				6	8	
Phs Duration (G+Y+Rc), s	85.0	28.0				113.0	27.0	
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5	
Max Green Setting (Gmax), s	80.5	23.5				108.5	22.5	
Max Q Clear Time (g_c+I1), s	82.5	25.5				10.1	24.5	
Green Ext Time (p_c), s	0.0	0.0				2.7	0.0	

Intersection Summary	
HCM 6th Ctrl Delay	65.7
HCM 6th LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	322	97	69	28	179	32	75	333	6	15	437	319
Future Volume (veh/h)	322	97	69	28	179	32	75	333	6	15	437	319
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	329	99	70	29	183	33	77	340	6	15	446	326
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	1	1	1
Cap, veh/h	428	389	275	464	589	106	172	956	17	506	518	379
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	1165	1019	721	1215	1542	278	703	1847	33	1042	1001	732
Grp Volume(v), veh/h	329	0	169	29	0	216	77	0	346	15	0	772
Grp Sat Flow(s),veh/h/ln	1165	0	1740	1215	0	1820	703	0	1879	1042	0	1733
Q Serve(g_s), s	24.8	0.0	6.0	1.5	0.0	7.5	9.6	0.0	9.8	0.8	0.0	34.8
Cycle Q Clear(g_c), s	32.3	0.0	6.0	7.5	0.0	7.5	44.4	0.0	9.8	10.6	0.0	34.8
Prop In Lane	1.00		0.41	1.00		0.15	1.00		0.02	1.00		0.42
Lane Grp Cap(c), veh/h	428	0	665	464	0	696	172	0	973	506	0	897
V/C Ratio(X)	0.77	0.00	0.25	0.06	0.00	0.31	0.45	0.00	0.36	0.03	0.00	0.86
Avail Cap(c_a), veh/h	431	0	668	466	0	699	172	0	973	506	0	897
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.8	0.0	19.0	21.5	0.0	19.5	38.2	0.0	12.8	15.9	0.0	18.8
Incr Delay (d2), s/veh	8.1	0.0	0.2	0.1	0.0	0.3	8.2	0.0	1.0	0.1	0.0	10.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	0.0	2.4	0.4	0.0	3.1	2.0	0.0	4.2	0.2	0.0	15.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.9	0.0	19.2	21.6	0.0	19.7	46.4	0.0	13.8	16.0	0.0	29.4
LnGrp LOS	D	A	B	C	A	B	D	A	B	B	A	C
Approach Vol, veh/h		498			245			423			787	
Approach Delay, s/veh		32.2			19.9			19.8			29.2	
Approach LOS		C			B			B			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		51.0		38.8		51.0		38.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		46.5		34.5		46.5		34.5				
Max Q Clear Time (g_c+I1), s		46.4		34.3		36.8		9.5				
Green Ext Time (p_c), s		0.0		0.1		4.1		1.3				
Intersection Summary												
HCM 6th Ctrl Delay			26.7									
HCM 6th LOS			C									

Intersection												
Int Delay, s/veh	17.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	383	153	100	443	21	67	32	86	11	28	12
Future Vol, veh/h	8	383	153	100	443	21	67	32	86	11	28	12
Conflicting Peds, #/hr	2	0	0	0	0	2	6	0	3	3	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	145	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	98	98	98	81	81	81	77	77	77
Heavy Vehicles, %	2	2	2	4	4	4	3	3	3	3	3	3
Mvmt Flow	9	426	170	102	452	21	83	40	106	14	36	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	475	0	0	596	0	0	1228	1208	514	1274	1283	471
Stage 1	-	-	-	-	-	-	529	529	-	669	669	-
Stage 2	-	-	-	-	-	-	699	679	-	605	614	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.218	-	-	2.236	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1087	-	-	971	-	-	154	182	558	143	164	591
Stage 1	-	-	-	-	-	-	531	526	-	445	454	-
Stage 2	-	-	-	-	-	-	429	450	-	483	481	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1085	-	-	971	-	-	105	154	556	82	138	587
Mov Cap-2 Maneuver	-	-	-	-	-	-	105	154	-	82	138	-
Stage 1	-	-	-	-	-	-	524	519	-	438	388	-
Stage 2	-	-	-	-	-	-	322	385	-	355	475	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.6	95.1	50.2
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	117	556	1085	-	-	971	-	-	143
HCM Lane V/C Ratio	1.045	0.191	0.008	-	-	0.105	-	-	0.463
HCM Control Delay (s)	166.5	13	8.3	0	-	9.1	0	-	50.2
HCM Lane LOS	F	B	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	7.1	0.7	0	-	-	0.4	-	-	2.1

Intersection	
Intersection Delay, s/veh	36.7
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	383	153	100	443	21	67	32	86	11	28	12
Future Vol, veh/h	8	383	153	100	443	21	67	32	86	11	28	12
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	4	4	4	3	3	3	3	3	3
Mvmt Flow	8	395	158	103	457	22	69	33	89	11	29	12
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	36.7	46.8	12.4	11.9
HCM LOS	E	E	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	68%	0%	1%	18%	22%
Vol Thru, %	32%	0%	70%	79%	55%
Vol Right, %	0%	100%	28%	4%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	99	86	544	564	51
LT Vol	67	0	8	100	11
Through Vol	32	0	383	443	28
RT Vol	0	86	153	21	12
Lane Flow Rate	102	89	561	581	53
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.229	0.173	0.883	0.94	0.114
Departure Headway (Hd)	8.094	7.023	5.667	5.821	7.781
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	443	510	639	628	459
Service Time	5.849	4.778	3.685	3.84	5.855
HCM Lane V/C Ratio	0.23	0.175	0.878	0.925	0.115
HCM Control Delay	13.3	11.3	36.7	46.8	11.9
HCM Lane LOS	B	B	E	E	B
HCM 95th-tile Q	0.9	0.6	10.6	12.6	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	383	153	100	443	21	67	32	86	11	28	12
Future Volume (veh/h)	8	383	153	100	443	21	67	32	86	11	28	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1841	1841	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	8	395	158	103	457	22	69	33	89	11	29	12
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	4	4	4	3	3	3	3	3	3
Cap, veh/h	133	608	240	242	680	30	381	140	309	191	224	78
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	7	1266	499	190	1415	63	832	701	1549	179	1121	390
Grp Volume(v), veh/h	561	0	0	582	0	0	102	0	89	52	0	0
Grp Sat Flow(s),veh/h/ln	1772	0	0	1669	0	0	1533	0	1549	1691	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.1	0.0	0.0	0.5	0.0	1.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.7	0.0	0.0	6.9	0.0	0.0	1.4	0.0	1.4	0.7	0.0	0.0
Prop In Lane	0.01		0.28	0.18		0.04	0.68		1.00	0.21		0.23
Lane Grp Cap(c), veh/h	981	0	0	952	0	0	520	0	309	492	0	0
V/C Ratio(X)	0.57	0.00	0.00	0.61	0.00	0.00	0.20	0.00	0.29	0.11	0.00	0.00
Avail Cap(c_a), veh/h	2167	0	0	1975	0	0	1195	0	1019	1233	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.5	0.0	0.0	5.6	0.0	0.0	9.5	0.0	9.6	9.3	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.6	0.0	0.0	0.2	0.0	0.5	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	1.2	0.0	0.0	0.4	0.0	0.4	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.1	0.0	0.0	6.2	0.0	0.0	9.7	0.0	10.1	9.4	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	B	A	A	A
Approach Vol, veh/h		561			582			191			52	
Approach Delay, s/veh		6.1			6.2			9.9			9.4	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		10.1		18.0		10.1		18.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		32.5		18.5		32.5				
Max Q Clear Time (g_c+I1), s		3.4		8.7		2.7		8.9				
Green Ext Time (p_c), s		0.7		4.0		0.2		4.6				

Intersection Summary	
HCM 6th Ctrl Delay	6.8
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	18.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	457	24	64	375	53	1	32	33	61	50	21
Future Vol, veh/h	18	457	24	64	375	53	1	32	33	61	50	21
Conflicting Peds, #/hr	7	0	2	2	0	7	0	0	1	1	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	87	87	87	94	94	94	75	75	75	85	85	85
Heavy Vehicles, %	1	1	1	4	4	4	2	2	2	0	0	0
Mvmt Flow	21	525	28	68	399	56	1	43	44	72	59	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	462	0	0	555	0	0	1188	1181	542	1196	1167	434
Stage 1	-	-	-	-	-	-	583	583	-	570	570	-
Stage 2	-	-	-	-	-	-	605	598	-	626	597	-
Critical Hdwy	4.11	-	-	4.14	-	-	7.12	6.52	6.22	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.236	-	-	3.518	4.018	3.318	3.5	4	3.3
Pot Cap-1 Maneuver	1104	-	-	1005	-	-	165	190	540	164	195	626
Stage 1	-	-	-	-	-	-	498	499	-	510	509	-
Stage 2	-	-	-	-	-	-	485	491	-	475	495	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1097	-	-	1003	-	-	106	166	538	110	171	622
Mov Cap-2 Maneuver	-	-	-	-	-	-	106	166	-	110	171	-
Stage 1	-	-	-	-	-	-	483	484	-	493	459	-
Stage 2	-	-	-	-	-	-	369	443	-	386	480	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	1.2	27	143
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	250	1097	-	-	1003	-	-	150
HCM Lane V/C Ratio	0.352	0.019	-	-	0.068	-	-	1.035
HCM Control Delay (s)	27	8.3	0	-	8.8	0	-	143
HCM Lane LOS	D	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	1.5	0.1	-	-	0.2	-	-	8

Intersection	
Intersection Delay, s/veh	23
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	457	24	64	375	53	1	32	33	61	50	21
Future Vol, veh/h	18	457	24	64	375	53	1	32	33	61	50	21
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	1	1	1	4	4	4	2	2	2	0	0	0
Mvmt Flow	19	481	25	67	395	56	1	34	35	64	53	22
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	25.3	25.1	10.9	12.2
HCM LOS	D	D	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	4%	13%	46%
Vol Thru, %	48%	92%	76%	38%
Vol Right, %	50%	5%	11%	16%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	66	499	492	132
LT Vol	1	18	64	61
Through Vol	32	457	375	50
RT Vol	33	24	53	21
Lane Flow Rate	69	525	518	139
Geometry Grp	1	1	1	1
Degree of Util (X)	0.132	0.784	0.779	0.263
Departure Headway (Hd)	6.815	5.374	5.413	6.816
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	529	667	663	531
Service Time	4.823	3.454	3.494	4.816
HCM Lane V/C Ratio	0.13	0.787	0.781	0.262
HCM Control Delay	10.9	25.3	25.1	12.2
HCM Lane LOS	B	D	D	B
HCM 95th-tile Q	0.5	7.6	7.5	1

Intersection												
Int Delay, s/veh	15.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	32	47	6	15	46	210	4	68	25	258	119	67
Future Vol, veh/h	32	47	6	15	46	210	4	68	25	258	119	67
Conflicting Peds, #/hr	2	0	1	1	0	2	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	80	80	80	92	92	92	94	94	94
Heavy Vehicles, %	0	0	0	3	3	3	0	0	0	1	1	1
Mvmt Flow	44	64	8	19	58	263	4	74	27	274	127	71

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	970	822	165	845	844	91	199	0	0	102	0	0
Stage 1	712	712	-	97	97	-	-	-	-	-	-	-
Stage 2	258	110	-	748	747	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.13	6.53	6.23	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.527	4.027	3.327	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	235	311	885	282	299	964	1385	-	-	1496	-	-
Stage 1	427	439	-	907	813	-	-	-	-	-	-	-
Stage 2	751	808	-	403	419	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	117	245	883	188	236	961	1384	-	-	1495	-	-
Mov Cap-2 Maneuver	117	245	-	188	236	-	-	-	-	-	-	-
Stage 1	425	347	-	903	810	-	-	-	-	-	-	-
Stage 2	505	805	-	257	331	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	55.7	21.5	0.3	4.6
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1384	-	-	180	549	1495	-	-
HCM Lane V/C Ratio	0.003	-	-	0.647	0.617	0.184	-	-
HCM Control Delay (s)	7.6	0	-	55.7	21.5	7.9	0	-
HCM Lane LOS	A	A	-	F	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	3.7	4.2	0.7	-	-

Intersection	
Intersection Delay, s/veh	13.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	47	6	15	46	210	4	68	25	258	119	67
Future Vol, veh/h	32	47	6	15	46	210	4	68	25	258	119	67
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	0	0	0	3	3	3	0	0	0	1	1	1
Mvmt Flow	33	48	6	15	47	216	4	70	26	266	123	69
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.9	11.6	9.5	17.1
HCM LOS	A	B	A	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	38%	6%	58%
Vol Thru, %	70%	55%	17%	27%
Vol Right, %	26%	7%	77%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	97	85	271	444
LT Vol	4	32	15	258
Through Vol	68	47	46	119
RT Vol	25	6	210	67
Lane Flow Rate	100	88	279	458
Geometry Grp	1	1	1	1
Degree of Util (X)	0.152	0.143	0.398	0.649
Departure Headway (Hd)	5.456	5.891	5.133	5.105
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	656	607	698	709
Service Time	3.501	3.944	3.175	3.135
HCM Lane V/C Ratio	0.152	0.145	0.4	0.646
HCM Control Delay	9.5	9.9	11.6	17.1
HCM Lane LOS	A	A	B	C
HCM 95th-tile Q	0.5	0.5	1.9	4.8

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	16	15	227	182	1
Future Vol, veh/h	4	16	15	227	182	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	83	83	73	73
Heavy Vehicles, %	0	0	3	3	1	1
Mvmt Flow	5	21	18	273	249	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	559	250	250	0	-	0
Stage 1	250	-	-	-	-	-
Stage 2	309	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.13	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.227	-	-	-
Pot Cap-1 Maneuver	494	794	1310	-	-	-
Stage 1	796	-	-	-	-	-
Stage 2	749	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	486	794	1310	-	-	-
Mov Cap-2 Maneuver	486	-	-	-	-	-
Stage 1	783	-	-	-	-	-
Stage 2	749	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1310	-	705	-	-
HCM Lane V/C Ratio	0.014	-	0.038	-	-
HCM Control Delay (s)	7.8	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	46	145	4	81	49
Future Vol, veh/h	1	46	145	4	81	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	0	100	-	75	105	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	-5	-	-	5
Peak Hour Factor	73	73	76	76	77	77
Heavy Vehicles, %	6	6	3	3	0	0
Mvmt Flow	1	63	191	5	105	64

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	465	-	0	0	196	0
Stage 1	191	-	-	-	-	-
Stage 2	274	-	-	-	-	-
Critical Hdwy	6.46	-	-	-	4.1	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	-	-	-	2.2	-
Pot Cap-1 Maneuver	548	0	-	-	1389	-
Stage 1	832	0	-	-	-	-
Stage 2	763	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	506	-	-	-	1389	-
Mov Cap-2 Maneuver	506	-	-	-	-	-
Stage 1	769	-	-	-	-	-
Stage 2	763	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	4.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	506	-	1389	-
HCM Lane V/C Ratio	-	-	0.003	-	0.076	-
HCM Control Delay (s)	-	-	12.1	0	7.8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0	-	0.2	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	780	1403	476	824	2178	554
Future Volume (veh/h)	780	1403	476	824	2178	554
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.99	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	804	1446	491	849	2245	571
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1
Cap, veh/h	680	2035	278	961	1841	1356
Arrive On Green	0.20	0.20	0.15	0.15	0.53	0.72
Sat Flow, veh/h	3483	2812	1885	2793	3483	1885
Grp Volume(v), veh/h	804	1446	491	849	2245	571
Grp Sat Flow(s),veh/h/ln	1742	1406	1885	1396	1742	1885
Q Serve(g_s), s	20.5	20.5	15.5	15.5	55.5	12.8
Cycle Q Clear(g_c), s	20.5	20.5	15.5	15.5	55.5	12.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	680	2035	278	961	1841	1356
V/C Ratio(X)	1.18	0.71	1.76	0.88	1.22	0.42
Avail Cap(c_a), veh/h	680	2035	278	961	1841	1356
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.3	8.2	44.8	27.8	24.7	5.9
Incr Delay (d2), s/veh	96.6	1.2	358.3	11.6	103.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.6	7.3	34.9	12.7	47.8	4.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	138.9	9.4	403.0	39.4	128.6	6.9
LnGrp LOS	F	A	F	D	F	A
Approach Vol, veh/h	2250		1340			2816
Approach Delay, s/veh	55.7		172.6			104.0
Approach LOS	E		F			F

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	60.0	20.0				80.0	25.0
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	55.5	15.5				15.5	20.5
Max Q Clear Time (g_c+I1), s	57.5	17.5				14.8	22.5
Green Ext Time (p_c), s	0.0	0.0				0.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	101.4
HCM 6th LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	780	1403	476	824	2178	554		
Future Volume (veh/h)	780	1403	476	824	2178	554		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No		No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885		
Adj Flow Rate, veh/h	804	1446	491	849	2245	571		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	1	1	1	1	1	1		
Cap, veh/h	708	2099	308	1031	1892	1389		
Arrive On Green	0.20	0.20	0.16	0.16	0.54	0.74		
Sat Flow, veh/h	3483	2812	1885	2812	3483	1885		
Grp Volume(v), veh/h	804	1446	491	849	2245	571		
Grp Sat Flow(s),veh/h/ln	1742	1406	1885	1406	1742	1885		
Q Serve(g_s), s	30.5	30.5	24.5	24.5	81.5	17.2		
Cycle Q Clear(g_c), s	30.5	30.5	24.5	24.5	81.5	17.2		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	708	2099	308	1031	1892	1389		
V/C Ratio(X)	1.14	0.69	1.59	0.82	1.19	0.41		
Avail Cap(c_a), veh/h	708	2099	308	1031	1892	1389		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	59.8	9.9	62.8	37.8	34.3	7.5		
Incr Delay (d2), s/veh	77.6	1.0	282.4	7.4	89.5	0.9		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	20.9	11.0	35.9	17.5	57.0	7.0		
Unsig. Movement Delay, s/veh								
LnGrp Delay(d),s/veh	137.3	10.9	345.2	45.3	123.7	8.4		
LnGrp LOS	F	B	F	D	F	A		
Approach Vol, veh/h	2250		1340			2816		
Approach Delay, s/veh	56.1		155.2			100.3		
Approach LOS	E		F			F		
Timer - Assigned Phs	1	2				6	8	
Phs Duration (G+Y+Rc), s	86.0	29.0				115.0	35.0	
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5	
Max Green Setting (Gmax), s	81.5	24.5				110.5	30.5	
Max Q Clear Time (g_c+I1), s	83.5	26.5				19.2	32.5	
Green Ext Time (p_c), s	0.0	0.0				4.4	0.0	
Intersection Summary								
HCM 6th Ctrl Delay			96.3					
HCM 6th LOS			F					

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	322	97	114	50	179	32	114	642	25	15	794	319
Future Volume (veh/h)	322	97	114	50	179	32	114	642	25	15	794	319
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	329	99	116	51	183	33	116	655	26	15	810	326
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	1	1	1
Cap, veh/h	428	300	351	422	589	106	80	932	37	265	657	264
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	1165	784	919	1166	1542	278	499	1801	71	765	1269	511
Grp Volume(v), veh/h	329	0	215	51	0	216	116	0	681	15	0	1136
Grp Sat Flow(s),veh/h/ln	1165	0	1704	1166	0	1820	499	0	1872	765	0	1779
Q Serve(g_s), s	24.8	0.0	8.0	2.9	0.0	7.5	0.0	0.0	24.8	1.4	0.0	46.5
Cycle Q Clear(g_c), s	32.3	0.0	8.0	10.9	0.0	7.5	46.5	0.0	24.8	26.1	0.0	46.5
Prop In Lane	1.00		0.54	1.00		0.15	1.00		0.04	1.00		0.29
Lane Grp Cap(c), veh/h	428	0	651	422	0	696	80	0	969	265	0	921
V/C Ratio(X)	0.77	0.00	0.33	0.12	0.00	0.31	1.45	0.00	0.70	0.06	0.00	1.23
Avail Cap(c_a), veh/h	430	0	654	424	0	699	80	0	969	265	0	921
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.8	0.0	19.6	23.5	0.0	19.5	44.9	0.0	16.4	26.3	0.0	21.7
Incr Delay (d2), s/veh	8.1	0.0	0.3	0.1	0.0	0.3	258.1	0.0	4.3	0.4	0.0	114.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	0.0	3.1	0.8	0.0	3.1	7.5	0.0	10.9	0.3	0.0	46.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.9	0.0	19.9	23.6	0.0	19.7	303.0	0.0	20.7	26.7	0.0	136.2
LnGrp LOS	D	A	B	C	A	B	F	A	C	C	A	F
Approach Vol, veh/h		544			267			797			1151	
Approach Delay, s/veh		31.4			20.4			61.8			134.8	
Approach LOS		C			C			E			F	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		51.0		38.8		51.0		38.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		46.5		34.5		46.5		34.5				
Max Q Clear Time (g_c+I1), s		48.5		34.3		48.5		12.9				
Green Ext Time (p_c), s		0.0		0.1		0.0		1.4				
Intersection Summary												
HCM 6th Ctrl Delay			82.3									
HCM 6th LOS			F									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	322	97	114	50	179	32	114	642	25	15	794	319
Future Volume (veh/h)	322	97	114	50	179	32	114	642	25	15	794	319
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	329	99	116	51	183	33	116	655	26	15	810	326
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	1	1	1
Cap, veh/h	330	223	262	322	439	79	111	1039	41	367	732	295
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.58	0.58	0.58	0.58	0.58	0.58
Sat Flow, veh/h	1164	784	919	1165	1542	278	499	1801	71	765	1269	511
Grp Volume(v), veh/h	329	0	215	51	0	216	116	0	681	15	0	1136
Grp Sat Flow(s),veh/h/ln	1164	0	1703	1165	0	1820	499	0	1872	765	0	1779
Q Serve(g_s), s	12.2	0.0	6.7	2.4	0.0	6.3	0.0	0.0	15.7	0.9	0.0	37.5
Cycle Q Clear(g_c), s	18.5	0.0	6.7	9.2	0.0	6.3	37.5	0.0	15.7	16.6	0.0	37.5
Prop In Lane	1.00		0.54	1.00		0.15	1.00		0.04	1.00		0.29
Lane Grp Cap(c), veh/h	330	0	485	322	0	518	111	0	1080	367	0	1027
V/C Ratio(X)	1.00	0.00	0.44	0.16	0.00	0.42	1.05	0.00	0.63	0.04	0.00	1.11
Avail Cap(c_a), veh/h	330	0	485	322	0	518	111	0	1080	367	0	1027
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.4	0.0	19.0	22.8	0.0	18.9	32.5	0.0	9.1	14.7	0.0	13.8
Incr Delay (d2), s/veh	48.7	0.0	0.6	0.2	0.0	0.5	98.8	0.0	2.8	0.2	0.0	62.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	0.0	2.6	0.7	0.0	2.5	4.7	0.0	5.9	0.2	0.0	29.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.2	0.0	19.7	23.0	0.0	19.4	131.3	0.0	11.9	14.9	0.0	75.8
LnGrp LOS	E	A	B	C	A	B	F	A	B	B	A	F
Approach Vol, veh/h		544			267			797			1151	
Approach Delay, s/veh		54.4			20.1			29.3			75.0	
Approach LOS		D			C			C			E	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		42.0		23.0		42.0		23.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		37.5		18.5		37.5		18.5				
Max Q Clear Time (g_c+I1), s		39.5		20.5		39.5		11.2				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.8				
Intersection Summary												
HCM 6th Ctrl Delay			52.4									
HCM 6th LOS			D									

Intersection												
Int Delay, s/veh	38.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	428	175	100	482	21	86	32	86	11	28	12
Future Vol, veh/h	8	428	175	100	482	21	86	32	86	11	28	12
Conflicting Peds, #/hr	2	0	0	0	0	2	6	0	3	3	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	145	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	98	98	98	81	81	81	77	77	77
Heavy Vehicles, %	2	2	2	4	4	4	3	3	3	3	3	3
Mvmt Flow	9	476	194	102	492	21	106	40	106	14	36	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	515	0	0	670	0	0	1330	1310	576	1376	1397	511
Stage 1	-	-	-	-	-	-	591	591	-	709	709	-
Stage 2	-	-	-	-	-	-	739	719	-	667	688	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.218	-	-	2.236	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1051	-	-	911	-	-	131	158	515	122	140	561
Stage 1	-	-	-	-	-	-	492	493	-	423	436	-
Stage 2	-	-	-	-	-	-	408	431	-	447	445	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1049	-	-	911	-	-	~ 84	131	514	65	116	557
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 84	131	-	65	116	-
Stage 1	-	-	-	-	-	-	485	486	-	416	367	-
Stage 2	-	-	-	-	-	-	299	362	-	320	439	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.6	225.5	68.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	93	514	1049	-	-	911	-	-	118
HCM Lane V/C Ratio	1.566	0.207	0.008	-	-	0.112	-	-	0.561
HCM Control Delay (s)	$ 379.8	13.8	8.5	0	-	9.4	0	-	68.9
HCM Lane LOS	F	B	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	11.4	0.8	0	-	-	0.4	-	-	2.7

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Intersection Delay, s/veh	57.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	428	175	100	482	21	86	32	86	11	28	12
Future Vol, veh/h	8	428	175	100	482	21	86	32	86	11	28	12
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	4	4	4	3	3	3	3	3	3
Mvmt Flow	8	441	180	103	497	22	89	33	89	11	29	12
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	63.6	70.3	13.3	12.5
HCM LOS	F	F	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	73%	0%	1%	17%	22%
Vol Thru, %	27%	0%	70%	80%	55%
Vol Right, %	0%	100%	29%	3%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	118	86	611	603	51
LT Vol	86	0	8	100	11
Through Vol	32	0	428	482	28
RT Vol	0	86	175	21	12
Lane Flow Rate	122	89	630	622	53
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.282	0.178	1.012	1.033	0.119
Departure Headway (Hd)	8.499	7.397	5.911	6.108	8.383
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	426	488	617	597	430
Service Time	6.199	5.097	3.911	4.108	6.383
HCM Lane V/C Ratio	0.286	0.182	1.021	1.042	0.123
HCM Control Delay	14.5	11.7	63.6	70.3	12.5
HCM Lane LOS	B	B	F	F	B
HCM 95th-tile Q	1.1	0.6	15.7	16.4	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	428	175	100	482	21	86	32	86	11	28	12
Future Volume (veh/h)	8	428	175	100	482	21	86	32	86	11	28	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1841	1841	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	8	441	180	103	497	22	89	33	89	11	29	12
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	4	4	4	3	3	3	3	3	3
Cap, veh/h	127	631	254	233	722	30	389	111	297	183	215	75
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	6	1258	507	179	1440	59	919	579	1548	180	1120	390
Grp Volume(v), veh/h	629	0	0	622	0	0	122	0	89	52	0	0
Grp Sat Flow(s),veh/h/ln	1771	0	0	1679	0	0	1498	0	1548	1690	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	1.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.0	0.0	0.0	7.5	0.0	0.0	2.0	0.0	1.4	0.7	0.0	0.0
Prop In Lane	0.01		0.29	0.17		0.04	0.73		1.00	0.21		0.23
Lane Grp Cap(c), veh/h	1012	0	0	985	0	0	500	0	297	473	0	0
V/C Ratio(X)	0.62	0.00	0.00	0.63	0.00	0.00	0.24	0.00	0.30	0.11	0.00	0.00
Avail Cap(c_a), veh/h	2075	0	0	1894	0	0	1134	0	976	1181	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.6	0.0	0.0	5.5	0.0	0.0	10.3	0.0	10.2	9.9	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.7	0.0	0.0	0.3	0.0	0.6	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	1.3	0.0	0.0	0.5	0.0	0.4	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.3	0.0	0.0	6.2	0.0	0.0	10.6	0.0	10.7	10.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	B	A	A	A
Approach Vol, veh/h		629			622			211			52	
Approach Delay, s/veh		6.3			6.2			10.6			10.0	
Approach LOS		A			A			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		10.1		19.2		10.1		19.2				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		32.5		18.5		32.5				
Max Q Clear Time (g_c+I1), s		4.0		10.0		2.7		9.5				
Green Ext Time (p_c), s		0.8		4.6		0.2		5.0				
Intersection Summary												
HCM 6th Ctrl Delay			7.0									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	31.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	524	24	64	433	53	1	32	33	61	50	21
Future Vol, veh/h	18	524	24	64	433	53	1	32	33	61	50	21
Conflicting Peds, #/hr	7	0	2	2	0	7	0	0	1	1	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	87	87	87	94	94	94	75	75	75	85	85	85
Heavy Vehicles, %	1	1	1	4	4	4	2	2	2	0	0	0
Mvmt Flow	21	602	28	68	461	56	1	43	44	72	59	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	524	0	0	632	0	0	1327	1320	619	1335	1306	496
Stage 1	-	-	-	-	-	-	660	660	-	632	632	-
Stage 2	-	-	-	-	-	-	667	660	-	703	674	-
Critical Hdwy	4.11	-	-	4.14	-	-	7.12	6.52	6.22	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.236	-	-	3.518	4.018	3.318	3.5	4	3.3
Pot Cap-1 Maneuver	1048	-	-	941	-	-	132	157	489	132	161	578
Stage 1	-	-	-	-	-	-	452	460	-	472	477	-
Stage 2	-	-	-	-	-	-	448	460	-	431	457	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1041	-	-	939	-	-	77	135	488	81	139	574
Mov Cap-2 Maneuver	-	-	-	-	-	-	77	135	-	81	139	-
Stage 1	-	-	-	-	-	-	437	445	-	455	425	-
Stage 2	-	-	-	-	-	-	331	410	-	343	442	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	1.1	34.4	274
HCM LOS			D	F

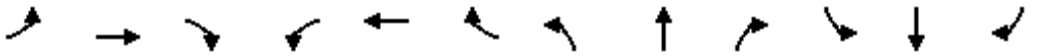
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	208	1041	-	-	939	-	-	115
HCM Lane V/C Ratio	0.423	0.02	-	-	0.073	-	-	1.35
HCM Control Delay (s)	34.4	8.5	0	-	9.1	0	-	274
HCM Lane LOS	D	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	1.9	0.1	-	-	0.2	-	-	10.6

Intersection	
Intersection Delay, s/veh	38.6
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	524	24	64	433	53	1	32	33	61	50	21
Future Vol, veh/h	18	524	24	64	433	53	1	32	33	61	50	21
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	1	1	1	4	4	4	2	2	2	0	0	0
Mvmt Flow	19	552	25	67	456	56	1	34	35	64	53	22
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	44.6	41.7	11.5	13.1
HCM LOS	E	E	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	3%	12%	46%
Vol Thru, %	48%	93%	79%	38%
Vol Right, %	50%	4%	10%	16%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	66	566	550	132
LT Vol	1	18	64	61
Through Vol	32	524	433	50
RT Vol	33	24	53	21
Lane Flow Rate	69	596	579	139
Geometry Grp	1	1	1	1
Degree of Util (X)	0.14	0.933	0.915	0.278
Departure Headway (Hd)	7.277	5.635	5.69	7.215
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	491	643	637	497
Service Time	5.344	3.653	3.708	5.274
HCM Lane V/C Ratio	0.141	0.927	0.909	0.28
HCM Control Delay	11.5	44.6	41.7	13.1
HCM Lane LOS	B	E	E	B
HCM 95th-tile Q	0.5	12.5	11.7	1.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	524	24	64	433	53	1	32	33	61	50	21
Future Volume (veh/h)	18	524	24	64	433	53	1	32	33	61	50	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1841	1841	1841	1870	1870	1870	1900	1900	1900
Adj Flow Rate, veh/h	19	552	25	67	456	56	1	34	35	64	53	22
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	4	4	4	2	2	2	0	0	0
Cap, veh/h	146	849	38	199	692	80	135	157	159	300	144	48
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	22	1747	77	109	1424	164	11	844	855	585	774	256
Grp Volume(v), veh/h	596	0	0	579	0	0	70	0	0	139	0	0
Grp Sat Flow(s),veh/h/ln	1847	0	0	1696	0	0	1709	0	0	1615	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Cycle Q Clear(g_c), s	6.6	0.0	0.0	6.6	0.0	0.0	1.0	0.0	0.0	2.0	0.0	0.0
Prop In Lane	0.03		0.04	0.12		0.10	0.01		0.50	0.46		0.16
Lane Grp Cap(c), veh/h	1033	0	0	971	0	0	451	0	0	492	0	0
V/C Ratio(X)	0.58	0.00	0.00	0.60	0.00	0.00	0.16	0.00	0.00	0.28	0.00	0.00
Avail Cap(c_a), veh/h	2295	0	0	2078	0	0	1283	0	0	1255	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.3	0.0	0.0	5.3	0.0	0.0	9.5	0.0	0.0	9.9	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.6	0.0	0.0	0.2	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	1.0	0.0	0.0	0.3	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.8	0.0	0.0	5.9	0.0	0.0	9.6	0.0	0.0	10.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	B	A	A
Approach Vol, veh/h		596			579			70			139	
Approach Delay, s/veh		5.8			5.9			9.6			10.2	
Approach LOS		A			A			A			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.6		17.8		9.6		17.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		32.5		18.5		32.5				
Max Q Clear Time (g_c+I1), s		3.0		8.6		4.0		8.6				
Green Ext Time (p_c), s		0.2		4.3		0.6		4.4				
Intersection Summary												
HCM 6th Ctrl Delay			6.5									
HCM 6th LOS			A									

Intersection												
Int Delay, s/veh	29.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	32	47	6	15	46	268	4	68	25	325	119	67
Future Vol, veh/h	32	47	6	15	46	268	4	68	25	325	119	67
Conflicting Peds, #/hr	2	0	1	1	0	2	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	80	80	80	92	92	92	94	94	94
Heavy Vehicles, %	0	0	0	3	3	3	0	0	0	1	1	1
Mvmt Flow	44	64	8	19	58	335	4	74	27	346	127	71

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1150	966	165	989	988	91	199	0	0	102	0	0
Stage 1	856	856	-	97	97	-	-	-	-	-	-	-
Stage 2	294	110	-	892	891	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.13	6.53	6.23	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.527	4.027	3.327	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	177	257	885	225	246	964	1385	-	-	1496	-	-
Stage 1	355	377	-	907	813	-	-	-	-	-	-	-
Stage 2	719	808	-	335	359	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	70	189	883	132	181	961	1384	-	-	1495	-	-
Mov Cap-2 Maneuver	70	189	-	132	181	-	-	-	-	-	-	-
Stage 1	354	278	-	903	810	-	-	-	-	-	-	-
Stage 2	433	805	-	188	265	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	145.9	35.5	0.3	5.2
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1384	-	-	119	509	1495	-	-
HCM Lane V/C Ratio	0.003	-	-	0.978	0.808	0.231	-	-
HCM Control Delay (s)	7.6	0	-	145.9	35.5	8.1	0	-
HCM Lane LOS	A	A	-	F	E	A	A	-
HCM 95th %tile Q(veh)	0	-	-	6.5	7.7	0.9	-	-

Intersection	
Intersection Delay, s/veh	18.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	47	6	15	46	268	4	68	25	325	119	67
Future Vol, veh/h	32	47	6	15	46	268	4	68	25	325	119	67
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	0	0	0	3	3	3	0	0	0	1	1	1
Mvmt Flow	33	48	6	15	47	276	4	70	26	335	123	69
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.6	13.9	10.1	25.1
HCM LOS	B	B	B	D

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	38%	5%	64%
Vol Thru, %	70%	55%	14%	23%
Vol Right, %	26%	7%	81%	13%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	97	85	329	511
LT Vol	4	32	15	325
Through Vol	68	47	46	119
RT Vol	25	6	268	67
Lane Flow Rate	100	88	339	527
Geometry Grp	1	1	1	1
Degree of Util (X)	0.163	0.154	0.507	0.783
Departure Headway (Hd)	5.851	6.308	5.377	5.353
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	609	564	668	674
Service Time	3.929	4.393	3.44	3.403
HCM Lane V/C Ratio	0.164	0.156	0.507	0.782
HCM Control Delay	10.1	10.6	13.9	25.1
HCM Lane LOS	B	B	B	D
HCM 95th-tile Q	0.6	0.5	2.9	7.6

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	16	15	613	628	1
Future Vol, veh/h	4	16	15	613	628	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	83	83	73	73
Heavy Vehicles, %	0	0	3	3	1	1
Mvmt Flow	5	21	18	739	860	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1636	861	861	0	-	0
Stage 1	861	-	-	-	-	-
Stage 2	775	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.13	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.227	-	-	-
Pot Cap-1 Maneuver	112	358	776	-	-	-
Stage 1	417	-	-	-	-	-
Stage 2	458	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	108	358	776	-	-	-
Mov Cap-2 Maneuver	108	-	-	-	-	-
Stage 1	401	-	-	-	-	-
Stage 2	458	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.5	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	776	-	245	-	-
HCM Lane V/C Ratio	0.023	-	0.109	-	-
HCM Control Delay (s)	9.8	0	21.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	46	531	4	81	495
Future Vol, veh/h	1	46	531	4	81	495
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	0	100	-	75	105	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	-5	-	-	5
Peak Hour Factor	73	73	76	76	77	77
Heavy Vehicles, %	6	6	3	3	0	0
Mvmt Flow	1	63	699	5	105	643

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1552	-	0	0	704	0
Stage 1	699	-	-	-	-	-
Stage 2	853	-	-	-	-	-
Critical Hdwy	6.46	-	-	-	4.1	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	-	-	-	2.2	-
Pot Cap-1 Maneuver	122	0	-	-	903	-
Stage 1	486	0	-	-	-	-
Stage 2	411	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	108	-	-	-	903	-
Mov Cap-2 Maneuver	108	-	-	-	-	-
Stage 1	430	-	-	-	-	-
Stage 2	411	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	38.8	0	1.3
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	108	-	903	-
HCM Lane V/C Ratio	-	-	0.013	-	0.116	-
HCM Control Delay (s)	-	-	38.8	0	9.5	-
HCM Lane LOS	-	-	E	A	A	-
HCM 95th %tile Q(veh)	-	-	0	-	0.4	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	46	531	4	81	495
Future Vol, veh/h	1	46	531	4	81	495
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	0	100	-	75	105	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	-5	-	-	5
Peak Hour Factor	73	73	76	76	77	77
Heavy Vehicles, %	6	6	3	3	0	0
Mvmt Flow	1	63	699	5	105	643

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1552	-	0	0	704	0
Stage 1	699	-	-	-	-	-
Stage 2	853	-	-	-	-	-
Critical Hdwy	6.46	-	-	-	4.1	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	-	-	-	2.2	-
Pot Cap-1 Maneuver	122	0	-	-	903	-
Stage 1	486	0	-	-	-	-
Stage 2	411	0	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	108	-	-	-	903	-
Mov Cap-2 Maneuver	211	-	-	-	-	-
Stage 1	430	-	-	-	-	-
Stage 2	411	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.2	0	1.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	211	-	903	-
HCM Lane V/C Ratio	-	-	0.006	-	0.116	-
HCM Control Delay (s)	-	-	22.2	0	9.5	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th %tile Q(veh)	-	-	0	-	0.4	-

Transportation 2040 References

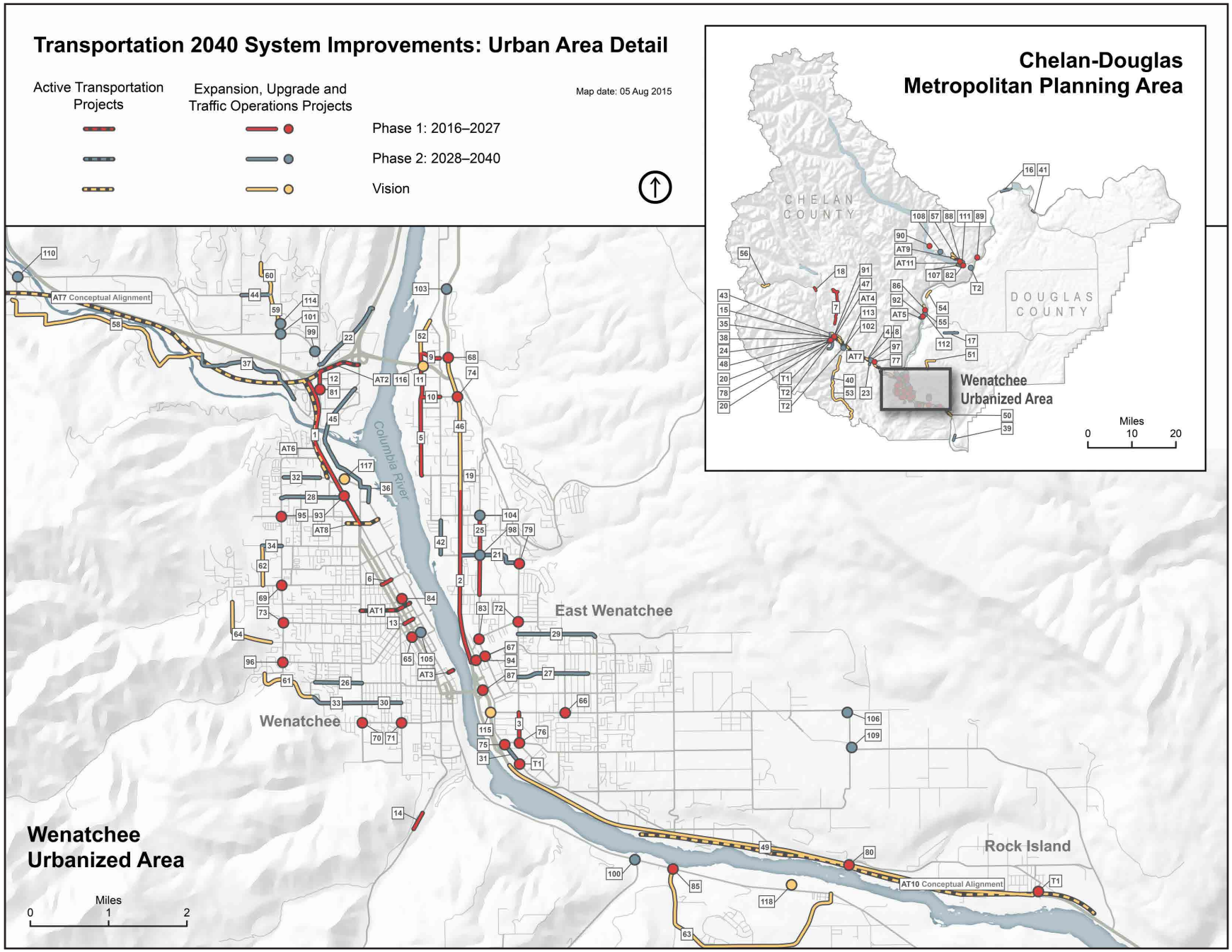


Figure 3-2: Transportation 2040 Projects, Urban Area Detail

Phase 1 Projects: Year of Expenditure 2016–2027

Map Ref.	Project	Description	YOE Cost
1	N Wenatchee Area Improvements	Corridor improvements	$41,000,000
2	SR 28: Phases 3 and 4	Widen to four lanes	$58,500,000
3	Highline Dr: 3rd St SE to Grant Rd	Reconstruction	$2,088,000
4	Goodwin Bridge Replacement	Replace bridge	$20,880,000
5	NW Empire Ave: 27th St NW to 35th St NW	Reconstruction	$3,444,040
6	5th St: Wenatchee Ave to Chelan Ave	Freight improvements	$146,160
7	Chumstick Hwy	Reconstruction	$11,936,400
8	Goodwin Rd Reconstruction	Reconstruction	$3,480,000
9	38th St Extension	Construct a new roadway	$8,352,000
10	35th St Extention	Construct a new roadway	$3,480,000
11	Empire Ave Extension - Phase 1	Construct a new roadway	$4,872,000
12	Easy St: Penny Rd to US 2	Widen roadway	$11,008,400
13	Orondo Ave: Wenatchee Ave to Chelan Ave	Freight improvements	$203,000
14	Squilchuck Rd	Reconstruction	$3,897,600
15	Pine Street - Phase 1	Reconstruction	$3,480,000
18	US 2 at Coles Corner	Construct Two Left Turn Lane	$812,000
19	27th St NE Bridge Replacement	Replace bridge	$116,000
25	Baker Ave: 15th St NE to 23rd St NE	Reconstruction	$5,220,000

Map Ref.	Project	Description	YOE Cost
65	Chelan Ave & Kittitas St	Traffic signal	$333,500
66	Grant Rd & James Ave	Intersection control	$464,000
67	Baker Ave & 9th Street NE	Traffic signal or roundabout	$464,000
68	US 2 & 38th St	Traffic signal	$580,000
69	5th St & Western Ave	Intersection improvements	$464,000
70	Crawford Ave & Miller St	Intersection control	$464,000
71	Crawford Ave & Okanogan Ave	Intersection control	$464,000
72	Eastmont Ave & 11th St	Traffic signal	$464,000
73	Western Ave & Washington St	Intersection control	$464,000
74	SR 28 & 35th St	Traffic signal	$812,000
75	3rd St SE & Rock Island Rd	Traffic signal	$464,000
76	3rd St SE & Highline Dr	Traffic signal	$986,000
77	US 2 & Cotlets Way Roundabout	Roundabout	$4,640,000
78	US 2 & Ski Hill Dr	Traffic signal or roundabout	$580,000
79	Eastmont Ave & 19th St	Traffic signal	$464,000
80	SR 28 & Rock Island Ave Roundabout	Roundabout	$1,392,000
81	Easy St & Penny Rd	Intersection improvements	$661,200
82	SR 97A & Farnham St	Intersection improvements	$580,000
83	Baker Ave & 11th St	Intersection control	$464,000
84	Wenatchee Ave & 2nd St	Freight improvements	$174,000

Collision Data

OFFICER REPORTED CRASHES THAT OCCURRED *at* OR *within 100 feet each direction of MUTIPLE* ROAD SEGMENTS & INTERSECTIONS IN THE CITY OF WENATCHEE & CHELAN COUNTY....**01/01/2013 - *available 2018*** - *please refer to the second tab for road information*

Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

INDEXED PRIMARY TRAFFICWAY	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	CO ONLY INTERSECTING COUNTY ROAD MILEPOST	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT	REFERENCE POINT NAME	MP	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# INJ	# FAT	# VEH	# PEDS	# BIKES	JUNCTION RELATIONSHIP	WEATHER	ROADWAY SURFACE CONDITION	LIGHTING CONDITION	FIRST COLLISION TYPE / OBJECT STRUCK	VEHICLE 1 ACTION	VEHICLE 2 ACTION	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2)
CRAWFORD AVE	CRAWFORD AVE	300	METHOW ST							3638819	12/05/2015	13:09	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Overcast	Wet	Daylight	Entering at angle	Going Straight Ahead	Going Straight Ahead	Did Not Grant RW to Vehicle	None
CRAWFORD AVE	CRAWFORD AVE	0	METHOW ST							3639291	09/27/2017	12:28	Suspected Minor Injury	3	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Going Straight Ahead	Going Straight Ahead	Disregard Stop Sign - Flashing Red	None
CRAWFORD AVE	CRAWFORD AVE		METHOW ST							E237694	04/13/2013	11:30	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Starting in Traffic Lane	Going Straight Ahead	None	Improper Signal
CRAWFORD AVE	CRAWFORD AVE	300	METHOW ST							E445772	07/15/2015	14:04	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Making Left Turn	Going Straight Ahead	Inattention	None
CRAWFORD AVE	CRAWFORD AVE		METHOW ST							E627361	01/01/2017	19:07	Possible Injury	2	0	2	0	0	At Intersection and Related	Snowing	Ice	Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	Follow Too Closely	None
CRAWFORD AVE	CRAWFORD AVE	0	METHOW ST							E638454	02/03/2017	16:50	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Snowing	Snow/Slush	Dusk	Entering at angle	Making Right Turn	Stopped at Signal or Stop Sign	Improper Turn	None
CRAWFORD AVE	CRAWFORD AVE	600	OKANOGAN AVE							E311277	02/19/2014	08:56	Possible Injury	1	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Wet	Daylight	Entering at angle	Going Straight Ahead	Going Straight Ahead	Did Not Grant RW to Vehicle	None
CRAWFORD AVE	CRAWFORD AVE	600	OKANOGAN AVE							E478379	11/04/2015	13:00	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Going Straight Ahead	Going Straight Ahead	Disregard Stop Sign - Flashing Red	None
CRAWFORD AVE	CRAWFORD AVE	600	OKANOGAN AVE							E549304	05/24/2016	10:43	Possible Injury	1	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Going Straight Ahead	Going Straight Ahead	None	Did Not Grant RW to Vehicle
CRAWFORD AVE	CRAWFORD AVE	0	OKANOGAN AVE							E613145	11/23/2016	17:25	No Apparent Injury	0	0	3	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	Under Influence of Alcohol	None
CRAWFORD AVE	CRAWFORD AVE	900	S MILLER ST							E329385	05/22/2014	19:30	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Going Straight Ahead	Going Straight Ahead	Inattention	Other
CRAWFORD AVE	CRAWFORD AVE	100	S MISSION ST							3638787	04/20/2015	18:08	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	Did Not Grant RW to Vehicle	None
CRAWFORD AVE	CRAWFORD AVE	100	S MISSION ST							3639048	01/17/2015	11:34	Possible Injury	2	0	3	0	0	At Intersection and Related	Snowing	Snow/Slush	Daylight	Entering at angle	Going Straight Ahead	Going Straight Ahead	Exceeding Reas. Safe Speed	None
CRAWFORD AVE	CRAWFORD AVE	0	S MISSION ST							3639073	04/21/2017	23:19	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On	Entering at angle	Going Straight Ahead	Going Straight Ahead	Disregard Stop and Go Light	None
CRAWFORD AVE	CRAWFORD AVE	100	S MISSION ST							3639352	11/14/2013	06:33	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Dawn	Entering at angle	Going Straight Ahead	Going Straight Ahead	Disregard Stop and Go Light	None
CRAWFORD AVE	CRAWFORD AVE	100	S MISSION ST							3639362	12/31/2013	19:35	Possible Injury	1	0	1	1	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On	Vehicle turning left hits pedestrian	Making Left Turn		Inattention	
CRAWFORD AVE	CRAWFORD AVE	200	S MISSION ST							3639426	07/14/2014	19:57	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	Did Not Grant RW to Vehicle	None
CRAWFORD AVE	CRAWFORD AVE	100	S MISSION ST							3669788	10/03/2013	08:54	Suspected Minor Injury	1	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Going Straight Ahead	Going Straight Ahead	Disregard Stop and Go Light	Driver Not Distracted
CRAWFORD AVE	CRAWFORD AVE	100	S MISSION ST							3669853	06/24/2013	14:45	Possible Injury	1	0	2	0	0	At Intersection and Related	Raining	Wet	Daylight	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	Did Not Grant RW to Vehicle	None
CRAWFORD AVE	CRAWFORD AVE	0	S MISSION ST							3670203	11/29/2017	16:30	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Overcast	Dry	Dusk	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	Did Not Grant RW to Vehicle	None
CRAWFORD AVE	CRAWFORD AVE	100	S MISSION ST							E259488	07/22/2013	16:46	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	Improper Turn	None
CRAWFORD AVE	CRAWFORD AVE	100	S MISSION ST							E280859	10/28/2013	08:59	No Apparent Injury	0	0	3	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From opposite direction - one left turn - one straight	Going Straight Ahead	Making Left Turn	None	Improper Turn
CRAWFORD AVE	CRAWFORD AVE	200	S MISSION ST							E366115	10/17/2014	11:55	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Wet	Daylight	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	Did Not Grant RW to Vehicle	None
CRAWFORD AVE	CRAWFORD AVE	100	S MISSION ST							E545402	05/20/2016	15:50	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	Follow Too Closely	None
CRAWFORD AVE	CRAWFORD AVE	0	S MISSION ST							E639268	02/06/2017	11:07	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Snow/Slush	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	Inattention	None
CRAWFORD AVE	CRAWFORD AVE	0	S MISSION ST							E651003	03/13/2017	10:30	Suspected Minor Injury	2	0	2	0	0	At Intersection and Related	Overcast	Dry	Daylight	Entering at angle	Going Straight Ahead	Going Straight Ahead	Inattention	None
CRAWFORD AVE	CRAWFORD AVE	500			100	F	E	OKANOGAN AVE		E283138	11/07/2013	14:11	Died in Hospital	0	1	1	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Wet	Daylight	Utility Pole	Going Straight Ahead		Apparently Ill	
CRAWFORD AVE	CRAWFORD AVE	500			77	F	E	OKANOGAN AVE		E582761	09/05/2016	16:33	No Apparent Injury	0	0	3	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	Inattention	None
CRAWFORD AVE	CRAWFORD AVE	200			67	F	W	S MISSION ST		3639126	03/20/2015	17:29	Possible Injury	1	0	2	0	0	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Going Straight Ahead	Follow Too Closely	None
CRAWFORD AVE	CRAWFORD AVE	200			99	F	W	S MISSION ST		E661483	04/09/2017	17:02	Possible Injury	2	0	2	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight	From opposite direction - both going straight - one stopped - sideswipe	Going Straight Ahead	Stopped at Signal or Stop Sign	Inattention	None
CRAWFORD AVE	CRAWFORD AVE	100			75	F	E	S MISSION ST		E748389	12/14/2017	16:31	No Apparent Injury	0	0	2	0	0	Not at Intersection and Not Related	Overcast	Dry	Dark-Street Lights On	One parked--one moving	Going Straight Ahead	Legally Parked, Unoccupied	Other	None
METHOW ST	METHOW ST	1300	CRAWFORD AVE							3652997	05/08/2013	07:50	Possible Injury	1	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Starting in Traffic Lane	Going Straight Ahead	Did Not Grant RW to Vehicle	None
METHOW ST	METHOW ST	1300	CRAWFORD AVE							3669811	04/02/2014	16:00	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	Inattention	None
METHOW ST	METHOW ST	0	CRAWFORD AVE							E740051	11/22/2017	15:50	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Going Straight Ahead	Going Straight Ahead	Inattention	None
OKANOGAN AVE	OKANOGAN AVE	1300	CRAWFORD AVE							E462881	09/19/2015	09:52	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Going Straight Ahead	Going Straight Ahead	Disregard Stop Sign - Flashing Red	None
S MILLER ST	S MILLER ST	1300	CRAWFORD AVE							3639274	05/11/2016	14:56	No Apparent Injury	0	0	3	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	Did Not Grant RW to Vehicle	None
S MILLER ST	S MILLER ST	0	CRAWFORD AVE							3670255	12/27/2017	14:31	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Going Straight Ahead	Going Straight Ahead	Disregard Stop Sign - Flashing Red	None
S MILLER ST	S MILLER ST	1300	CRAWFORD AVE							E229261	02/28/2013	10:33	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Raining	Wet	Daylight	Entering at angle	Starting in Traffic Lane	Going Straight Ahead	Inattention	None
S MILLER ST	S MILLER ST	1300	CRAWFORD AVE							E259454	07/27/2013	17:36	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Going Straight Ahead	Going Straight Ahead	Disregard Stop Sign - Flashing Red	None
S MILLER ST	S MILLER ST	1300	CRAWFORD AVE							E557896	06/27/2016	15:10	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Going Straight Ahead	Going Straight Ahead	Did Not Grant RW to Vehicle	None
S MILLER ST	S MILLER ST				65	F	N	CRAWFORD AVE		E349413	08/16/2014	07:59	No Apparent Injury	0	0	2	0	0	At Driveway	Clear or Partly Cloudy	Dry	Daylight	From opposite direction - all others	Backing	Backing	Improper Backing	None
S MISSION ST	S MISSION ST	1200	CRAWFORD AVE							3416492	07/15/2015	04:41	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Dawn	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	Inattention	None
S MISSION ST	S MISSION ST	1200	CRAWFORD AVE							3639083	08/20/2015	21:13	Possible Injury	1	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	Inattention	None
S MISSION ST	S MISSION ST		CRAWFORD AVE							3652979	03/15/2013	21:37	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	Did Not Grant RW to Vehicle	None
S MISSION ST	S MISSION ST		CRAWFORD AVE							3653028	10/31/2013	15:13	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	Follow Too Closely	None
S MISSION ST	S MISSION ST		CRAWFORD AVE							E270049	09/15/2013	16:50	No Apparent Injury	0	0	3	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Going Straight Ahead	Going Straight Ahead	Other	None
S MISSION ST	S MISSION ST		CRAWFORD AVE							E271726	09/21/2013	11:47	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Going Straight Ahead	Making Left Turn	Disregard Stop and Go Light	None
S MISSION ST	S MISSION ST		CRAWFORD AVE							E276418	10/06/2013	09:05	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Going Straight Ahead	Going Straight Ahead	Disregard Stop and Go Light	None
S MISSION ST	S MISSION ST		CRAWFORD AVE							E293680	12/18/2013	10:04	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Fog or Smog or Smoke	Dry	Daylight	Entering at angle	Making Right Turn	Going Straight Ahead	Inattention	None
S MISSION ST	S MISSION ST	1300	CRAWFORD AVE							E356995	09/16/2014	11:15	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Making Left Turn	Going Straight Ahead	Disregard Stop and Go Light	None
S MISSION ST	S MISSION ST	1200	CRAWFORD AVE							E380417	11/29/2014	15:58	No Apparent Injury	0	0	3	0	0	At Intersection and Related	Overcast	Snow/Slush	Dusk	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	Did Not Grant RW to Vehicle	None
S MISSION ST	S MISSION ST	1200	CRAWFORD AVE							E552368	06/11/2016	00:03	Possible Injury	2	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	Inattention	None
S MISSION ST	S MISSION ST	1200	CRAWFORD AVE							E597833	10/17/2016	19:00	Possible Injury	1	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	Did Not Grant RW to Vehicle	None
S MISSION ST	S MISSION ST	0	CRAWFORD AVE							E615996	11/14/2016	18:00	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	Inattention	None
S MISSION ST	S MISSION ST	0	CRAWFORD AVE							E755289	12/31/2017	16:40	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Snow/Slush	Dark-Street Lights On	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	Inattention	None
S MISSION ST	S MISSION ST	1300	PARKWAY ST							3492428	03/15/2016	22:56	No Apparent Injury	0	0	2	0	0	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On	From same direction - both going straight - both moving - sideswipe	Overtaking and Passing	Going Straight Ahead	Under Influence of Alcohol	Driver Not Distracted
S MISSION ST	S MISSION ST	1300	PARKWAY ST							E352021	08/26/2014	16:55	Suspected Minor Injury	1	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	Driver Interacting with Passengers, Anim	None
S MISSION ST	S MISSION ST	1500	S VIEWDALE ST							E566249	07/22/2016	16:15	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - one left turn - one straight	Going Straight Ahead	Making Left Turn	Inattention	None
S MISSION ST	S MISSION ST	1300			100	F	S	CRAWFORD AVE		3639299	11/29/2017	17:25	No Apparent Injury	0	0	2	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	Follow Too Closely	None
S MISSION ST	S MISSION ST	4800			100	F	N	CRAWFORD AVE		3652996	05/04/2013	13:54	No Apparent Injury	0	0	3	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	Follow Too Closely	None
S MISSION ST	S MISSION ST	4800			100	F	N	CRAWFORD AVE		E322381	04/17/2014	17:17	No Apparent Injury	0	0	2	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	Inattention	None
S MISSION ST	S MISSION ST	4800			100	F	N	CRAWFORD AVE		E335203	06/06/2014	06:35	No Apparent Injury	0	0	2	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	Inattention	None
S MISSION ST	S MISSION ST	1200			100	F	N	CRAWFORD AVE		E564990	07/19/2016	19:53	No Apparent Injury	0	0	2	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	Follow Too Closely	None
S MISSION ST	S MISSION ST	1300			68	F	N	CRAWFORD AVE		E589662	09/09/2016	18:30	No Apparent Injury	0	0	2	0	0	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	Driver Interacting with Passengers, Anim	None
S MISSION ST	S MISSION ST	1400			100	F	N	PARKWAY ST		E629448	01/06/2017	19:10	No Apparent Injury	0	0	2	0	0	Not at Intersection and Not Related	Overcast	Dry	Dark-Street Lights On	From same direction - both going straight - both moving - sideswipe	Changing Lanes	Going Straight Ahead	Inattention	None
S MISSION ST	S MISSION ST	1500			61	F	S	PARKWAY ST		E680180	06/11/2017	19:41	No Apparent Injury	0	0	3	0	0	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	Follow Too Closely	None
S MISSION ST	S MISSION ST	1500			75	F	S	PARKWAY ST		E757024	01/10/2018	07:20	No Apparent Injury	0	0	2	0	0	Not at Intersection and Not Related	Overcast	Wet	Daylight	One parked--one moving	Going Straight Ahead	Legally Parked, Unoccupied	Inattention	None
S MISSION ST	S MISSION ST	1600			102	F	S	S VIEWDALE ST		E362221	10/03/2014	17:22	No Apparent Injury	0	0	2	0	0	At Driveway	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Making Left Turn	Going Straight Ahead	Did Not Grant RW to Vehicle	None
S MISSION ST	S MISSION ST	1600			40	F	S	S VIEWDALE ST		E440809	06/04/2015	15:25	No Apparent Injury	0	0	4	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight	One parked--one moving	Going Straight Ahead	Legally Parked, Unoccupied	Apparently Ill	None
	10070		10160	0.000					3.900	3491431	11/11/2014	17:32	Possible Injury	1	0	3	0	0	Driveway Related but Not at Driveway	Clear or Partly Cloudy	Dry	Dark-No Street Lights	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	Inattention	Driver Not Distracted
SQUILCHUCK RD	10070		10230	0.200					5.840	E443748	7/17/2015	17:36	Suspected Serious Injury	1	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Making Left Turn	Going Straight Ahead	Did Not Grant RW to Vehicle	None
SQUILCHUCK RD	10070		12990	0.000					4.440	3491027	6/19/2013	16:15	Possible Injury	1	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Making Right Turn	Making Right Turn	Operating Defective Equipment	None
SQUILCHUCK RD	10070								6.170	E744139	12/2/2017	14:00	Unknown	0	0	1	0	0	Not at Intersection and Not Related	Snowing	Snow/Slush	Daylight	Roadway Ditch	Going Straight Ahead		Other	
SQUILCHUCK RD	10070								5.250	2710860	3/6/2013	12:25	Suspected Minor Injury	2	0	2	0	0	Not at Intersection and Not Related	Raining	Snow/Slush	Daylight	From same direction - all others	Going Straight Ahead	Going Straight Ahead	Follow Too Closely	Exceeding Reas. Safe Speed
SQUILCHUCK ROAD	10070								5.000	E376487	11/21/2014	12:39	No Apparent Injury	0	0	1	0	0	Not at Intersection and Not Related	Snowing	Snow/Slush	Daylight	Vehicle overturned	Going Straight Ahead		Exceeding Reas. Safe Speed	
	10070								5.000	3490920	2/15/2014	14:30	No Apparent Injury	0	0	1	0	0	Not at Intersection and Not Related	Snowing	Ice	Daylight	Roadway Ditch	Going Straight Ahead		Exceeding Reas. Safe Speed	
SQUILCHUCK RD	10070								4.110	E570302	6/30/2016	11:48	No Apparent Injury	0	0	2	0	0	At Driveway	Clear or Partly Cloudy	Dry	Daylight	From same direction - one left turn - one straight	Overtaking and Passing	Making Left Turn	Improper Passing	None
	10070								4.180	3492817	11/4/2014	18:20	No Apparent Injury	0	0	2	0	0	At Driveway	Clear or Partly Cloudy	Dry	Dark-No Street Lights	From same direction - one left turn - one straight	Overtaking and Passing	Making Left Turn	Driver Not Distracted	Driver Not Distracted
SQUILCHUCK RD	10070								3.820	3490904	9/29/2013	12:27	Suspected Minor Injury	2	0	1	0	0	Not at Intersection and Not Related	Overcast	Dry	Daylight	Earth Bank or Ledge	Going Straight Ahead		Operating Defective Equipment	
SQUILCHUCK	10070								3.780	E357857	9/17/2014	12:10	Suspected Minor Injury	2	0	2	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight	From opposite direction - all others	Making U-Turn	Going Straight Ahead	Improper Turn	None
	10070								3.500	3491153	1/22/2014	23:20	No Apparent Injury	0	0	1	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights	Vehicle Strikes Deer	Going Straight Ahead		Driver Not Distracted	
	10070								3.440	3491061	5/22/2014	0:13	Possible Injury	1	0	1	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights	Guardrail - Face	Going Straight Ahead		Apparently Asleep	
	10070								2.000	3789526	11/28/2016	2:27	No Apparent Injury	0	0	1	0	0	Not at Intersection and Not Related		Ice	Dark-No Street Lights	Roadway Ditch	Going Straight Ahead		Driver Not Distracted	
COUNTY HWY 711	10070								3.300	E539031	5/1/2016	5:03	No Apparent Injury	0	0	1	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dawn	Guardrail - Leading End	Other*		Under Influence of Alcohol	
SQUILCHUCK RD	10070								3.170	3492438	7/20/2016	19:00	Suspected Minor Injury	1	0	1	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight	Building	Going Straight Ahead		Apparently Asleep	
SQUILCHUCK RD	10070								2.710	E293330	12/9/2013	0:25	No Apparent Injury	0	0	1	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Snow/Slush	Dark-No Street Lights	Metal Sign Post	Going Straight Ahead		Exceeding Reas. Safe Speed	
SQUILCHUCK RD	10070								2.530	E463073	9/14/2015	16:07	Suspected Minor Injury	1	0	1	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight	Fence	Overtaking and Passing		Exceeding Stated Speed Limit	
	10070								2.630	3491452	7/27/2014	10:03	No Apparent Injury	0	0	1	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight	Over Embankment - No Guardrail Present	Going Straight Ahead		Exceeding Stated Speed Limit	
SQUILCHUCK RD	10070								2.540	E502989	1/4/2016	7:59	No Apparent Injury	0	0	1	0	0	Not at Intersection and Not Related	Snowing	Snow/Slush	Daylight	Guardrail - Leading End	Going Straight Ahead		Exceeding Reas. Safe Speed	
COUNTY HWY 711	10070								2.100	2710867	1/17/2017	19:09	No Apparent Injury	0	0	1	0	0	Not at Intersection and Not Related		Ice	Dark-No Street Lights	Vehicle Strikes Deer	Going Straight Ahead		None	
SQUILCHUCK RD.	10070								2.300	E397180	1/16/2015	7:37	No Apparent Injury	0	0	1	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Snow/Slush	Dawn	Fence	Going Straight Ahead		Inattention	
SQUILCHUCK	10070								1.770	E258567	7/20/2013	23:00	No Apparent Injury	0	0	1	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights	Over Embankment - No Guardrail Present	Going Straight Ahead		Apparently Asleep	
	10070								1.770	3491402	12/7/2014	18:22	Suspected Minor Injury	1	0	1	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Wet	Dark-Street Lights Off	Vehicle Strikes Deer	Going Straight Ahead		Unknown Driver Distraction	
SQUILCHUCK RD	10070								1.720	E741724	11/27/2017	8:00	No Apparent Injury	0	0	1	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Ice	Daylight	Tree or Stump (stationary)	Going Straight Ahead		Exceeding Reas. Safe Speed	
SQUILCHUCK RD	10070								1.940	3492436	6/13/2016	4:22	Suspected Minor Injury	1	0	1	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights	Over Embankment - No Guardrail Present	Going Straight Ahead		Other	
SQUILCHUCK RD	10070								1.100	3690927	10/1/2015	19:26	No Apparent Injury	0	0	1	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights	Vehicle Strikes Deer	Going Straight Ahead		Driver Not Distracted	
SQUILCHUCK RD	10070								0.990	3491386	10/13/2015	4:20	No Apparent Injury	0	0	1	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights	Guardrail - Face	Going Straight Ahead		Unknown Driver Distraction	
SQUILCHUCK RD	10070								0.470	E746650	12/4/2017	10:56	Suspected Serious Injury	1	0	1	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight	Guardrail - Face	Going Straight Ahead		Apparently Asleep	
SQUILCHUCK RD	10070								0.045	3492842	11/28/2015	5:20	Suspected Minor Injury	2	0	1	0	0	Not at Intersection and Not Related	Overcast	Dry	Dark-Street Lights On	Culvert and/or other Appurtenance in Ditch	Going Straight Ahead		Exceeding Stated Speed Limit	
MISSION RIDGE ROAD	10080								3.110	E381085	12/5/2014	15:08	No Apparent Injury	0	0	1	0	0	Not at Intersection and Not Related	Sleet or Hail or Freezing Rain	Ice	Daylight	Over Embankment - No Guardrail Present	Going Straight Ahead		Exceeding Reas. Safe Speed	
	10080								3.110	3491411	1/17/2015	16:09	No Apparent Injury	0	0	2	0	0	Not at Intersection and Not Related	Sleet or Hail or Freezing Rain	Ice	Dusk	From opposite direction - both moving - head-on	Going Straight Ahead	Going Straight Ahead	Other	None
MISSION RIDGE ROAD	10080								3.105	E290937	12/7/2013	15:00	No Apparent Injury	0	0	2	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Snow/Slush	Daylight	From opposite direction - both going straight - sideswipe	Going Straight Ahead	Going Straight Ahead	Exceeding Reas. Safe Speed	None
MISSION RIDGE RD	10080								3.430	3492582	3/8/2013	14:25	No Apparent Injury	0	0	2	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Wet	Daylight	From opposite direction - both going straight - sideswipe	Going Straight Ahead	Going Straight Ahead	Over Center Line	None
MISSION RIDGE RD.	10080								3.690	E307812	2/15/2014	11:10	Possible Injury	1	0	2	0	0	Not at Intersection and Not Related	Snowing	Ice	Daylight	From opposite direction - all others	Going Straight Ahead	Going Straight Ahead	Exceeding Reas. Safe Speed	None
MISSION RIDGE ROAD	10080								3.530	E310411	2/23/2014	16:25	No Apparent Injury	0	0	2	0	0	Not at Intersection and Not Related	Snowing	Snow/Slush	Daylight	From opposite direction - both moving - head-on	Going Straight Ahead	Going Straight Ahead	Exceeding Reas. Safe Speed	None
MISSION RIDGE RD	10080								1.750	E414830	3/30/2015	21:00	No Apparent Injury	0	0	1	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights	Earth Bank or Ledge	Going Straight Ahead		Exceeding Stated Speed Limit	

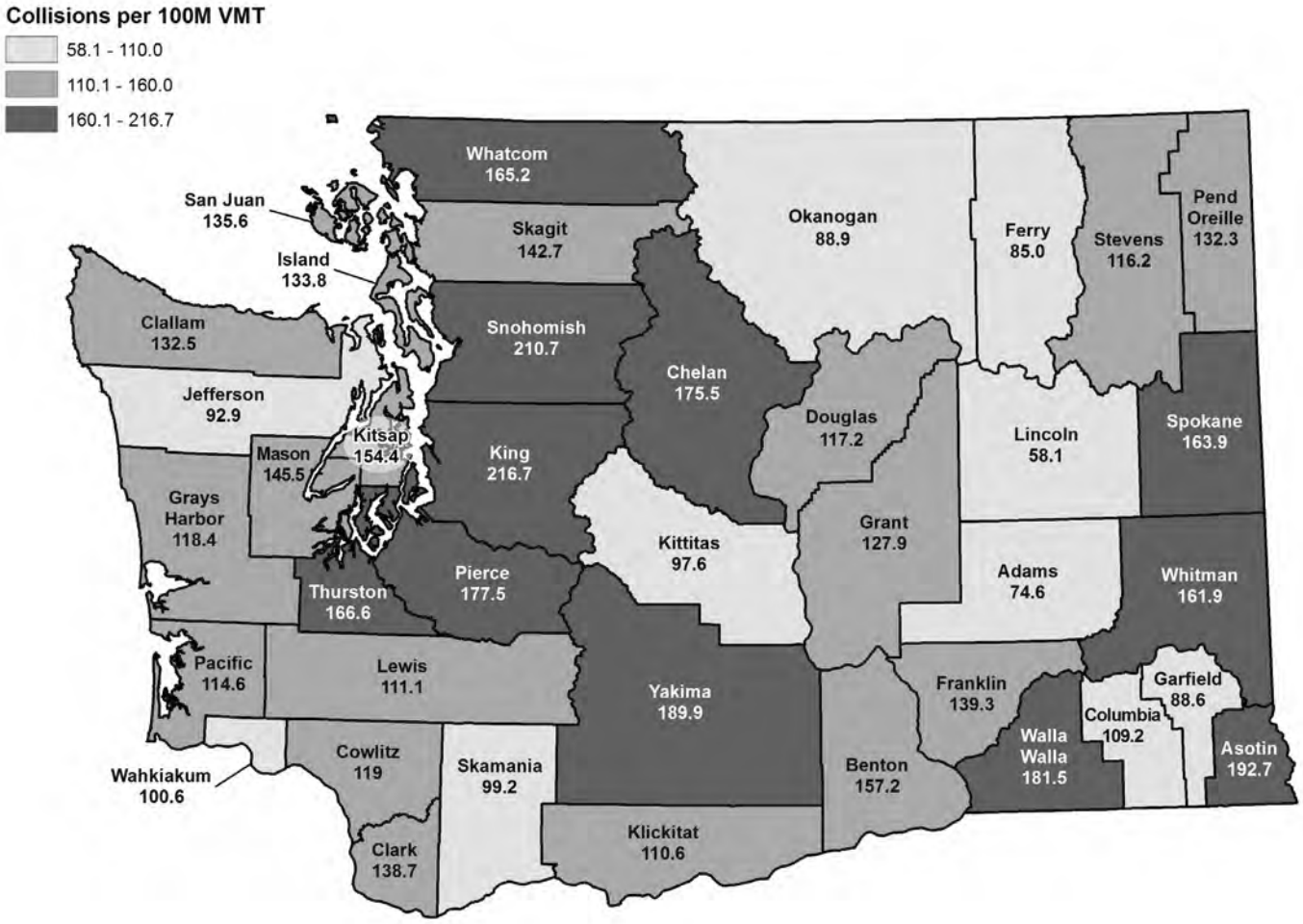
OFFICER REPORTED CRASHES THAT OCCURRED at OR within 1.00 feet each direction of MULTIPLE ROAD SEGMENTS & INTERSECTIONS IN THE CITY OF WENATCHEE & CHELAN COUNTY...**01/01/2013 - available 2018 -** *please refer to the second tab for road information*

Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

INDEXED PRIMARY TRAFFICWAY	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	CO ONLY INTERSECTING COUNTY ROAD MILEPOST	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT	REFERENCE POINT NAME	MP	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	# INJ	# FAT	# VEH	# PED	# EI	JUNCTION RELATIONSHIP	WEATHER	ROADWAY SURFACE CONDITION	LIGHTING CONDITION	FIRST COLLISION TYPE / OBJECT STRUCK	VEHICLE 1 ACTION	VEHICLE 2 ACTION	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2)
MISSION RIDGE RD	10080								1.710	E735538	11/3/2017	14:40	No Apparent Injury	0	0	1	0	0	Not at Intersection and Not Related	Snowing	Snow/Slush	Daylight	Earth Bank or Ledge	Going Straight Ahead		Exceeding Reas. Safe Speed	
MISSION RIDGE RD	10080								1.740	E300459	1/11/2014	16:07	Possible Injury	1	0	1	0	0	Not at Intersection and Not Related	Snowing	Snow/Slush	Daylight	Over Embankment - No Guardrail Present	Going Straight Ahead		Exceeding Reas. Safe Speed	
MISSION RIDGE RD	10080								1.190	E301469	12/16/2013	15:09	No Apparent Injury	0	0	1	0	0	Not at Intersection and Not Related	Overcast	Wet	Daylight	Guardrail - Face	Going Straight Ahead		Inattention	
MISSION RIDGE RD	10080								0.910	3491181	10/18/2013	9:00	Possible Injury	1	0	1	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Ice	Daylight	Guardrail - Leading End	Going Straight Ahead		None	
MISSION RIDGE RD	10080								0.760	3491177	9/3/2013	3:45	Suspected Minor Injury	5	0	1	0	0	Not at Intersection and Not Related	Other	Wet	Dark-No Street Lights	Over Embankment - No Guardrail Present	Going Straight Ahead		Exceeding Reas. Safe Speed	
MISSION RIDGE RD	10080								1.750	3491439	7/23/2015	2:00	Suspected Serious Injury	2	0	1	0	0	Not at Intersection and Not Related		Dry	Dark-No Street Lights	Over Embankment - No Guardrail Present	Going Straight Ahead		Exceeding Stated Speed Limit	
MISSION RIDGE RD	10080								3.315	3790328	1/7/2017	16:38	No Apparent Injury	0	0	2	0	0	Not at Intersection and Not Related	Snowing	Snow/Slush	Dark-No Street Lights	From opposite direction - all others	Making Right Turn	Making Left Turn	Over Center Line	None
SQUILCHUCK RD	10080								2.120	E450297	8/9/2015	7:13	Suspected Minor Injury	1	0	1	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight	Earth Bank or Ledge	Going Straight Ahead		Driver Distractions Outside Vehicle	
TERMINAL AVE	11940		12000	0.065					0.320	E246677	5/21/2013	15:05	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - all others	Backing	Stopped at Signal or Stop Sign	Improper Backing	None
TERMINAL	11940		12000	0.065					0.315	E220252	1/8/2013	7:50	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Wet	Daylight	Same direction -- both turning right -- both moving -- sideswipe	Making Right Turn	Making Right Turn	Did Not Grant RW to Vehicle	None
TERMINAL ST	12000		11940	0.315					0.065	E322766	4/20/2014	11:03	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Going Straight Ahead	Going Straight Ahead	Did Not Grant RW to Vehicle	Driver Not Distracted
S MISSION ST	12000		11940	0.315					0.065	3492393	6/6/2017	19:14	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Making Left Turn	Going Straight Ahead	Unknown Driver Distraction	Driver Not Distracted
TERMINAL AVE	12000		11940	0.300					0.065	3491277	5/6/2016	22:39	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On	One parked--one moving	Going Straight Ahead	Legally Parked, Unoccupied	Unknown Driver Distraction	
S MISSION ST	12000		12280	0.000					0.000	3492877	10/23/2017	14:10	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Making Right Turn	Making Left Turn	Did Not Grant RW to Vehicle	Over Center Line
S MISSION ST	12000		12280	0.000					0.000	3492431	4/14/2016	9:50	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Overcast	Wet	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped in Roadway	Follow Too Closely	None
MISSION ST	12000		12640	0.240					0.230	2710604	3/5/2013	19:54	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Raining	Wet	Dark-Street Lights On	From same direction - one left turn - one straight	Going Straight Ahead	Making Left Turn	Follow Too Closely	None
S MISSION ST	12000								0.025	E700722	8/12/2017	13:50	No Apparent Injury	0	0	2	0	0	At Driveway	Clear or Partly Cloudy	Dry	Daylight	From same direction - one left turn - one straight	Going Straight Ahead	Making Left Turn	Follow Too Closely	Failing to Signal
WENATCHEE HEIGHTS RD	12990								0.030	3789705	2/12/2018	15:45	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Same direction -- both turning left -- both moving -- rear end	Making Left Turn	Making Left Turn	On Wrong Side Of Road	Follow Too Closely
SQUILCHUCK RD	10070								5.940	E744138	11/28/2017	11:55	No Apparent Injury	0	0	1	0	0	Not at Intersection and Not Related	Snowing	Snow/Slush	Daylight	Concrete Barrier/Jersey Barrier - Face	Going Straight Ahead		Exceeding Reas. Safe Speed	
SQUILCHUCK RD	10070								6.260	E616759	12/04/2016	10:40	Possible Injury	1	0	1	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Ice	Daylight	Concrete Barrier/Jersey Barrier - Face	Going Straight Ahead		Exceeding Reas. Safe Speed	
	10080								2.490	2710262	12/05/2015	17:18	No Apparent Injury	0	0	1	0	0	Not at Intersection and Not Related	Snowing	Snow/Slush	Dark-No Street Lights	Over Embankment - No Guardrail Present	Going Straight Ahead		Driver Not Distracted	
	10080								3.100	3492386	03/13/2016	10:13	Suspected Minor Injury	2	0	2	0	0	Not at Intersection and Not Related	Snowing	Ice	Daylight	From opposite direction - all others	Going Straight Ahead	Going Straight Ahead	Exceeding Reas. Safe Speed	None
SQUILCHUCK RD										3789535	2/14/2018	18:50	Unknown	0	0	1	0	0	Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights	Earth Bank or Ledge	Going Straight Ahead		Under Influence of Alcohol	
285	285								0.55	3670188	02/07/2017	19:27	No Apparent Injury	0	0	2	0	0	Not at Intersection and Not Related	Overcast	Ice	Dark-Street Lights On	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Going Straight Ahead	None	Follow Too Closely
285	285								0.55	E238578	04/17/2013	08:46	Possible Injury	1	0	2	0	0	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Starting in Traffic Lane	Operating Defective Equipment	None
285	285								0.61	2910492	04/27/2013	10:47	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Slowing	Stopped for Traffic	Follow Too Closely	None
285	285								0.61	2910499	06/07/2013	11:03	Possible Injury	2	0	3	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Starting in Traffic Lane	Stopped at Signal or Stop Sign	Other	None
285	285								0.61	3416075	01/28/2013	18:59	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	Follow Too Closely	None
285	285								0.61	3416485	07/11/2013	15:55	Possible Injury	1	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Stopped for Traffic	Slowing	None	Inattention
285	285								0.61	3416623	03/25/2016	21:22	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	Under Influence of Alcohol	None
285	285								0.61	3586349	10/16/2016	02:12	Suspected Serious Injury	1	0	1	0	0	At Intersection and Related	Overcast	Wet	Dark-Street Lights On	Utility Pole	Making Right Turn		Under Influence of Alcohol	
285	285								0.61	3638817	12/01/2015	16:12	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Overcast	Wet	Dark-No Street Lights	Entering at angle	Making Left Turn	Going Straight Ahead	Improper Turn	None
285	285								0.61	3639055	10/13/2016	09:54	Possible Injury	1	0	2	0	0	At Intersection and Related	Overcast	Wet	Daylight	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	Follow Too Closely	None
285	285								0.61	3639078	06/06/2015	22:33	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	Follow Too Closely	None
285	285								0.61	3639081	08/10/2015	06:41	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Going Straight Ahead	Stopped at Signal or Stop Sign	Apparently Asleep	None
285	285								0.61	3639231	06/10/2016	19:29	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	Follow Too Closely	None
285	285								0.61	3639254	12/21/2013	01:45	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Overcast	Wet	Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	Follow Too Closely	None
285	285								0.61	3639258	07/14/2014	08:00	No Apparent Injury	0	0	1	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Retaining Wall (concrete, rock, brick, etc.)	Going Straight Ahead		Apparently Asleep	
285	285								0.61	3639324	03/07/2014	06:45	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	Follow Too Closely	Other
285	285								0.61	3639340	02/25/2015	07:52	No Apparent Injury	0	0	4	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	Follow Too Closely	None
285	285								0.61	3639358	12/16/2013	11:50	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Same direction -- both turning left -- both moving -- sideswipe	Making Left Turn	Making Left Turn	Did Not Grant RW to Vehicle	None
285	285								0.61	3639398	01/08/2015	18:48	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Overcast	Dry	Dark-Street Lights On	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	Disregard Stop and Go Light	None
285	285								0.61	3639421	10/20/2014	06:00	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	Inattention	None
285	285								0.61	3639423	10/24/2014	14:12	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Making Left Turn	Making Left Turn	Inattention	Inattention
285	285								0.61	3653004	10/16/2013	08:22	Possible Injury	1	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	Follow Too Closely	None
285	285								0.61	3669862	09/20/2013	05:54	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Dawn	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	Disregard Stop and Go Light	None
285	285								0.61	3669875	03/05/2015	07:06	No Apparent Injury	0	0	1	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Vehicle overturned	Making Right Turn		Exceeding Reas. Safe Speed	
285	285								0.61	3670190	02/07/2017	14:56	Possible Injury	1	0	2	0	0	At Intersection and Related	Overcast	Ice	Daylight	Same direction -- both turning left -- both moving -- sideswipe	Making Left Turn	Making Left Turn	Improper Turn	None
285	285								0.61	E223601	01/23/2013	13:53	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	Follow Too Closely	None
285	285								0.61	E246590	05/24/2013	05:14	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Dawn	Entering at angle	Stopped at Signal or Stop Sign	Making Right Turn	None	Other
285	285								0.61	E247500	05/28/2013	15:26	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Same direction -- both turning right -- both moving -- sideswipe	Making Right Turn	Making Right Turn	Other	None
285	285								0.61	E260242	08/01/2013	07:16	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - both moving - sideswipe	Going Straight Ahead	Changing Lanes	None	Did Not Grant RW to Vehicle
285	285								0.61	E299348	01/08/2014	05:53	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Fog or Smog or Smoke	Wet	Dark-Street Lights On	Entering at angle	Going Straight Ahead	Making Right Turn	None	None
285	285								0.61	E312927	03/04/2014	15:26	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	Disregard Stop and Go Light	None
285	285								0.61	E335795	06/18/2014	10:27	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	None	None
285	285								0.61	E360103	09/26/2014	18:03	Suspected Minor Injury	1	0	2	0	0	At Intersection and Related	Overcast	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Stopped at Signal or Stop Sign	Going Straight Ahead	None	Operating Defective Equipment
285	285								0.61	E390057	01/01/2015	11:26	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	Inattention	None
285	285								0.61	E398083	02/05/2015	07:56	No Apparent Injury	0	0	2	0	0	At Intersection and Not Related	Overcast	Wet	Daylight	From same direction - both going straight - both moving - sideswipe	Changing Lanes	Going Straight Ahead	Did Not Grant RW to Vehicle	None
285	285								0.61	E410051	03/23/2015	07:47	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	Follow Too Closely	None
285	285								0.61	E478380	10/29/2015	20:23	Possible Injury	1	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	Follow Too Closely	None
285	285								0.61	E483624	11/13/2015	18:26	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On	From opposite direction - one left turn - one right turn	Making Left Turn	Making Left Turn	Did Not Grant RW to Vehicle	None
285	285								0.61	E498808	12/26/2015	06:27	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Overcast	Dry	Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	Follow Too Closely	None
285	285								0.61	E517397	02/16/2016	18:00	No Apparent Injury	0	0	3	0	0	At Intersection and Related	Overcast	Dry	Dark-Street Lights On	From same direction - both going straight - both moving - sideswipe	Other*	Going Straight Ahead	Other	Other
285	285								0.61	E526294	03/19/2016	19:54	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	Under Influence of Alcohol	None
285	285								0.61	E546775	05/23/2016	13:25	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	Follow Too Closely	None
285	285								0.61	E556779	06/23/2016	04:36	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Dawn	From opposite direction - one left turn - one straight	Going Straight Ahead	Making Left Turn	Did Not Grant RW to Vehicle	None
285	285								0.61	E580714	08/29/2016	18:52	Possible Injury	1	0	3	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Making Left Turn	Stopped at Signal or Stop Sign	Exceeding Reas. Safe Speed	None
285	285								0.61	E609026	11/12/2016	17:20	Possible Injury	1	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	Follow Too Closely	None
285	285								0.61	E634586	01/16/2017	15:05	No Apparent Injury	0	0	3	0	0	At Intersection and Related	Overcast	Snow/Slush	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	Follow Too Closely	None
285	285								0.61	E655547	03/22/2017	12:59	Suspected Minor Injury	1	0	2	0	0	At Intersection and Related	Overcast	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Making Right Turn	Follow Too Closely	None
285	285								0.61	E655597	03/27/2017	13:31	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	Inattention	None
285	285								0.61	E675136	05/23/2017	09:11	Possible Injury	1	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	Inattention	None
285	285								0.61	E684113	06/22/2017	20:53	No Apparent Injury	0	0	4	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Making Left Turn	Stopped at Signal or Stop Sign	Inattention	None
285	285								0.61	E717378	09/25/2017	13:40	No Apparent Injury	0	0	2	0	0	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Making Right Turn	Going Straight Ahead	On Wrong Side Of Road	None
285	285								0.62	E707109	09/01/2017	01:38	Suspected Minor Injury	1	0	2	0	0	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Dark-Street Lights On	From same direction - both going straight - both moving - sideswipe	Changing Lanes	Going Straight Ahead	Inattention	None
285	285								0.65	E713051	09/18/2017	17:12	No Apparent Injury	0	0	2	0	0	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	Follow Too Closely	None
285	285								0.66	3639019	12/21/2014	11:29	No Apparent Injury	0	0	2	0	0	At Intersection and Not Related	Raining	Wet	Daylight	From same direction - both going straight - both moving - sideswipe	Making Left Turn	Going Straight Ahead	Did Not Grant RW to Vehicle	None
285	285								0.66	E292753	12/09/2013	17:35	Possible Injury	2	0	4	0	0	At Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	Inattention	None
285	285								0.66	E742508	11/28/2017	11:48	Possible Injury	1	0	2	0	0	Intersection Related but Not at Intersection	Raining	Wet	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	Follow Too Closely	None

Statewide Collision Rates by County

(per 100 Million Vehicle Miles Traveled)



Source: CLAS (WSDOT) and FARS (WTSC). See Appendix A for more information.

- Ten counties had collision rates under 110 per 100M VMT.
- Eleven counties had collision rates over 160 per 100M VMT.
- Lincoln County had the lowest overall collision rate (58.1 per 100M VMT).
- King County had the highest overall collision rate (216.7 per 100M VMT).

Transit Data

Route 40 • To Mission Ridge

Leave Olds Station Park & Ride	Leave Columbia Station	Leave Lincoln Park	Arrive Mission Ridge
6:45	7:05	7:10	7:35
--	8:25	8:30	8:55
--	9:45	9:50	10:15
--	11:45	11:50	12:15
--	1:05	1:10	1:35
--	2:25	2:30	2:55
--	3:45	3:50	4:15

Route 40 • To Wenatchee

Leave Mission Ridge	Arrive Lincoln Park	Arrive Columbia Station	Arrive Olds Station Park & Ride
7:55	8:15	8:20	--
9:15	9:35	9:40	--
10:35	10:55	11:00	--
12:35	12:55	1:00	--
1:55	2:15	2:20	--
3:15	3:35	3:40	--
4:35	4:55	5:00	5:20

SkiLink operates on the days shaded at right. There is no service on Christmas Day or New Years Day. Times shown for travel between Mission Ridge and Wenatchee are subject to weather and road conditions and may change.

On the days that SkiLink operates, Mission Ridge passholders may ride any Link Transit route for no charge just by showing their Mission Ridge Season Pass.

November 2017

S	M	T	W	T	F	S
19	20	21	22	23	24	25
26	27	28	29	30		

December 2017

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

January 2018

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

February 2018

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

March 2018

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

April 2018

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

Late April weekends will be dependant on snow coverage, forecast, and skier visits.

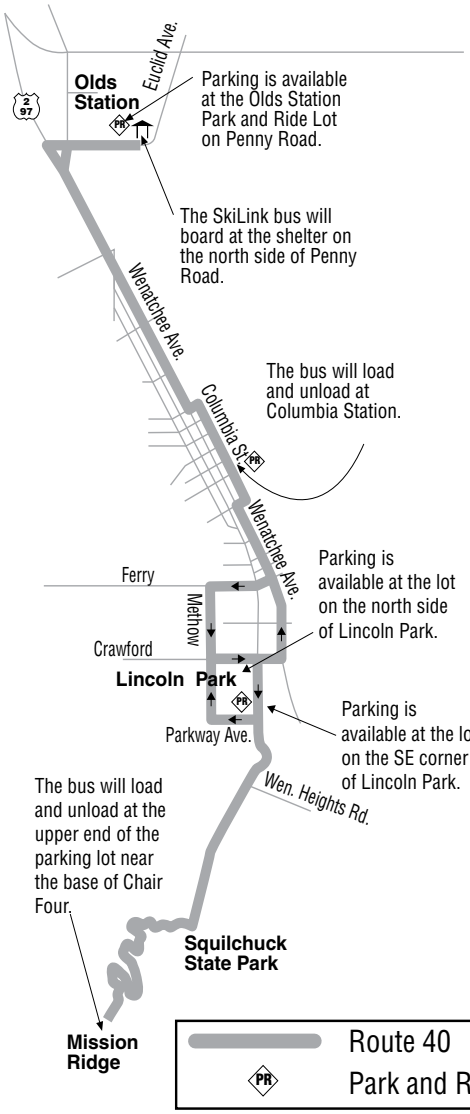
SkiLink Fares

- There is no fare required to ride SkiLink.

How to Ride SkiLink

- Be ready to load your equipment as the bus approaches.
- Skis, poles, snowboards and boots will be carried in the bus. You can place everything but boots in the rack inside the bus.
- Link Transit is not responsible for damages incurred to or caused by other ski equipment loaded on transit system property and is not liable for damage to ski equipment that is loaded improperly. Link Transit is not responsible for lost or stolen items.
- Unruly and disruptive behavior will not be tolerated, and may result in loss of skiing privileges. Please act responsibly.

Follow us on FaceBook and Twitter



Pickups and dropoffs will be made at regular Link bus stops along the route displaying the SkiLink sign.

SKILINK
ROUTE 40 TO MISSION RIDGE

LINK TRANSIT
Connecting Our Communities

RIDE FOR FREE

SKILINK

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Route and Schedules

Effective

November 24 , 2017

MISSION RIDGE

LINK TRANSIT