KITSAP COUNTY TRAFFIC DIVISION

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Harper Estuary Traffic Study

April 17, 2014

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List of Abbreviations

AASHTO	American Association of State Highway Transportation Officials
ACP	Asphalt Concrete Pavement
ADT	Average Daily Traffic
AM	Ante Meridiem (before noon)
BST	Bituminous Surface Treatment
FHWA	Federal Highway Administration
HCM	Highway Capacity Manual
ICU	Intersection Capacity Utilization
LOS	Level of Service
MP	Milepost
MPH	Miles per Hour
MUTCD	Manual on Uniform Traffic Control Devices
PM	Post Meridiem (after noon)
PSC	Pavement Structural Condition
SKFR	South Kitsap Fire and Rescue
SU	Single Unit
TWSC	Two-way Stop Controlled
WSDOT	Washington State Department of Transportation

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Executive Summary

The Washington State Department of Ecology, Washington Department of Fish & Wildlife and Kitsap County are partnering in a new project to restore tidal processes in the Harper Estuary. The objective of the Harper Estuary Project is restoration of tidal processes and reclamation of estuary habitat. The Harper Estuary restoration project is expected to be completed by June 30, 2017.

The purpose of this traffic study is to document existing conditions and to evaluate the potential transportation related impacts associated with one option to reclaiming the estuary; the closing of SE Olympiad Drive east of SE Southworth Drive. SE Olympiad Drive provides an access from SE Southworth Drive to a residential neighborhood east of the Harper Estuary. The residential neighborhood is also accessed from Nokomis Road SE to the south; a more direct route to and from the Southworth ferry. The neighborhood is bordered by SE Southworth Drive to the west, SE Southworth Drive to the south, and the Puget Sound to the north and east. The neighborhood consists of approximately 200 single family residences. SE Olympiad Drive is one of four roads providing access to the residential neighborhood. This study analyzes existing roadway conditions in and around the neighborhood, identifies roadway deficiencies, recommends mitigation, and identifies potential impacts to emergency services, school transportation, and non-motorized activities.

Existing and future conditions were evaluated under a no-build option and under a road removal option. Under the road removal option, the majority of the neighborhood traffic currently using SE Olympiad Drive to access SE Southworth Drive is assumed to reroute onto Nokomis Drive SE. This assumption is made to analyze the worst potential effects of road closure. In the event of road closure, traffic could re-route through the various neighborhood access roads at varying density. Results of the operational analysis indicate that study area intersections will operate at acceptable levels of service in the future traffic under both options.

SE Olympiad Drive is local access road with a posted speed of 25 mph. SE Olympiad Drive from Nokomis Road SE to SE Southworth Drive consists of two 10-foot travel lanes and 0 to 1-foot gravel shoulders on both sides. Nokomis Road SE is local access road with a posted speed of 25 mph. It consists of two 9-foot travel lanes with no shoulders. SE Olympiad Drive serves as the most direct neighborhood access to Harper Park, the Harper Dock site, and a Kitsap Transit bus stop at the intersection of SE Southworth Drive and SE Olympiad Drive. In addition, because of its scenic vistas, SE Olympiad Drive is also a popular bike route for cyclists.

The closure of SE Olympiad Road at the Harper Estuary will have direct impacts to residents living on Nokomis Road SE, SE Olympiad Drive, Inlet Lane and Viewsound Lane. The following impacts were identified under the road removal option:

- Higher traffic volumes and increased noise levels on Nokomis Road SE. Average daily traffic volumes on Nokomis Road SE could increase from 120 vehicles per day to up to 520 vehicles per day. In a worse case scenario, approximately 400 vehicles per day could reroute from SE Olympiad Drive to Nokomis Road SE.
- Increased emergency response time. According to South Kitsap Fire and Rescue, Nokomis Road SE will go from being an alternate route to becoming a

primary route. SKFR expect response times to the neighborhood west of Nokomis Road SE could increase by up to 2:14 minutes.

- Additional travel distances for residents living on SE Olympiad Drive west of SE Nokomis Road, Viewsound Lane, and Inlet Lane. Neighborhood motorists currently using SE Olympiad Drive to access SE Southworth Drive will have to travel up to an additional 1.05 miles out of direction.
- The most direct neighborhood access to Harper Park, the Harper Dock site, and a Kitsap Transit bus stop is via SE Olympiad Drive. Closing SE Olympiad Drive at the Harper Estuary will result in an additional distance of 1.05 miles in out of direction travel for typical neighborhood pedestrians and cyclists.

Nokomis Road SE is currently a rural local road and does not meet County standards. In order to alleviate some of the impacts of increasing average daily traffic volumes on Nokomis Road SE, it is recommended that the road be brought up to current Kitsap County Standards. This will require widening the existing 9-foot travel lanes to 10-feet and installing 3-foot gravel shoulders on both sides of the road. In addition, per Kitsap County Standards, the SE Olympiad Drive road terminus on the east side of the Harper Estuary should be designed to accommodate turn around traffic. This could be achieved through a cul-de-sac, hammerhead turn around, or dedicated turn around area (e.g. access parking lot). Preliminary total costs of these improvements are estimated at $441,000.

1 Purpose and Need

The Washington State Department of Ecology, Washington Department of Fish & Wildlife and Kitsap County are partnering in a project to help restore tidal processes in the Harper Estuary. The objective of the Harper Estuary Project is restoration of tidal processes and reclamation of estuary habitat. The Harper Estuary restoration project is expected to be completed by June 30, 2017. The first phase consists of community outreach, preliminary studies and engineering work through June 2014. This will lead to identification of a preferred alternative, final design and permitting through June 2015. Construction will take place in 2015 – 2017.

The purpose of this traffic study is to evaluate the transportation related impacts associated with one option to reclaiming the estuary; the closing of SE Olympiad Drive east of SE Southworth Drive (see Figure 1). SE Olympiad Drive serves as one of four accesses to a single family residential neighborhood. This study analyzes existing roadway conditions in and around the neighborhood, identifies roadway deficiencies, recommends mitigation, and identifies potential impacts to emergency services, school transportation, and non-motorized activities.

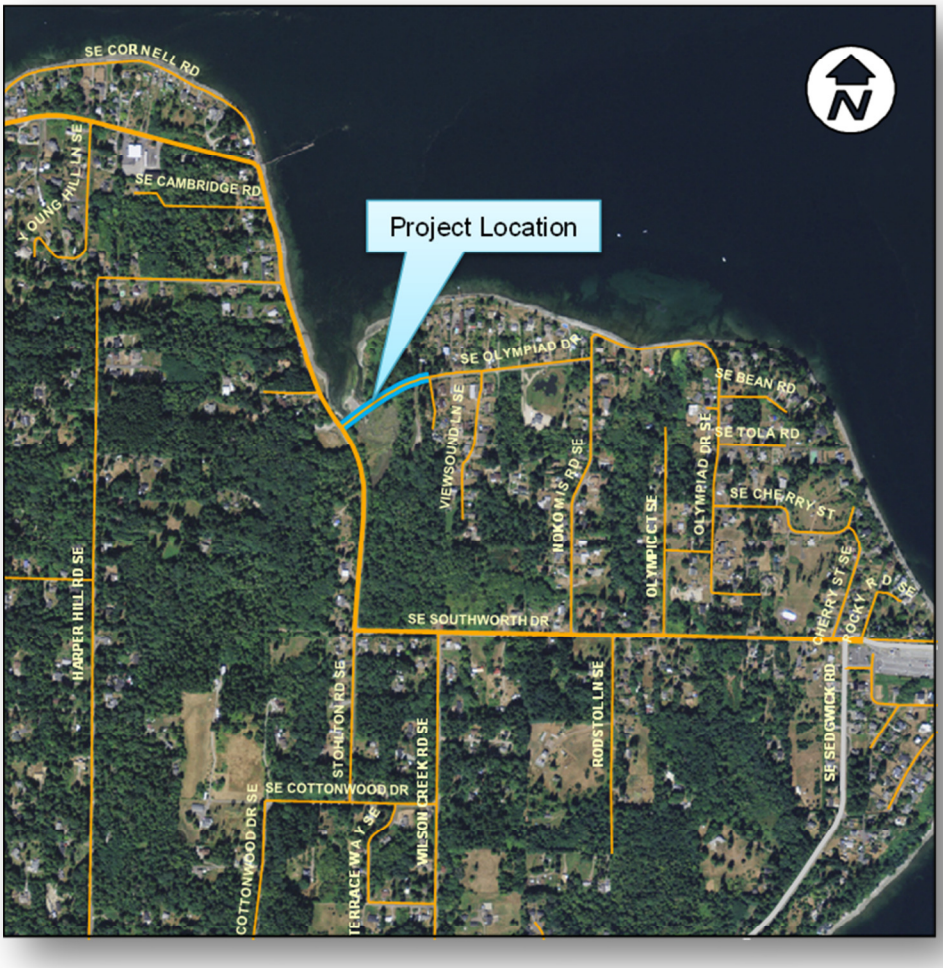

Figure 1 – Vicinity Map (not to scale)

2 Background

Harper Estuary is a small embayment located in the vicinity of Southworth, Washington near Port Orchard on the east shoreline of Kitsap Peninsula. The estuary is bounded to the west and south by SE Southworth Drive, which was constructed through portions of the historical estuary.

In the early 1900's a historic brick mining and manufacturing operation was established in the southwest portion of the estuary. The operation was constructed on top of the salt marshes and beach. Roadway embankments and an undersized culvert under SE Olympiad Drive have resulted in inadequate tidal exchange and created an isolated freshwater wetland in the southern portion of the estuary. Removal of the SE Olympiad Drive would restore the estuary's natural tidal inundation and would help restore the estuary's natural habitat.

3 Study Area

The project area is located in Section 2, Township 23 North, and Range 2 East of the Willamette Meridian. The project site is located in an area zoned as Rural Residential and Rural Park. Figure 2 is a zoning map.

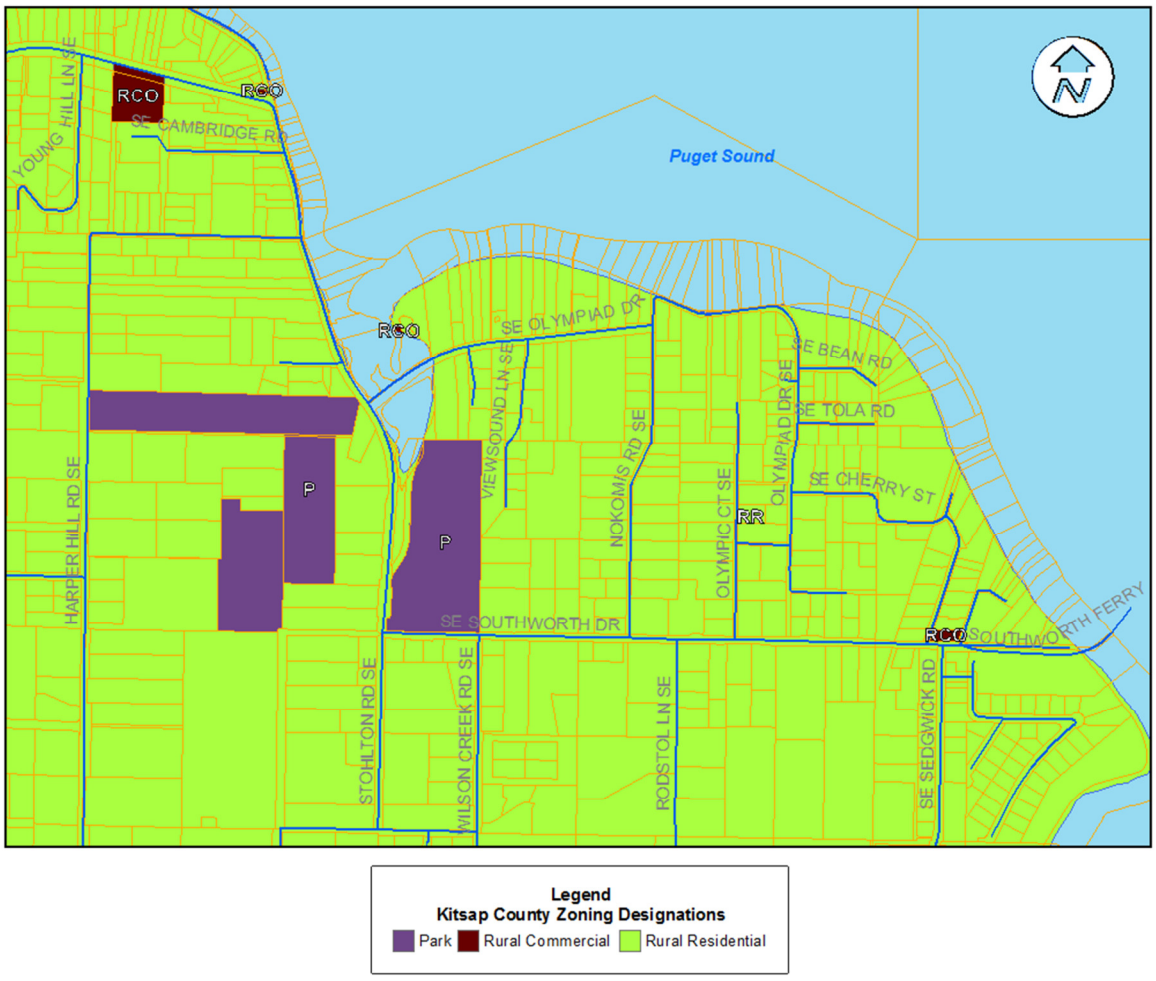

Figure 2 – Zoning Map (not to scale)

SE Olympiad Drive provides an access from SE Southworth Drive to a residential neighborhood east of the Harper Estuary. The neighborhood is bordered by SE Southworth Drive to the west, SE Southworth Drive to the south, and the Puget Sound to the north and east. The neighborhood consists of approximately 200 single family residences. SE Olympiad Drive is one of four roads providing access to the residential neighborhood. Additional neighborhood access is provided via Nokomis Road SE, Olympic Court SE, and SE Cherry Street. All of the neighborhood roads feed onto SE Southworth Drive.

4 Roadway and Intersection Descriptions

Within the study area, SE Southworth Drive (Road Log ID 38010) is a paved urban minor arterial that runs in a north-south orientation along the west side of Harper Estuary. At Stohlton Road SE it makes a 90-degree bend and runs in an east-west orientation where it terminates at the Southworth Ferry Terminal. It has a posted speed ranging from 30 to 40 mph and consists of two 11-foot travel lanes with 4-foot paved shoulders on both sides.

SE Olympiad Drive (Road Log 41409) is an urban local access road with a posted speed of 25 mph. It consists of two 10-foot travel lanes with 0 to 1-foot gravel shoulders on both sides. SE Olympiad Drive from Nokomis Road SE to SE Southworth Drive provides a moderate level of comfort for pedestrians and cyclists as it has additional grass shoulders, good line of sight, and few protruding objects. Pictures 1 and 2 show the road's typical cross sections.

Nokomis Road SE (Road Log 45310) is an urban local access road with a posted speed of 25 mph. It consists of two 9-foot travel lanes with no shoulders. Sections of Nokomis Road SE have poor line of sight and objects within one foot of the edge of travel way, making this route uncomfortable for pedestrian and bicycle use. Pictures 3 and 4 show the road's typical cross sections.

Olympic Court SE (Road Log 45390) is an urban local access road with a posted speed of 25 mph. It consists of two 9-foot travel lanes with no shoulders.

SE Cherry Street (Road Log 45471) is an urban local access road with a posted speed of 25 mph. It consists of two 9-foot travel lanes with no shoulders.

SE Flint Street (Road Log 45420) is an urban local access road with a posted speed of 25 mph. It consists of two 8-foot travel lanes with 1-foot gravel shoulders on both sides.

Inlet Lane and Viewsound Lane are private roads within the residential neighborhood.

All of the public roadways listed above have urban functional classifications, however they all are located in a rural area and therefore urban amenities such as sidewalks are not required. Figure 3 shows the existing intersection geometry and intersection control for the study area.

Picture 1 - SE Olympiad Drive/Nokomis Road SE
(Looking west)

Picture 2 -SE Olympiad Drive/Inlet Lane
(Looking west)

Picture 3 -Nokomis Road SE/SE Olympic Drive
(Looking south)

Picture 4 -Nokomis Road SE 700’ south of SE Olympic Drive
(Looking south)

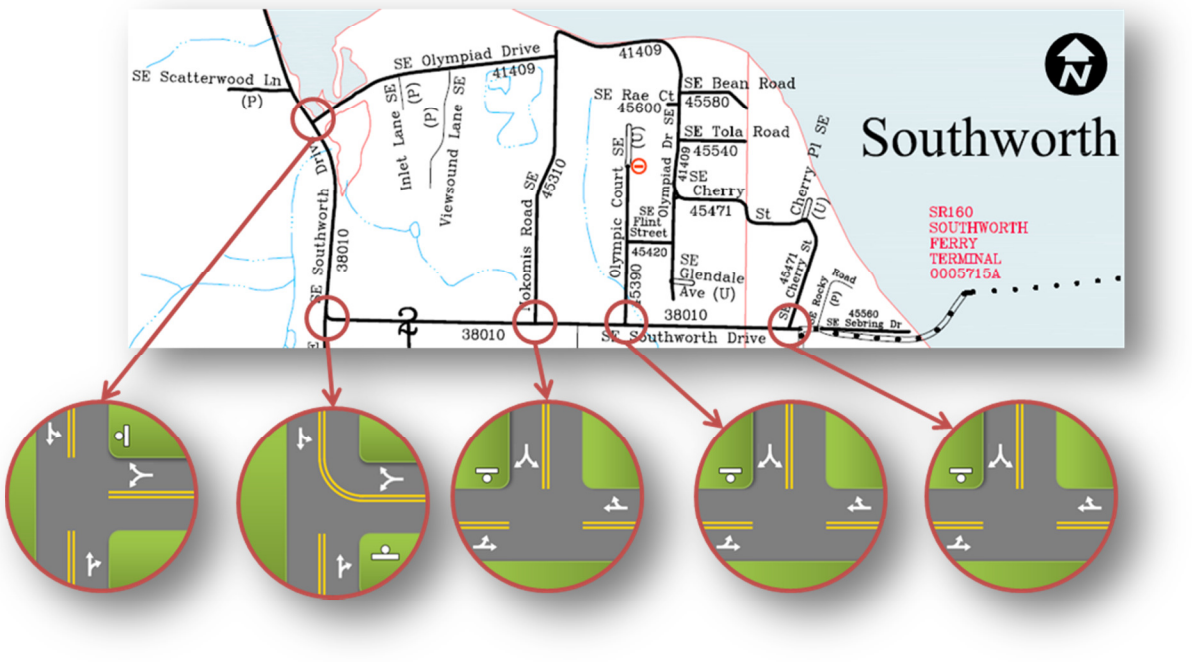

Figure 3 – Intersection Geometry and Control

5 Sight Distance

Two different sight distance types, stopping and intersection were measured at the five SE Southworth Drive intersections. Stopping sight distance is the distance required for a vehicle traveling at or near the design speed to stop before reaching an object in its path. The driver approaching an intersection should have an unobstructed view of the entire intersection for a sufficient distance to permit the driver to react and to stop if necessary to avoid potential collisions. Adequate intersection sight distance insures that drivers of stopped vehicles have sufficient view of the intersecting roadway to decide when to enter safely and comfortably. If the available intersection sight distance for an entering vehicle is at least equal to the appropriate stopping sight distance for the major road, then drivers should have time to anticipate and avoid collisions.

The stopping sight distances were measured using methods published in AASHTO's *A Policy on Geometric Design of Highways and Streets*. The stopping sight distance is the sum of the brake reaction distance and the braking distance. Values are based on an object height of 2.0 feet and a driver's eye height of 3.5 feet.

Intersection sight distance was evaluated using the methods published in the *Kitsap County Road Standards* and AASHTO's *A Policy on Geometric Design of Highways and Streets*. The intersection sight distance principle is based on sight triangles as shown in Figure 4. When evaluating the sight distance at an intersection, AASHTO recommends using a minimum setback distance from the travel way to the driver's vantage point of 14.5 feet, an eye height of 3.5 feet, and an object height of 3.5 feet. At existing intersections Washington Department of Transportation (WSDOT) allows the setback to be reduced to a minimum of 10 feet.

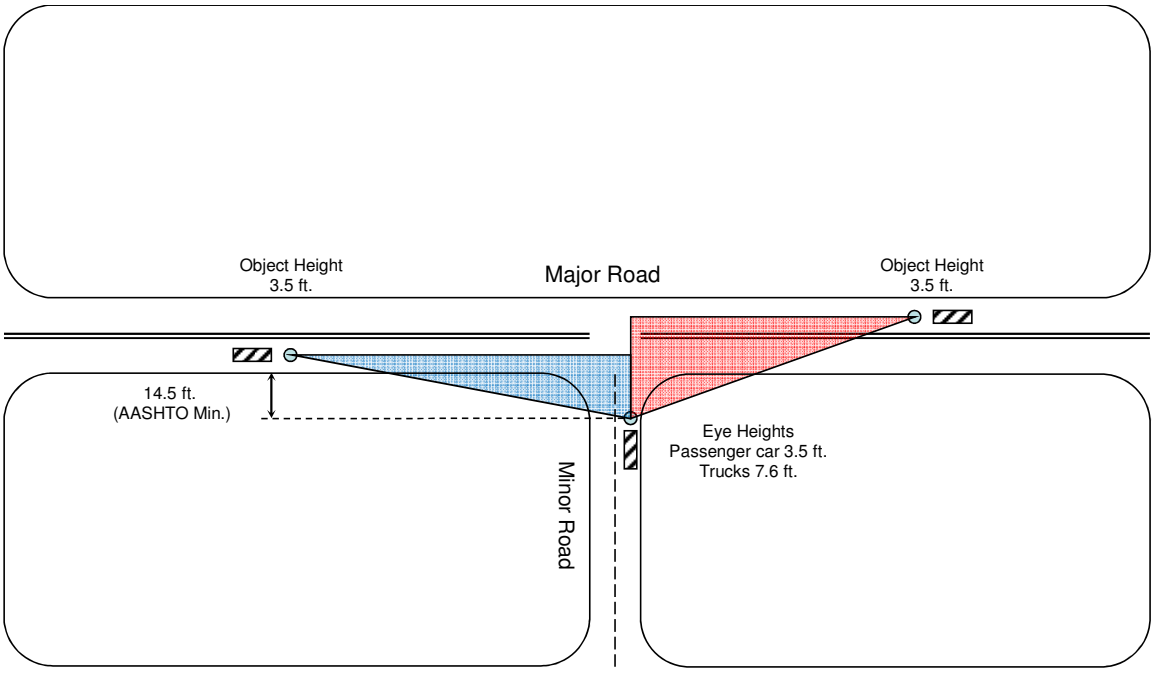

Figure 4 – Intersection Sight Distance Triangles (not to scale)

The driver of a vehicle that is stopped and waiting to cross or enter a roadway needs unobstructed sight triangles to the left and right. This allows the stopped driver on the minor road to see enough of the through roadway to complete all legal maneuvers before an approaching vehicle on the through roadway reaches the intersection. Right-turning drivers should have an unobstructed view of traffic approaching from the left; the blue triangle represents the area that should be free of sight obstructions. Similarly, left-turning drivers should have an unobstructed view of traffic approaching from both the left and the right; the red triangle represents the additional area to the right that should also be free of sight obstructions. Field measurements indicate that all intersections meet AASHTO's recommended minimum stopping sight distances. Table 1 includes a summary of the study area intersection sight distance measurements and standards.

Table 1 – Intersection Sight Distance

Intersection	Approach	AASHTO Stopping Sight Distance *	Measured Distance	Turn Maneuver	Intersection Sight Distance		Sufficient? (Yes/No)
					AASHTO Distance *	Measured Distance	
Southworth Dr. and Olympiad Dr.	East Leg	360 ft.	>360 ft.	Left	500 feet	365 ft.**	Yes
				Right	430 feet	>430 ft.	

Table 1 Continued – Intersection Sight Distance

Intersection	Approach	AASHTO Stopping Sight Distance *	Measured Distance	Turn Maneuver	Intersection Sight Distance		Sufficient? (Yes/No)
					AASHTO Distance *	Measured Distance	
Southworth Dr. and Nokomis Rd	North Leg	425 ft.	>425 ft.	Left	555 feet	>555 ft.	Yes
				Right	480 feet	>480 ft.	
Southworth Dr. and Olympic Ct.	North Leg	425 ft.	>425 ft.	Left	555 feet	555 ft.	Yes
				Right	480 feet	480 ft.	
Southworth Dr. and Cherry St.	North Leg	305 ft.	>305 ft.	Left	445 feet	445 ft.***	Yes
				Right	385 feet	>385 ft.	
Southworth Dr. and Stohlton Rd.	South Leg	425 ft.	430 ft.	Left	555 feet	430 ft.	Yes
				Right	480 feet	>480 ft.	

*Recommended sight distance minimums taken from AASHTO: *A Policy on Geometric Design of Highways and Streets*.
**With clearing of vegetation, sight distance exceeds 500 feet.
***Using WSDOT minimum setback of 10 feet

6 Traffic Safety

All reported motor vehicle collisions within the study area from January 1, 2008 to December 31, 2012 were analyzed. The collisions were analyzed for their type and frequency. A total of 10 collisions occurred during the 5 year period. Eight of the collisions occurred on SE Southworth Drive, 1 collision occurred on SE Olympiad Drive, and one collision occurred on Cherry Street SE. Collision data is included in Appendix A. Table 2 summarizes the study area collision history.

Table 2 – Collision History

Road	MP	Intersection	Date	Severity	Collision Type
Southworth Dr.	2.482	Not at intersection	4/12/09	Injury	Fixed Object
Southworth Dr.	2.490	Not at intersection	1/9/08	Injury	Vehicle overturned
Southworth Dr.	2.765	Stohlton Rd.	10/31/08	PDO	Fixed object
Southworth Dr.	2.784	Stohlton Rd.	4/27/09	PDO	Fixed object
Southworth Dr.	2.887	Wilson Creek Rd.	10/15/11	PDO	Fixed object
Southworth Dr.	3.021	Not at intersection	8/26/09	Injury	Fixed object
Southworth Dr.	3.040	Not at intersection	7/29/10	Injury	Fixed object
Southworth Dr.	3.149	Not at intersection	9/22/09	Injury	Rear-end
Olympiad Dr.	0.150	Inlet Ln.	12/09/11	PDO	Angle
Cherry St.	0.019	At driveway	12/23/08	PDO	Improper backing

PDO = Property damage only

Seven of the collisions involved single vehicles that ran off the road and hit a fixed object. Contributing circumstances for 5 of the 7 collisions involved excessive speed, driving under the influence of alcohol or driver distractions. The data does not suggest that there are any specific safety concerns within the study area that warrant mitigation.

7 Intersection Level of Service

Existing and future intersection Level of Service (LOS) was evaluated for the study area intersections under a no-build option and under a road removal option. Twenty-four hour traffic tube count data was collected at nine locations within the study area. Figure 5 shows the locations of the tube counts. Appendix B contains the traffic tube count worksheets. Review of the count data indicates that the study area has a morning peak hour between 8:00 to 9:00 AM and an evening peak hour between 4:45 to 5:45 PM. Table 3 summarizes the count data collected.

Table 3 – Summary of 24-Hour Tube Counts

Location		Date	Total Two-way ADT	Total Two-way AM Peak Hour	Total Two-way PM Peak Hour
1	Olympiad Dr. east of Southworth Dr.	Monday 2/10/13 to Tuesday 2/18/13	400 vehicles	30 vehicles	40 vehicles
2	Olympiad Dr. west of Nokomis Rd.	Monday 2/10/13 to Tuesday 2/18/13	230 vehicles	10 vehicles	30 vehicles
3	Olympiad Dr. east of Nokomis Rd.	Monday 2/10/13 to Tuesday 2/18/13	180 vehicles	10 vehicles	20 vehicles
4	Olympiad Dr. north of Tola Rd.	Monday 2/10/13 to Tuesday 2/18/13	160 vehicles	10 vehicles	20 vehicles
5	Nokomis Rd. north of Southworth Dr.	Monday 2/10/13 to Tuesday 2/18/13	120 vehicles	10 vehicles	20 vehicles
6	Olympic Ct. north of Southworth Dr.	Monday 2/10/13 to Tuesday 2/18/13	130 vehicles	10 vehicles	10 vehicles
7	Cherry St. north of Southworth Dr.	Monday 2/10/13 to Tuesday 2/18/13	190 vehicles	10 vehicles	20 vehicles
8	Cherry St. east of Olympiad Dr.	Monday 2/10/13 to Tuesday 2/18/13	130 vehicles	10 vehicles	20 vehicles
9	Southworth Dr. north of Olympiad Dr.	Tuesday 3/13/13 to Wednesday 3/13/13	1,760 vehicles	100 vehicles	170 vehicles

Intersection turning movement counts for the SE Southworth Drive intersections were collected between Tuesday February 25 and Thursday February 27, 2014 from 8:00 to 9:00 AM and from 4:45 to 5:45 PM. Appendix B includes the turning movement count reports. Existing intersection AM and PM peak hour turning volumes along with tube count locations are shown in Figure 5.

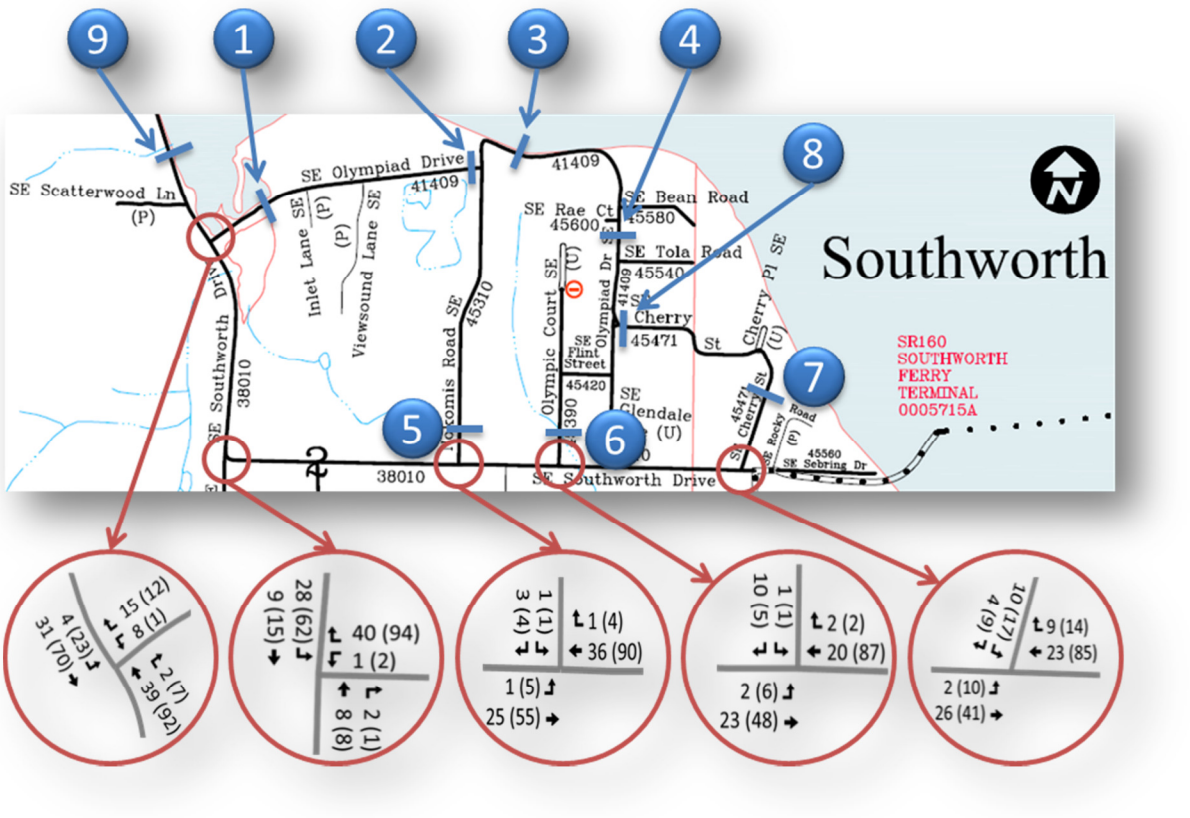

Figure 5 – Existing AM (PM) Peak Hour Volumes and Tube Count Locations

Existing and future intersection LOS was evaluated using Synchro Studio 8 by Trafficware. Two methods for evaluating intersection LOS are reported in the Synchro analysis; the Intersection Capacity Utilization (ICU) method and the Highway Capacity Manual (HCM) method. The ICU method estimates the reserve capacity for an intersection, while the HCM method estimates the delay for an intersection. HCM, the most popular method for evaluating LOS, is considered the current state of the practice and is the standard being used for this analysis. Table 4 below shows control delay and corresponding HCM LOS for two-way stop controlled (TWSC) intersections.

Table 4 – Unsignalized LOS Criteria

LOS	Control Delay Per Vehicle (seconds)
A	0-10
B	>10 -15
C	>15 - 25
D	>25 - 35
E	>35 - 50
F	>50

7.1 Existing Conditions

Intersection delay and LOS is not defined by the HCM for unsignalized intersections. The HCM methodology calculates delay and LOS for individual movements. All of the neighborhood intersections with SE Southworth Drive are currently operating at acceptable levels during the peak hours. A detailed LOS analysis for each study intersection under current volume and geometric conditions is included with this report in Appendix C. Table 5 summarizes the existing LOS for the study area intersections.

Table 5 – Existing Intersection LOS

Intersection	Movement	AM LOS/Delay (sec)	PM LOS/Delay (sec)
Southworth Dr. and Olympiad Dr.	Westbound Left/Right Southbound Left/Thru	A / 9.0 A / 7.4	B / 10.1 A / 7.9
Southworth Dr. and Nokomis Dr.	Eastbound Left/Thru Southbound Left/Right	A / 7.4 A / 8.9	A / 7.8 B / 10.0
Southworth Dr. and Olympic Ct.	Eastbound Left/Thru Southbound Left/Right	A / 7.3 A / 8.7	A / 7.8 B / 10.1
Southworth Dr. and Cherry St.	Eastbound Left/Thru Southbound Left/Right	A / 7.3 A / 8.8	A / 8.0 B / 11.2
Southworth Dr. and Stohlton Rd.	Northbound Thru/Right Westbound Left/Right	A / 9.2 A / 7.4	B / 10.4 A / 7.4

7.2 Future Conditions

Future traffic conditions were evaluated for the project completion year (2017) and for a 20 year design life (2037). Future traffic volumes were derived by applying an average annual growth rate of 1 percent per year to the existing traffic volumes shown in Figure 5. The 1 percent annual growth rate is considered conservative as data collected at Kitsap County traffic count stations within the project area shows traffic volumes have declined over the past 20 years. In addition, the residential neighborhood is nearly fully developed.

Figure 6 shows future 2017 traffic volumes under the no-build option. Figure 7 shows the future 2017 traffic volumes under the road removal option. Figure 8 shows future 2037 traffic volumes under the no-build option. Figure 9 shows the future 2037 traffic volumes under the road removal option. Under the road removal option, the neighbor traffic currently using SE Olympiad Drive to access SE Southworth Drive will reroute onto Nokomis Drive SE, Olympic Court SE, and SE Cherry Street to access SE Southworth Drive. For conservative purposes, this study assumes all of the rerouted neighborhood traffic will use Nokomis Road SE to access SE Southworth Drive under the road removal option.

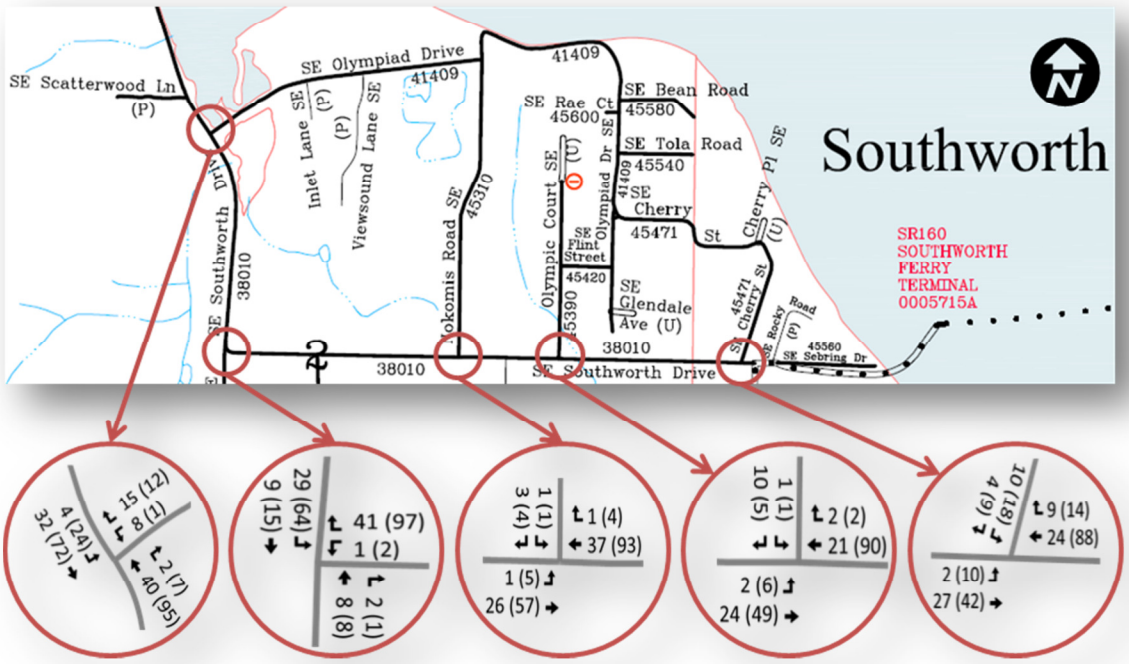

Figure 6 – 2017 AM (PM) Peak Hour Volumes - No-Build Option

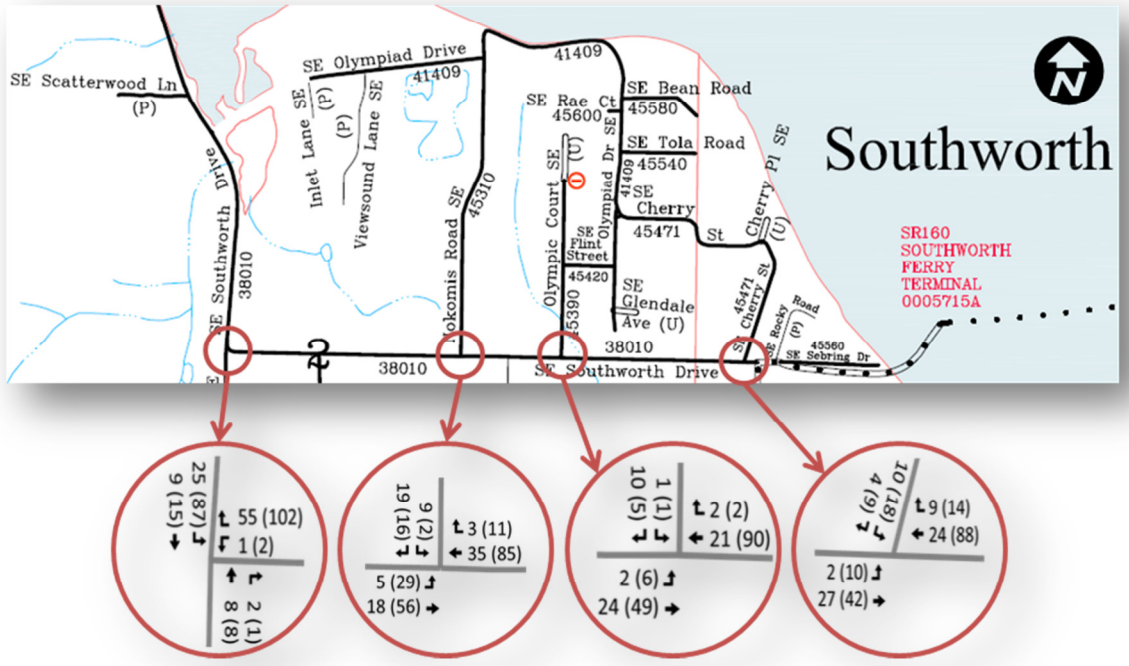

Figure 7 – 2017 AM (PM) Peak Hour Volumes - Road Removal Option

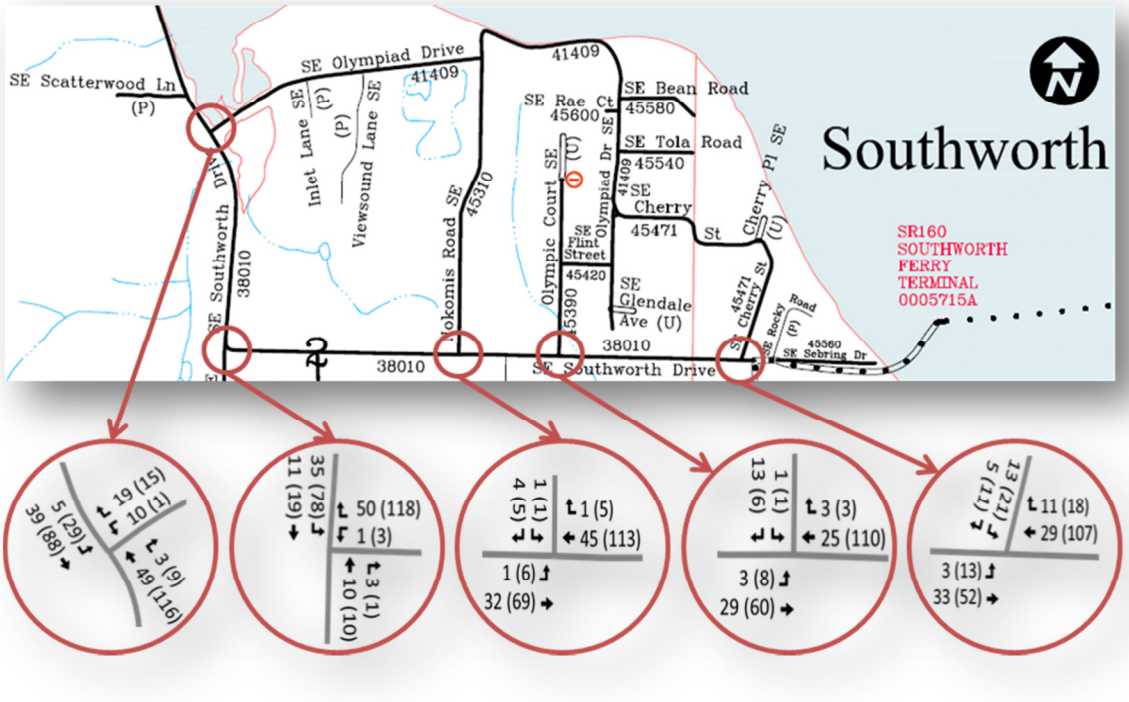

Figure 8 – 2037 AM (PM) Peak Hour Volumes - No-Build Option

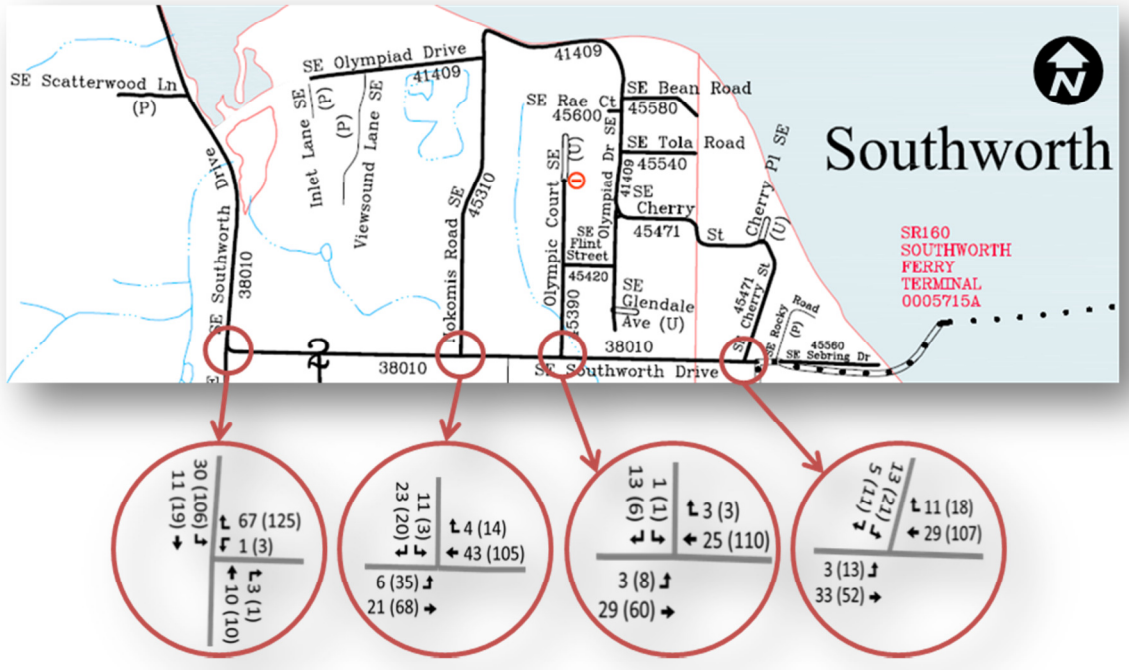

Figure 9 – 2037 AM (PM) Peak Hour Volumes - Road Removal Option

All of the SE Southworth Drive intersections are expected to operate at acceptable levels during the peak hours under future year 2017 and 2037 traffic conditions. Detailed future year LOS analysis worksheets are included with this report in Appendix D. Table 6 summarizes the intersection future 2017 operations. Table 7 summarizes the intersection future 2037 operations.

Table 6 – 2017 Intersection LOS

Intersection	Movement	No-Build Option LOS/Delay (sec)		Road Removal Option LOS/Delay (sec)	
		AM	PM	AM	PM
Southworth Dr. and Olympiad Dr.	Westbound Left/Right Southbound Left/Thru	A / 9.0 A / 7.4	B / 10.2 A / 7.9	N/A	N/A
Southworth Dr. and Nokomis Dr.	Eastbound Left/Thru Southbound Left/Right	A / 7.4 A / 8.9	A / 7.8 B / 10.1	A / 7.4 A / 9.5	A / 7.9 B / 10.3
Southworth Dr. and Olympic Ct.	Eastbound Left/Thru Southbound Left/Right	A / 7.3 A / 8.8	A / 7.8 B / 10.1	A / 7.3 A / 8.8	A / 7.8 B / 10.1
Southworth Dr. and Cherry St.	Eastbound Left/Thru Southbound Left/Right	A / 7.3 A / 8.8	A / 8.0 B / 11.4	A / 7.3 A / 8.8	A / 8.0 B / 11.4
Southworth Dr. and Stohlton Rd.	Northbound Thru/Right Westbound Left/Right	A / 9.2 A / 7.4	B /10.5 A / 7.5	A / 9.3 A / 7.3	B /10.8 A / 7.5

Table 7 – 2037 Intersection LOS

Intersection	Movement	No-Build Option LOS/Delay (sec)		Road Removal Option LOS/Delay (sec)	
		AM	PM	AM	PM
Southworth Dr. and Olympiad Dr.	Westbound Left/Right Southbound Left/Thru	A / 9.2 A / 7.4	B / 10.8 A / 8.1	N/A	N/A
Southworth Dr. and Nokomis Dr.	Eastbound Left/Thru Southbound Left/Right	A / 7.5 A / 9.1	A / 8.0 B / 10.6	A / 7.5 A / 9.9	A / 8.1 B / 10.9
Southworth Dr. and Olympic Ct.	Eastbound Left/Thru Southbound Left/Right	A / 7.4 A / 8.8	A / 8.0 B / 10.7	A / 7.4 A / 8.8	A / 8.0 B / 10.7
Southworth Dr. and Cherry St.	Eastbound Left/Thru Southbound Left/Right	A / 7.3 A / 8.9	A / 8.2 B / 12.4	A / 7.3 A / 8.9	A / 8.2 B / 12.4
Southworth Dr. and Stohlton Rd.	Northbound Thru/Right Westbound Left/Right	A / 9.4 A / 7.4	B /11.1 A / 7.5	A / 9.5 A / 7.4	B /11.6 A / 7.6

8 Roadway Level of Service

Kitsap County uses a volume to capacity (V/C) ratio standard to determine roadway level of service (LOS). In Kitsap County, an acceptable LOS for rural areas is LOS C or better, and for urban areas LOS D or better. Urban areas are those geographic areas located within an established Urban Growth Area (UGA). The project area is located outside an urban area. Table 8 lists the roadway LOS and corresponding V/C ratio.

Table 8 – Roadway Level of Service Standards

LOS	V/C Ratio Range
A	0.59 and below
B	0.60 – 0.69
C	0.70 – 0.79
D	0.80 – 0.89
E	0.90 – 0.99
F	1.00 and above

Based on current traffic volumes and a roadway planning level capacity of 1080 vehicles per day, SE Olympiad Drive and Nokomis Road SE are currently operating a LOS A. Under the road removal option, the majority of the neighborhood traffic using SE Olympiad Drive to access SE Southworth Drive is assumed to reroute onto Nokomis Road SE. This will result in an additional 400 vehicles per day in addition to the current 120 vehicles per day on Nokomis Road SE. Applying an annual growth rate of 1 percent, Nokomis Road SE Road is projected to have 655 vehicles per day by year 2037. The resulting V/C ratio of 0.61 is within the LOS B range.

9 Pavement Conditions

Kitsap County evaluates road surface conditions using WSDOT's Pavement Structural Condition (PSC) guidelines. The PSC is a single index value used to quantify all forms and severity levels of pavement distress including; alligator (fatigue) cracking, longitudinal cracking, transverse cracking and patching for flexible pavements. The PSC has an upper limit of 100 (no distress) and a lower limit of zero (extensive distress. Kitsap County uses PSC guidelines as shown in Table 9 to determine what sort of maintenance or rehabilitation a road warrants. Table 10 summarizes the road surface conditions for the study area roadways of concern.

Table 9 – Pavement Structural Condition Maintenance/Repair Thresholds

PSC (Weighted average score)	Maintenance or Rehabilitation Procedure Warranted
> 66	Acceptable condition. Normal maintenance as needed.
48-66	Approaching failure. Pavement reconstruction may be needed.
< 48	Failure. Resurfacing, restoration, and rehabilitation (3R) needed.

Table 10 – Roadway Surface Conditions

Road	Beginning Milepost	Ending Milepost	Pavement Year	Pavement Thickness (inches)	Pavement Material	Pavement Width (feet)	Rating Date	Average PSC Rating
Cherry Street SE	0.000	0.400	2004	0.375	BST	18	5/28/10	87
			1985	1.000	BST	18		
Flint Street SE	0.000	0.070	2004	0.375	BST	16	5/28/10	69
			1985	1.000	BST	20		
Nokomis Road SE	0.000	0.400	2004	0.375	BST	18	5/28/10	88
			1985	1.000	BST	20		
Olympiad Drive SE	0.000	0.389	1985	1.000	BST	20	7/13/10	53
			1967	2.000	ACP	20		
	0.389	0.989	2004	0.375	BST	20	7/13/10	81
			1985	1.000	BST	20		
			1967	2.000	ACP	20		
Olympic Court SE	0.000	0.151	2004	0.375	BST	18	5/28/10	96
			1985	1.000	BST	20		
SE Southworth Dr.	2.462	2.887	1994	1.000	ACP	24	10/23/12	75
	2.887	3.479	1994	1.000	ACP	24	10/23/12	75

All of the roadways have acceptable pavement conditions except Olympiad Drive SE from SE Southworth Drive to Nokomis Road SE. This section of Olympiad Drive SE is in failure and resurfacing, restoration and rehabilitation are needed.

10 Channelization

Currently there is no left-turn or right-turn channelization present at the SE Southworth Drive and Nokomis Road SE intersection. Under the road removal option, the majority of the neighborhood traffic currently using SE Olympiad Drive in the vicinity of the Harper Estuary is expected to reroute onto Nokomis Road SE to access SE Southworth Drive. For this reason, this intersection was evaluated for intersection channelization under the road removal option. WSDOT left-turn storage guidelines and WSDOT right-turn storage guidelines were used to determine whether or not channelization should be provided. Appendix E contains the intersection channelization worksheets.

Review of the intersection posted speeds and future 2037 peak hour volumes under the road closure option indicates the channelization is not needed based on WSDOT guidelines.

11 Clear Zone

The term “clear zone” is used to designate the unobstructed, traversable area provided beyond the edge of the traveled way for the recovery of errant vehicles. Under the road removal option, Nokomis Road SE will experience higher traffic volumes, so a clear zone inventory of Nokomis Road SE was performed on February 27, 2014. The Kitsap County Road Standards identifies a clear zone target value of 10 feet for local access roads.

The inventory identified a total of 28 objects within the clear zone. The inventory area included the roadside sections of both roads between SE Southworth Drive and SE Olympiad Drive. Objects identified in the inventory included utility poles, concrete bollards, wooden fences, and trees and shrubs. The clear zone inventory field notes are included in this report as Appendix F.

12 Kitsap County Road Standards

The road removal option will result in neighborhood traffic rerouting onto Nokomis Road SE. Nokomis Road SE is a local access road in a rural area with a 30-foot right-of-way. Under the road removal option, Nokomis Road SE will serve as a primary access to the development from the SE Southworth Drive. Table 11 compares design values for Nokomis Road SE to current Kitsap County Road Standards.

Table 11 – Design Values

Nokomis Road SE – Local Access Road		
Category	**Kitsap County Road Standard**	**Existing Conditions**
Design vehicle	SU (Single Unit Truck)	SU (Single Unit Truck)
Design speed	5 mile per hour over posted	Posted speed of 25 mph
Grade	12% maximum	Generally level
Lane widths	10-foot travel lanes	9-foot travel lanes
Sidewalk/shoulder widths	3-foot gravel shoulders on both sides	No shoulders on either side
Clear zone	10 feet	A total of 29 objects, including 13 utility poles, were identified within the Nokomis Road SE clear zone.
Sight distance	Design for adequate intersection sight distance. Design for adequate stopping sight distance.	Adequate intersection and stopping sight distance is available at the intersection of SE Southworth Drive and Nokomis Road SE.

Under existing conditions, approximately 400 vehicles traverse the west end of SE Olympiad Road on a daily basis. This section of SE Olympiad Drive consists of two 10-foot travel lanes with 0 to 1-foot gravel shoulders. To mitigate the additional traffic associated with the road removal option and to bring Nokomis Road SE up to current standards, Nokomis Road SE should be widened to accommodate 10-foot travel lanes and minimum 3-foot gravel shoulders on both sides of the road. In addition, per Kitsap County Road Standards, a turn around should be constructed SE Olympiad Drive on the east side of the Harper Estuary. Preliminary total estimated cost for the widening Nokomis Road SE and constructing a turn around on SE Olympiad Drive is $441,000. Road improvements may require relocating or mitigating objects located within the clear zone. Appendix G contains an engineering estimate for the roadway improvements.

13 Community Impacts

The road removal option will have direct impacts to residents living on Nokomis Road SE, Inlet Lane SE, SE Olympiad Drive, and Viewsound Lane SE. Residents living on SE Olympiad Drive west of Nokomis Road SE, on Inlet Lane SE and on Viewsound Lane SE will have to travel up to 1.25 miles out of direction to reach the SE Southworth Drive

and SE Olympiad Drive intersection (see Figure 10). The net increase in travel distance between the no-build option and the road removal option is 1.05 miles. Residents living on Nokomis Road SE can expect higher traffic volumes and additional noise as a result of the rerouted traffic.

Figure 10 – Road Removal Option Travel Distances

Impacts on non-motorized transportation, emergency response, and school bus routes as a result of removing SE Olympiad Drive between Inlet Lane SE and SE Southworth Drive are listed below.

13.1 Bicycle/Pedestrian/Transit

SE Southworth Drive is part of the Mosquito Fleet Trail and is identified as Bike Route #30 in the Kitsap County Bicycle Facilities Plan. The Mosquito Fleet Trail is a proposed network of designated roads and bicycle and pedestrian paths that connect historic Mosquito Fleet sites from Kingston to Southworth, including Bainbridge Island. SE Southworth Drive is a popular route amongst bicycle enthusiasts. A number of the cyclists enjoy circumventing the route by utilizing SE Olympiad Drive and Cherry Street SE to experience the areas scenic beauty. The Kitsap County Bicycle Facilities Plan lists Project #48 – SE Olympiad Dr./Cherry St. as a high priority project. The project consists of paved shoulders along SE Olympiad Drive and Cherry Street SE from SE Southworth Drive to SE Southworth Drive.

In 2001 paved shoulders were installed on both sides of the SE Southworth Drive from the Southworth Ferry Terminal to Stohlton Road SE. In 2010 the shoulder improvements were extended north from Stohlton Road SE to the Harper Dock site. The

shoulder improvements have provided a much safer environment for pedestrians and cyclists.

Harper Park is a popular destination for neighborhood residents. Harper Park is located at the intersection of SE Southworth Drive and SE Olympiad Drive. The 59-acre park consists of ball field, picnic area, picnic shelter, restrooms, viewpoints, walking trails, a boat launch and water access. The ball field is open play, first come, first serve. The make shift boat launch is located on the north side of SE Olympiad Drive just east of SE Southworth Drive. It is an unimproved boat ramp for non-motorized vessels.

The Harper Dock site is another popular destination for neighborhood residents. Site activities include fishing and scuba diving. The site of the old Harper Dock is located on SE Southworth Drive approximately 0.5 miles north of SE Olympiad Drive. According to the Port of Bremerton, "*The Harper Pier is currently closed for reconstruction. A Public Hearing on the Shoreline Substantial Development Permit (SDAP)/Shoreline Variance was held on September 26, 2013. The permit was uncontested with Port CEO Tim Thomson speaking on behalf of the Board of Commissioners in favor of the project. The hearing examiner made a positive finding."*[3]

Kitsap Transit provides weekday transit service between the Port Orchard Ferry Dock and the Southworth Ferry Terminal. Within the study area there is one bus stop located at the corner of SE Southworth Drive and SE Olympiad Drive.

The most direct neighborhood access to Harper Park, the Harper Dock site, and the Kitsap Transit bus stop is via SE Olympiad Drive. Closing SE Olympiad Drive at the Harper Estuary would result in an additional distance of 1.05 miles in out of direction travel for neighborhood pedestrians and cyclists. Options for a pedestrian and bicycle connection to SE Southworth Drive north of Stohlton Road SE should be explored further. A potential mitigation measure to offset the inconvenience to the non-motorized community would be to construct a shared-use path around the southern end of the estuary. This path would also serve to connect the future bike route along SE Cherry Street and SE Olympiad Drive. This path could be located on Harper Park property and would provide a much needed access between the residential neighborhood and SE Southworth Drive north of Stohlton Road SE. The path should be accessible to pedestrians and cyclists and should be ADA compliant.

13.2 Southworth Ferry Terminal

The Southworth Ferry Terminal is located at the east end of SE Southworth Drive just east of State Route 160 (SE Sedgwick Road). This is a popular commuting route between the Kitsap Peninsula and West Seattle. The ferry provides daily sailings at hourly intervals to Fauntleroy in West Seattle and Vashon Island. Three ferries currently provide service on this route; the Issaquah that carries 124 vehicles and 1200 passengers, the Tillikum that carries 87 vehicles and 1092 passengers, and the Klahowya that carries 87 vehicles and 800 passengers. The Southworth Ferry terminal has 340 parking spaces on site, 43 of which are car pool spaces. Ferry off loading and on loading takes approximately 10 minutes. While traffic arriving at the terminal is dispersed throughout the hour prior to a sailing, traffic surges departing the ferry terminal area occur on hourly intervals throughout the day and last approximately 5 to 10 minutes. To account for the short fluctuations in traffic flow on SE Southworth Drive as a

result ferry related traffic, the hourly volumes used in the intersection level of service analysis were adjusted to reflect peak 15-minute flow volumes.

13.3 Emergency Response

South Kitsap Fire and Rescue (SKFR) were contacted for input on impacts to emergency response times as a result of closing SE Olympiad Drive at the Harper Estuary. Mr. Guy Dalrymple, Deputy Chief, responded "Primary response to this area is from SKFR Station 9 (Yukon Harbor) located at SE Mile Hill Drive and Alaska Avenue SE. The proposed change would increase our response time into the affected area from five minutes which is a national standard time, to over seven minutes. The five minute time marker is critical for survival in a cardiac arrest and is the typical time in fire response to arrive prior to flashover – the time when all combustible materials in a fire environment collectively reach their ignition point." Closure of SE Olympiad Drive would increase response distance into the area by approximately 1.41 miles with a net time increase of 2:14 minutes. This is based on a worst case scenario for travel time to the proposed road closure.

Deputy Chief Dalrymple also stated "A secondary concern for SKFR is limiting the access to this area by removing the primary response route. Although Nokomis would move from being an alternate route to become the primary, Olympic Court and Cherry Street are not good alternatives based on the space needed to maneuver a fire engine."

13.4 School Bus Routes

South Kitsap School District No. 402 is the second largest public school district in Kitsap County and serves the city of Port Orchard and the southern area of the county. School age children residing in the neighborhood bounded by SE Southworth Drive are zoned for South Colby Elementary School, John Sedgwick Junior High, and South Kitsap High School. Transportation to and from all three schools is provided to students living in the area.

Bus stops for high school students are located at SE Southworth Drive and Nokomis Road SE, and SE Southworth Drive and Cherry Street SE. Bus stops for elementary and junior high students are located at Olympiad Drive SE and Viewsound Lane SE, Olympiad Drive SE and Bean Street, and Olympiad Drive SE and Cherry Street SE. Closure of Olympiad Drive SE at the Harper Estuary will result in changes to elementary and junior high school bus routes and bus stop locations within the residential neighborhood.

14 Conclusion

The closure of SE Olympiad Road at the Harper Estuary will have direct impacts to residents living on Nokomis Road SE, SE Olympiad Drive, Inlet Lane, and Viewsound Lane. The majority of residents currently using SE Olympiad drive to access SE Southworth Drive will reroute to Nokomis Road SE. The road closure could increase travel distances for residents west of Nokomis Road SE by up to 1.05 miles. This will result in higher traffic volumes and increased noise levels on Nokomis Road SE. Average daily traffic volumes on Nokomis Road SE could increase from 120 vehicles per day up to 520 vehicles per day. While Nokomis Road SE does not meet Kitsap County's current road standards, the impacts due to increased traffic could be alleviated in part by upgrading Nokomis Road SE to current standards.

The closure of SE Olympiad Road will also have direct impacts on non-motorized transportation. The most direct neighborhood access to Harper Park, the Harper Dock site, and a Kitsap Transit bus stop is via SE Olympiad Drive. Closing SE Olympiad Drive at the Harper Estuary could result in an additional distance of 1.05 miles for neighborhood pedestrians and cyclists.

The closure of SE Olympiad Drive will also impact emergency response routes and times. According to SKFR, Nokomis Road SE will go from being an alternate route to becoming a primary emergency response route. SKFR expects emergency response times from Station 9 to the neighborhood west of Nokomis Road SE could increase by up to 2:14 minutes.

The table below lists transportation related impacts identified under the road removal option and potential mitigation measures to offset the identified impacts.

Table 12 – Impacts and Potential Mitigation Measures

Impacts of Road Removal Option	Potential Mitigation Measures
Traffic volumes and traffic related noise will increase on Nokomis Road SE from SE Olympiad Drive to SE Southworth Drive. Nokomis Road will serve as primary route for South Kitsap Fire and Rescue.	Widen Nokomis Road SE to current Kitsap County Road Standards. Provide 10-travel lanes and 3-foot gravel shoulders.
Olympiad Drive NE will terminate at east side of Harper Estuary.	Provide a turn around on SE Olympiad Drive on east side of Harper Estuary per Kitsap County Road Standards Section 3.7.1.
Pedestrian and bicycle travel distance from the east side of the Harper Estuary to the west side of Harper Estuary could increase by 1.05 miles.	Options for providing pedestrian and bicycle access to SE Southworth Drive north of Stohlton Road SE should be explored.

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CERTIFICATION

The technical material and data contained in this document were prepared under the supervision and direction of the undersigned, whose seal, as a professional engineer licensed to practice as such, is affixed below.

4-17-14

Prepared by Christine DeGeus, Traffic Operations Supervisor

Reviewed by Susan Goudy, P.E., Traffic Operations Engineer

Approved by Jeff Shea, P.E., Traffic Engineer

Appendix A. Traffic Safety

Collision Data

CLAS Collision Detail Report

	Report #	Date	Severity	Intersection	Collision Type	Object Struck
2.204	1846806	08/29/12	Injury	At Driveway	From opposite direction - one left turn - one straight	

	Report #	Date	Severity	Intersection	Collision Type	Object Struck
2.270	2728450	10/02/09	Injury	Not at Intersection and Not Related	Fixed object/Fixed object	Guardrail - Through or Over or Under/Into River/Lake/Swamp/ etc

1 Pickup,Panel Truck or Vanette under 10,000 lb — **Direction From:** W

Actions: Going Straight Ahead

Seq of Events: Ran off the Road/Collision Involving Fixed Object/Overturn (Rollover)

Contrib Circ: Under Influence of Alcohol/Exceeding Stated Speed Limit

	Report #	Date	Severity	Intersection	Collision Type	Object Struck
2.482	2980502	04/12/09	Injury	Not at Intersection and Not Related	All other non-collision/Fixed object	/Utility Pole or Box

1 Passenger Car — **Direction From:** N

Actions: Going Straight Ahead

Seq of Events: Ran off the Road/Collision Involving Fixed Object

Contrib Circ: Under Influence of Alcohol

	Report #	Date	Severity	Intersection	Collision Type	Object Struck
2.490	2927265	01/09/08	Injury	Not at Intersection and Not Related	Vehicle overturned	

1 Pickup,Panel Truck or Vanette under 10,000 lb — **Direction From:** N

Actions: Going Straight Ahead

Seq of Events: Ran off the Road/Overturn (Rollover)

Contrib Circ: Exceeding Reas. Safe Speed

	Report #	Date	Severity	Intersection	Collision Type	Object Struck
2.765	2728687	10/31/08	Property Damage Only	At Intersection and Not Related-@ Rd #45090	Vehicle overturned/Fixed object	/Roadway Ditch

1 Pickup,Panel Truck or Vanette under 10,000 lb — **Direction From:** E

Actions: Going Straight Ahead

Seq of Events: Ran off the Road/Overturn (Rollover)/Collision Involving Fixed Object

Contrib Circ: None

CLAS Collision Detail Report

	Report #	Date	Severity	Intersection	Collision Type	Object Struck
2.784	3110804	04/27/09	Property Damage Only	Not at Intersection and Not Related	Fixed object/Fixed object	Over Embankment - No Guardrail Present/Tree or Stump (stationary)

1 Passenger Car — **Direction From:** W

Actions: Going Straight Ahead
Seq of Events: Ran off the Road/Collision Involving Fixed Object
Contrib Circ: Other

	Report #	Date	Severity	Intersection	Collision Type	Object Struck
2.887	E132282	10/15/11	Property Damage Only	At Intersection and Related-@ Rd #45110	Fixed object	Utility Pole or Box

1 Pickup or Panel Truck or Vanette under 10000 lb — **Direction From:** E

Actions: Making Left Turn/Hit and run
Seq of Events: Ran off the Road/Collision Involving Fixed Object
Contrib Circ: Exceeding Reas. Safe Speed/Under Influence of Alcohol

	Report #	Date	Severity	Intersection	Collision Type	Object Struck
3.021	E026034	08/26/09	Injury	Not at Intersection and Not Related	Fixed object	Roadway Ditch

1 Passenger Car — **Direction From:** W

Actions: Going Straight Ahead
Seq of Events: Ran off the Road/Collision Involving Fixed Object
Contrib Circ: Under Influence of Alcohol

	Report #	Date	Severity	Intersection	Collision Type	Object Struck
3.040	E061433	07/29/10	Injury	Not at Intersection and Not Related	Fixed object/Vehicle overturned	Over Embankment - No Guardrail Present

1 Motorcycle — **Direction From:** W

Actions: Going Straight Ahead
Seq of Events: Ran off the Road/Overturn (Rollover)
Contrib Circ: Over Center Line

CLAS Collision Detail Report

	Report #	Date	Severity	Intersection	Collision Type	Object Struck
3.149	2870738	09/22/09	Injury	Not at Intersection and Not Related	From same direction - both going straight - one stopped - rear-end	

1 Passenger Car — **Direction From:** W

Actions: Stopped for Traffic/Stopped for animal

Seq of Events: Collision Involving Motor Vehicle in Transport

Contrib Circ: None

2 Motorcycle — **Direction From:** W

Actions: Going Straight Ahead

Seq of Events: Collision Involving Motor Vehicle in Transport

Contrib Circ: Driver Distractions Outside the Vehicle

CLAS Collision Detail Report

41409 OLYMPIAD DR SE/OLYMPIAD DR (SE)

	Report #	Date	Severity	Intersection	Collision Type	Object Struck
0.150	E141783	12/09/11	Property Damage Only	At Intersection and Related-@ Rd #94015	Entering at angle	

1 Pickup or Panel Truck or Vanette under 10000 lb — **Direction From:** W

Actions: Going Straight Ahead

Seq of Events: Collision Involving Motor Vehicle in Transport

Contrib Circ: Exceeding Stated Speed Limit

2 Passenger Car — **Direction From:** S

Actions: Making Left Turn

Seq of Events: Collision Involving Motor Vehicle in Transport

Contrib Circ: Did Not Grant ROW to Vehicle

CLAS Collision Detail Report

45471 **CHERRY ST (SE)**

	Report #	Date	Severity	Intersection	Collision Type	Object Struck
0.019	2928293	12/23/08	Property Damage Only	At Driveway	One parked--one moving	

1 Not Stated — **Direction From:** W

Actions: Backing/Hit and run

Seq of Events: Collision Involving Parked Vehicle

Contrib Circ: Improper Backing

2 Passenger Car — **Direction From:**

Actions: Legally Parked, Unoccupied

Seq of Events: Collision Involving Motor Vehicle in Transport

Contrib Circ:

Appendix B. Count Data

24 Hour Counts

Peak Hour Turning Movement Counts

Daily Vehicle Volume Report

Location: Southworth Dr. N. of Olympaid Dr. 221.8
Unit ID: 3
Study Date: Tuesday - March 12, 2013 / Wednesday - March 13, 2013

Time	South Bound Volume	North Bound Volume	Total Volume
12:00 - 12:59	42	48	90
13:00 - 13:59	42	40	82
14:00 - 14:59	61	41	102
15:00 - 15:59	91	75	166
16:00 - 16:59	66	73	139
17:00 - 17:59	56	116	172
18:00 - 18:59	52	57	109
19:00 - 19:59	39	46	85
20:00 - 20:59	30	22	52
21:00 - 21:59	15	19	34
22:00 - 22:59	5	5	10
23:00 - 23:59	0	8	8
00:00 - 00:59	3	8	11
01:00 - 01:59	0	3	3
02:00 - 02:59	1	2	3
03:00 - 03:59	13	5	18
04:00 - 04:59	57	9	66
05:00 - 05:59	78	19	97
06:00 - 06:59	40	28	68
07:00 - 07:59	49	42	91
08:00 - 08:59	50	50	100
09:00 - 09:59	54	40	94
10:00 - 10:59	33	39	72
11:00 - 11:59	35	56	91
ADT	912	851	1763
AM Peak Time	05:30 - 06:29	10:45 - 11:44	07:30 - 08:29
AM Peak Volume	83	61	112
PM Peak Time	15:30 - 16:29	17:00 - 17:59	16:15 - 17:14
PM Peak Volume	92	116	182

Daily Vehicle Volume Report

Location: Olympic Ct. N. of Southworth DR.
Unit ID: 1100786-1/Kitsap County-11
Study Date: Monday - February 10, 2014

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	-	-	-
01:00 - 01:59	-	-	-
02:00 - 02:59	-	-	-
03:00 - 03:59	-	-	-
04:00 - 04:59	-	-	-
05:00 - 05:59	-	-	-
06:00 - 06:59	-	-	-
07:00 - 07:59	-	-	-
08:00 - 08:59	-	-	-
09:00 - 09:59	0	0	0
10:00 - 10:59	0	0	0
11:00 - 11:59	0	0	0
12:00 - 12:59	2	2	4
13:00 - 13:59	3	3	6
14:00 - 14:59	3	7	10
15:00 - 15:59	4	3	7
16:00 - 16:59	4	8	12
17:00 - 17:59	4	9	13
18:00 - 18:59	5	6	11
19:00 - 19:59	0	1	1
20:00 - 20:59	1	3	4
21:00 - 21:59	2	2	4
22:00 - 22:59	0	4	4
23:00 - 23:59	0	0	0
ADT	28	48	76
AM Peak Time	00:00 - 00:59	00:00 - 00:59	00:00 - 00:59
AM Peak Volume	0	0	0
PM Peak Time	16:45 - 17:44	16:45 - 17:44	16:45 - 17:44
PM Peak Volume	6	10	16

Daily Vehicle Volume Report

Location: Olympic Ct. N. of Southworth DR.
Unit ID: 1100786-1/Kitsap County-11
Study Date: Tuesday - February 11, 2014

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	0	0	0
01:00 - 01:59	0	0	0
02:00 - 02:59	0	0	0
03:00 - 03:59	1	1	2
04:00 - 04:59	1	1	2
05:00 - 05:59	1	1	2
06:00 - 06:59	10	0	10
07:00 - 07:59	5	2	7
08:00 - 08:59	6	4	10
09:00 - 09:59	3	4	7
10:00 - 10:59	6	1	7
11:00 - 11:59	3	5	8
12:00 - 12:59	5	4	9
13:00 - 13:59	7	1	8
14:00 - 14:59	1	0	1
15:00 - 15:59	5	3	8
16:00 - 16:59	4	5	9
17:00 - 17:59	8	8	16
18:00 - 18:59	3	1	4
19:00 - 19:59	0	4	4
20:00 - 20:59	0	5	5
21:00 - 21:59	0	3	3
22:00 - 22:59	0	3	3
23:00 - 23:59	0	0	0
ADT	69	56	125
AM Peak Time	06:00 - 06:59	08:15 - 09:14	07:30 - 08:29
AM Peak Volume	10	5	12
PM Peak Time	17:00 - 17:59	16:15 - 17:14	17:00 - 17:59
PM Peak Volume	8	8	16

Daily Vehicle Volume Report

Location: Olympic Ct. N. of Southworth DR.
Unit ID: 1100786-1/Kitsap County-11
Study Date: Wednesday - February 12, 2014

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	0	0	0
01:00 - 01:59	0	1	1
02:00 - 02:59	0	0	0
03:00 - 03:59	1	1	2
04:00 - 04:59	2	2	4
05:00 - 05:59	2	0	2
06:00 - 06:59	6	0	6
07:00 - 07:59	3	1	4
08:00 - 08:59	5	2	7
09:00 - 09:59	4	3	7
10:00 - 10:59	6	4	10
11:00 - 11:59	7	6	13
12:00 - 12:59	4	4	8
13:00 - 13:59	5	1	6
14:00 - 14:59	3	3	6
15:00 - 15:59	6	5	11
16:00 - 16:59	6	9	15
17:00 - 17:59	5	7	12
18:00 - 18:59	6	4	10
19:00 - 19:59	2	3	5
20:00 - 20:59	1	2	3
21:00 - 21:59	2	2	4
22:00 - 22:59	1	2	3
23:00 - 23:59	1	2	3
ADT	78	64	142
AM Peak Time	05:45 - 06:44	10:15 - 11:14	10:15 - 11:14
AM Peak Volume	8	6	14
PM Peak Time	15:30 - 16:29	16:00 - 16:59	16:15 - 17:14
PM Peak Volume	8	9	16

Daily Vehicle Volume Report

Location: Olympic Ct. N. of Southworth DR.
Unit ID: 1100786-1/Kitsap County-11
Study Date: Thursday - February 13, 2014

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	0	1	1
01:00 - 01:59	0	2	2
02:00 - 02:59	0	0	0
03:00 - 03:59	2	1	3
04:00 - 04:59	1	0	1
05:00 - 05:59	1	0	1
06:00 - 06:59	6	1	7
07:00 - 07:59	5	0	5
08:00 - 08:59	6	1	7
09:00 - 09:59	7	4	11
10:00 - 10:59	1	3	4
11:00 - 11:59	2	1	3
12:00 - 12:59	6	3	9
13:00 - 13:59	6	7	13
14:00 - 14:59	4	4	8
15:00 - 15:59	4	4	8
16:00 - 16:59	5	7	12
17:00 - 17:59	3	7	10
18:00 - 18:59	1	5	6
19:00 - 19:59	0	1	1
20:00 - 20:59	0	7	7
21:00 - 21:59	1	3	4
22:00 - 22:59	0	2	2
23:00 - 23:59	0	1	1
ADT	61	65	126
AM Peak Time	08:45 - 09:44	09:00 - 09:59	09:00 - 09:59
AM Peak Volume	7	4	11
PM Peak Time	12:00 - 12:59	16:30 - 17:29	13:00 - 13:59
PM Peak Volume	6	10	13

Daily Vehicle Volume Report

Location: Olympic Ct. N. of Southworth DR.
Unit ID: 1100786-1/Kitsap County-11
Study Date: Friday - February 14, 2014

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	1	0	1
01:00 - 01:59	0	1	1
02:00 - 02:59	0	0	0
03:00 - 03:59	1	1	2
04:00 - 04:59	2	3	5
05:00 - 05:59	1	1	2
06:00 - 06:59	6	1	7
07:00 - 07:59	3	1	4
08:00 - 08:59	7	3	10
09:00 - 09:59	3	1	4
10:00 - 10:59	5	5	10
11:00 - 11:59	2	2	4
12:00 - 12:59	4	4	8
13:00 - 13:59	5	4	9
14:00 - 14:59	6	4	10
15:00 - 15:59	2	1	3
16:00 - 16:59	6	9	15
17:00 - 17:59	2	6	8
18:00 - 18:59	3	1	4
19:00 - 19:59	0	2	2
20:00 - 20:59	4	2	6
21:00 - 21:59	1	7	8
22:00 - 22:59	1	0	1
23:00 - 23:59	0	1	1
ADT	65	60	125
AM Peak Time	06:15 - 07:14	10:00 - 10:59	08:00 - 08:59
AM Peak Volume	7	5	10
PM Peak Time	13:45 - 14:44	16:00 - 16:59	16:00 - 16:59
PM Peak Volume	8	9	15

Daily Vehicle Volume Report

Location: Olympic Ct. N. of Southworth DR.
Unit ID: 1100786-1/Kitsap County-11
Study Date: Saturday - February 15, 2014

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	0	0	0
01:00 - 01:59	0	0	0
02:00 - 02:59	0	0	0
03:00 - 03:59	0	0	0
04:00 - 04:59	3	2	5
05:00 - 05:59	2	0	2
06:00 - 06:59	2	1	3
07:00 - 07:59	1	0	1
08:00 - 08:59	4	2	6
09:00 - 09:59	4	4	8
10:00 - 10:59	3	0	3
11:00 - 11:59	3	2	5
12:00 - 12:59	8	3	11
13:00 - 13:59	2	2	4
14:00 - 14:59	2	7	9
15:00 - 15:59	3	5	8
16:00 - 16:59	3	8	11
17:00 - 17:59	0	3	3
18:00 - 18:59	4	1	5
19:00 - 19:59	1	1	2
20:00 - 20:59	3	7	10
21:00 - 21:59	0	1	1
22:00 - 22:59	0	2	2
23:00 - 23:59	1	0	1
ADT	49	51	100
AM Peak Time	09:15 - 10:14	08:45 - 09:44	09:15 - 10:14
AM Peak Volume	5	5	9
PM Peak Time	12:00 - 12:59	15:30 - 16:29	15:30 - 16:29
PM Peak Volume	8	11	14

Daily Vehicle Volume Report

Location: Olympic Ct. N. of Southworth DR.
Unit ID: 1100786-1/Kitsap County-11
Study Date: Sunday - February 16, 2014

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	0	0	0
01:00 - 01:59	0	0	0
02:00 - 02:59	0	0	0
03:00 - 03:59	0	0	0
04:00 - 04:59	1	1	2
05:00 - 05:59	1	1	2
06:00 - 06:59	1	0	1
07:00 - 07:59	3	0	3
08:00 - 08:59	6	3	9
09:00 - 09:59	5	2	7
10:00 - 10:59	4	7	11
11:00 - 11:59	6	7	13
12:00 - 12:59	6	5	11
13:00 - 13:59	5	5	10
14:00 - 14:59	3	8	11
15:00 - 15:59	5	5	10
16:00 - 16:59	5	3	8
17:00 - 17:59	6	4	10
18:00 - 18:59	1	0	1
19:00 - 19:59	0	3	3
20:00 - 20:59	2	3	5
21:00 - 21:59	0	4	4
22:00 - 22:59	0	3	3
23:00 - 23:59	0	1	1
ADT	60	65	125
AM Peak Time	07:30 - 08:29	10:00 - 10:59	11:00 - 11:59
AM Peak Volume	7	7	13
PM Peak Time	16:45 - 17:44	14:30 - 15:29	14:30 - 15:29
PM Peak Volume	8	10	15

Daily Vehicle Volume Report

Location: Olympic Ct. N. of Southworth DR.
Unit ID: 1100786-1/Kitsap County-11
Study Date: Monday - February 17, 2014

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	0	0	0
01:00 - 01:59	0	0	0
02:00 - 02:59	0	0	0
03:00 - 03:59	1	1	2
04:00 - 04:59	0	0	0
05:00 - 05:59	2	0	2
06:00 - 06:59	5	0	5
07:00 - 07:59	5	0	5
08:00 - 08:59	4	5	9
09:00 - 09:59	4	4	8
10:00 - 10:59	9	3	12
11:00 - 11:59	8	7	15
12:00 - 12:59	7	7	14
13:00 - 13:59	2	4	6
14:00 - 14:59	7	5	12
15:00 - 15:59	7	6	13
16:00 - 16:59	10	2	12
17:00 - 17:59	1	5	6
18:00 - 18:59	4	8	12
19:00 - 19:59	0	5	5
20:00 - 20:59	1	5	6
21:00 - 21:59	0	3	3
22:00 - 22:59	1	0	1
23:00 - 23:59	0	0	0
ADT	78	70	148
AM Peak Time	10:30 - 11:29	11:00 - 11:59	10:45 - 11:44
AM Peak Volume	11	7	16
PM Peak Time	14:30 - 15:29	18:00 - 18:59	14:30 - 15:29
PM Peak Volume	11	8	16

Daily Vehicle Volume Report

Location: Olympic Ct. N. of Southworth DR.
Unit ID: 1100786-1/Kitsap County-11
Study Date: Tuesday - February 18, 2014

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	1	1	2
01:00 - 01:59	0	0	0
02:00 - 02:59	0	0	0
03:00 - 03:59	2	1	3
04:00 - 04:59	2	2	4
05:00 - 05:59	1	1	2
06:00 - 06:59	10	1	11
07:00 - 07:59	8	4	12
08:00 - 08:59	5	3	8
09:00 - 09:59	3	1	4
10:00 - 10:59	4	4	8
11:00 - 11:59	3	0	3
12:00 - 12:59	6	0	6
13:00 - 13:59	-	-	-
14:00 - 14:59	-	-	-
15:00 - 15:59	-	-	-
16:00 - 16:59	-	-	-
17:00 - 17:59	-	-	-
18:00 - 18:59	-	-	-
19:00 - 19:59	-	-	-
20:00 - 20:59	-	-	-
21:00 - 21:59	-	-	-
22:00 - 22:59	-	-	-
23:00 - 23:59	-	-	-
ADT	45	18	63
AM Peak Time	06:15 - 07:14	07:15 - 08:14	07:15 - 08:14
AM Peak Volume	11	6	14
PM Peak Time	12:00 - 12:59	00:00 - 00:59	12:00 - 12:59
PM Peak Volume	6	0	6

Daily Vehicle Volume Report

Location: Olympiad DR. W. of Nokomis Rd.
Unit ID: Kitsap County-1/17077- 7
Study Date: Monday - February 10, 2014

Time	East Bound Volume	West Bound Volume	Total Volume
00:00 - 00:59	-	-	-
01:00 - 01:59	-	-	-
02:00 - 02:59	-	-	-
03:00 - 03:59	-	-	-
04:00 - 04:59	-	-	-
05:00 - 05:59	-	-	-
06:00 - 06:59	-	-	-
07:00 - 07:59	-	-	-
08:00 - 08:59	-	-	-
09:00 - 09:59	0	0	0
10:00 - 10:59	0	0	0
11:00 - 11:59	3	2	5
12:00 - 12:59	7	6	13
13:00 - 13:59	6	8	14
14:00 - 14:59	8	3	11
15:00 - 15:59	14	10	24
16:00 - 16:59	11	13	24
17:00 - 17:59	4	3	7
18:00 - 18:59	2	2	4
19:00 - 19:59	5	2	7
20:00 - 20:59	4	1	5
21:00 - 21:59	3	1	4
22:00 - 22:59	1	0	1
23:00 - 23:59	1	0	1
ADT	69	51	120
AM Peak Time	11:00 - 11:59	11:00 - 11:59	11:00 - 11:59
AM Peak Volume	3	2	5
PM Peak Time	15:00 - 15:59	16:00 - 16:59	15:00 - 15:59
PM Peak Volume	14	13	24

Daily Vehicle Volume Report

Location: Olympiad DR. W. of Nokomis Rd.
Unit ID: Kitsap County-1/17077- 7
Study Date: Tuesday - February 11, 2014

Time	East Bound Volume	West Bound Volume	Total Volume
00:00 - 00:59	1	1	2
01:00 - 01:59	0	0	0
02:00 - 02:59	0	0	0
03:00 - 03:59	0	0	0
04:00 - 04:59	1	1	2
05:00 - 05:59	4	0	4
06:00 - 06:59	1	6	7
07:00 - 07:59	2	8	10
08:00 - 08:59	2	8	10
09:00 - 09:59	3	8	11
10:00 - 10:59	7	9	16
11:00 - 11:59	8	8	16
12:00 - 12:59	11	5	16
13:00 - 13:59	11	14	25
14:00 - 14:59	14	6	20
15:00 - 15:59	18	11	29
16:00 - 16:59	13	11	24
17:00 - 17:59	8	6	14
18:00 - 18:59	9	7	16
19:00 - 19:59	2	2	4
20:00 - 20:59	2	0	2
21:00 - 21:59	2	0	2
22:00 - 22:59	0	2	2
23:00 - 23:59	1	0	1
ADT	120	113	233
AM Peak Time	10:30 - 11:29	09:30 - 10:29	10:30 - 11:29
AM Peak Volume	11	12	20
PM Peak Time	14:45 - 15:44	15:15 - 16:14	15:15 - 16:14
PM Peak Volume	18	16	33

Daily Vehicle Volume Report

Location: Olympiad DR. W. of Nokomis Rd.
Unit ID: Kitsap County-1/17077- 7
Study Date: Wednesday - February 12, 2014

Time	East Bound Volume	West Bound Volume	Total Volume
00:00 - 00:59	0	1	1
01:00 - 01:59	0	1	1
02:00 - 02:59	0	0	0
03:00 - 03:59	0	1	1
04:00 - 04:59	1	0	1
05:00 - 05:59	7	2	9
06:00 - 06:59	2	6	8
07:00 - 07:59	2	4	6
08:00 - 08:59	7	7	14
09:00 - 09:59	4	4	8
10:00 - 10:59	7	9	16
11:00 - 11:59	18	11	29
12:00 - 12:59	10	18	28
13:00 - 13:59	9	6	15
14:00 - 14:59	8	5	13
15:00 - 15:59	19	9	28
16:00 - 16:59	17	14	31
17:00 - 17:59	6	9	15
18:00 - 18:59	4	2	6
19:00 - 19:59	3	3	6
20:00 - 20:59	4	3	7
21:00 - 21:59	6	0	6
22:00 - 22:59	2	3	5
23:00 - 23:59	2	3	5
ADT	138	121	259
AM Peak Time	10:45 - 11:44	10:45 - 11:44	10:45 - 11:44
AM Peak Volume	19	14	33
PM Peak Time	15:15 - 16:14	12:00 - 12:59	15:15 - 16:14
PM Peak Volume	22	18	33

Daily Vehicle Volume Report

Location: Olympiad DR. W. of Nokomis Rd.
Unit ID: Kitsap County-1/17077- 7
Study Date: Thursday - February 13, 2014

Time	East Bound Volume	West Bound Volume	Total Volume
00:00 - 00:59	1	3	4
01:00 - 01:59	0	0	0
02:00 - 02:59	1	0	1
03:00 - 03:59	1	1	2
04:00 - 04:59	1	0	1
05:00 - 05:59	4	1	5
06:00 - 06:59	1	5	6
07:00 - 07:59	3	8	11
08:00 - 08:59	3	5	8
09:00 - 09:59	2	6	8
10:00 - 10:59	7	7	14
11:00 - 11:59	16	9	25
12:00 - 12:59	11	8	19
13:00 - 13:59	5	7	12
14:00 - 14:59	16	9	25
15:00 - 15:59	11	8	19
16:00 - 16:59	14	16	30
17:00 - 17:59	7	3	10
18:00 - 18:59	2	5	7
19:00 - 19:59	5	0	5
20:00 - 20:59	3	2	5
21:00 - 21:59	2	1	3
22:00 - 22:59	0	2	2
23:00 - 23:59	1	0	1
ADT	117	106	223
AM Peak Time	11:00 - 11:59	09:30 - 10:29	11:00 - 11:59
AM Peak Volume	16	10	25
PM Peak Time	14:30 - 15:29	16:00 - 16:59	16:00 - 16:59
PM Peak Volume	17	16	30

Daily Vehicle Volume Report

Location: Olympiad DR. W. of Nokomis Rd.
Unit ID: Kitsap County-1/17077- 7
Study Date: Friday - February 14, 2014

Time	East Bound Volume	West Bound Volume	Total Volume
00:00 - 00:59	1	1	2
01:00 - 01:59	1	0	1
02:00 - 02:59	0	0	0
03:00 - 03:59	1	1	2
04:00 - 04:59	1	0	1
05:00 - 05:59	5	1	6
06:00 - 06:59	2	8	10
07:00 - 07:59	3	4	7
08:00 - 08:59	2	7	9
09:00 - 09:59	6	7	13
10:00 - 10:59	7	3	10
11:00 - 11:59	10	11	21
12:00 - 12:59	9	5	14
13:00 - 13:59	8	5	13
14:00 - 14:59	17	16	33
15:00 - 15:59	10	14	24
16:00 - 16:59	22	16	38
17:00 - 17:59	8	5	13
18:00 - 18:59	3	6	9
19:00 - 19:59	5	4	9
20:00 - 20:59	5	3	8
21:00 - 21:59	3	0	3
22:00 - 22:59	0	2	2
23:00 - 23:59	0	2	2
ADT	129	121	250
AM Peak Time	10:45 - 11:44	10:30 - 11:29	10:30 - 11:29
AM Peak Volume	11	12	21
PM Peak Time	16:00 - 16:59	15:15 - 16:14	16:00 - 16:59
PM Peak Volume	22	18	38

Daily Vehicle Volume Report

Location: Olympiad DR. W. of Nokomis Rd.
Unit ID: Kitsap County-1/17077- 7
Study Date: Saturday - February 15, 2014

Time	East Bound Volume	West Bound Volume	Total Volume
00:00 - 00:59	0	0	0
01:00 - 01:59	1	0	1
02:00 - 02:59	2	0	2
03:00 - 03:59	1	0	1
04:00 - 04:59	1	1	2
05:00 - 05:59	0	0	0
06:00 - 06:59	0	1	1
07:00 - 07:59	1	1	2
08:00 - 08:59	5	10	15
09:00 - 09:59	5	7	12
10:00 - 10:59	10	6	16
11:00 - 11:59	4	9	13
12:00 - 12:59	9	8	17
13:00 - 13:59	13	10	23
14:00 - 14:59	14	5	19
15:00 - 15:59	4	8	12
16:00 - 16:59	10	9	19
17:00 - 17:59	8	3	11
18:00 - 18:59	7	5	12
19:00 - 19:59	5	5	10
20:00 - 20:59	3	5	8
21:00 - 21:59	4	4	8
22:00 - 22:59	2	0	2
23:00 - 23:59	1	2	3
ADT	110	99	209
AM Peak Time	09:30 - 10:29	08:00 - 08:59	09:30 - 10:29
AM Peak Volume	11	10	19
PM Peak Time	13:15 - 14:14	13:00 - 13:59	13:00 - 13:59
PM Peak Volume	15	10	23

Daily Vehicle Volume Report

Location: Olympiad DR. W. of Nokomis Rd.
Unit ID: Kitsap County-1/17077- 7
Study Date: Sunday - February 16, 2014

Time	East Bound Volume	West Bound Volume	Total Volume
00:00 - 00:59	3	0	3
01:00 - 01:59	2	1	3
02:00 - 02:59	0	1	1
03:00 - 03:59	0	0	0
04:00 - 04:59	1	1	2
05:00 - 05:59	0	0	0
06:00 - 06:59	1	1	2
07:00 - 07:59	1	2	3
08:00 - 08:59	2	6	8
09:00 - 09:59	3	1	4
10:00 - 10:59	7	11	18
11:00 - 11:59	10	5	15
12:00 - 12:59	10	10	20
13:00 - 13:59	11	9	20
14:00 - 14:59	10	6	16
15:00 - 15:59	9	8	17
16:00 - 16:59	3	8	11
17:00 - 17:59	6	4	10
18:00 - 18:59	1	3	4
19:00 - 19:59	3	3	6
20:00 - 20:59	3	1	4
21:00 - 21:59	4	0	4
22:00 - 22:59	1	1	2
23:00 - 23:59	0	1	1
ADT	91	83	174
AM Peak Time	10:45 - 11:44	10:00 - 10:59	10:00 - 10:59
AM Peak Volume	10	11	18
PM Peak Time	12:30 - 13:29	15:15 - 16:14	12:00 - 12:59
PM Peak Volume	11	11	20

Daily Vehicle Volume Report

Location: Olympiad DR. W. of Nokomis Rd.
Unit ID: Kitsap County-1/17077- 7
Study Date: Monday - February 17, 2014

Time	East Bound Volume	West Bound Volume	Total Volume
00:00 - 00:59	0	0	0
01:00 - 01:59	1	0	1
02:00 - 02:59	0	0	0
03:00 - 03:59	1	2	3
04:00 - 04:59	0	0	0
05:00 - 05:59	3	1	4
06:00 - 06:59	1	1	2
07:00 - 07:59	1	1	2
08:00 - 08:59	1	2	3
09:00 - 09:59	1	4	5
10:00 - 10:59	7	8	15
11:00 - 11:59	11	5	16
12:00 - 12:59	7	5	12
13:00 - 13:59	13	7	20
14:00 - 14:59	8	12	20
15:00 - 15:59	12	9	21
16:00 - 16:59	17	9	26
17:00 - 17:59	5	12	17
18:00 - 18:59	5	2	7
19:00 - 19:59	4	3	7
20:00 - 20:59	2	3	5
21:00 - 21:59	3	4	7
22:00 - 22:59	3	0	3
23:00 - 23:59	0	2	2
ADT	106	92	198
AM Peak Time	11:00 - 11:59	10:15 - 11:14	10:45 - 11:44
AM Peak Volume	11	9	16
PM Peak Time	15:45 - 16:44	15:15 - 16:14	15:15 - 16:14
PM Peak Volume	19	14	31

Daily Vehicle Volume Report

Location: Olympiad DR. W. of Nokomis Rd.
Unit ID: Kitsap County-1/17077- 7
Study Date: Tuesday - February 18, 2014

Time	East Bound Volume	West Bound Volume	Total Volume
00:00 - 00:59	3	1	4
01:00 - 01:59	1	1	2
02:00 - 02:59	1	0	1
03:00 - 03:59	1	1	2
04:00 - 04:59	0	0	0
05:00 - 05:59	3	0	3
06:00 - 06:59	1	3	4
07:00 - 07:59	2	2	4
08:00 - 08:59	3	8	11
09:00 - 09:59	5	7	12
10:00 - 10:59	1	6	7
11:00 - 11:59	7	2	9
12:00 - 12:59	6	4	10
13:00 - 13:59	-	-	-
14:00 - 14:59	-	-	-
15:00 - 15:59	-	-	-
16:00 - 16:59	-	-	-
17:00 - 17:59	-	-	-
18:00 - 18:59	-	-	-
19:00 - 19:59	-	-	-
20:00 - 20:59	-	-	-
21:00 - 21:59	-	-	-
22:00 - 22:59	-	-	-
23:00 - 23:59	-	-	-
ADT	34	35	69
AM Peak Time	11:00 - 11:59	08:15 - 09:14	08:15 - 09:14
AM Peak Volume	7	9	13
PM Peak Time	12:00 - 12:59	12:00 - 12:59	12:00 - 12:59
PM Peak Volume	6	4	10

Daily Vehicle Volume Report

Location: Olympiad Dr. N. of Tola Rd.
Unit ID: Kitsap County-1/17079-14
Study Date: Monday - February 10, 2014

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	-	-	-
01:00 - 01:59	-	-	-
02:00 - 02:59	-	-	-
03:00 - 03:59	-	-	-
04:00 - 04:59	-	-	-
05:00 - 05:59	-	-	-
06:00 - 06:59	-	-	-
07:00 - 07:59	-	-	-
08:00 - 08:59	-	-	-
09:00 - 09:59	0	0	0
10:00 - 10:59	0	0	0
11:00 - 11:59	5	3	8
12:00 - 12:59	4	8	12
13:00 - 13:59	4	6	10
14:00 - 14:59	7	3	10
15:00 - 15:59	5	8	13
16:00 - 16:59	9	11	20
17:00 - 17:59	6	1	7
18:00 - 18:59	2	4	6
19:00 - 19:59	1	2	3
20:00 - 20:59	1	1	2
21:00 - 21:59	2	1	3
22:00 - 22:59	1	0	1
23:00 - 23:59	1	0	1
ADT	48	48	96
AM Peak Time	10:45 - 11:44	11:00 - 11:59	11:00 - 11:59
AM Peak Volume	5	3	8
PM Peak Time	16:00 - 16:59	15:30 - 16:29	16:00 - 16:59
PM Peak Volume	9	12	20

Daily Vehicle Volume Report

Location: Olympiad Dr. N. of Tola Rd.
Unit ID: Kitsap County-1/17079-14
Study Date: Tuesday - February 11, 2014

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	0	1	1
01:00 - 01:59	0	0	0
02:00 - 02:59	0	0	0
03:00 - 03:59	0	0	0
04:00 - 04:59	2	0	2
05:00 - 05:59	2	0	2
06:00 - 06:59	2	4	6
07:00 - 07:59	4	6	10
08:00 - 08:59	3	8	11
09:00 - 09:59	6	7	13
10:00 - 10:59	4	6	10
11:00 - 11:59	6	4	10
12:00 - 12:59	4	6	10
13:00 - 13:59	10	8	18
14:00 - 14:59	8	7	15
15:00 - 15:59	12	10	22
16:00 - 16:59	10	8	18
17:00 - 17:59	5	6	11
18:00 - 18:59	4	5	9
19:00 - 19:59	1	1	2
20:00 - 20:59	0	2	2
21:00 - 21:59	2	0	2
22:00 - 22:59	0	1	1
23:00 - 23:59	0	0	0
ADT	85	90	175
AM Peak Time	10:30 - 11:29	09:15 - 10:14	07:30 - 08:29
AM Peak Volume	7	10	14
PM Peak Time	15:30 - 16:29	15:15 - 16:14	15:30 - 16:29
PM Peak Volume	13	11	24

Daily Vehicle Volume Report

Location: Olympiad Dr. N. of Tola Rd.
Unit ID: Kitsap County-1/17079-14
Study Date: Wednesday - February 12, 2014

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	0	0	0
01:00 - 01:59	0	0	0
02:00 - 02:59	0	0	0
03:00 - 03:59	0	0	0
04:00 - 04:59	3	0	3
05:00 - 05:59	2	0	2
06:00 - 06:59	4	3	7
07:00 - 07:59	1	0	1
08:00 - 08:59	4	6	10
09:00 - 09:59	2	3	5
10:00 - 10:59	3	4	7
11:00 - 11:59	8	10	18
12:00 - 12:59	7	13	20
13:00 - 13:59	5	3	8
14:00 - 14:59	6	6	12
15:00 - 15:59	15	7	22
16:00 - 16:59	15	7	22
17:00 - 17:59	2	8	10
18:00 - 18:59	5	2	7
19:00 - 19:59	1	3	4
20:00 - 20:59	4	4	8
21:00 - 21:59	1	2	3
22:00 - 22:59	1	3	4
23:00 - 23:59	1	0	1
ADT	90	84	174
AM Peak Time	11:00 - 11:59	11:00 - 11:59	11:00 - 11:59
AM Peak Volume	8	10	18
PM Peak Time	15:30 - 16:29	12:00 - 12:59	15:00 - 15:59
PM Peak Volume	16	13	22

Daily Vehicle Volume Report

Location: Olympiad Dr. N. of Tola Rd.
Unit ID: Kitsap County-1/17079-14
Study Date: Thursday - February 13, 2014

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	1	1	2
01:00 - 01:59	0	0	0
02:00 - 02:59	1	0	1
03:00 - 03:59	0	0	0
04:00 - 04:59	2	0	2
05:00 - 05:59	3	0	3
06:00 - 06:59	2	4	6
07:00 - 07:59	3	4	7
08:00 - 08:59	3	5	8
09:00 - 09:59	3	4	7
10:00 - 10:59	3	6	9
11:00 - 11:59	10	4	14
12:00 - 12:59	5	9	14
13:00 - 13:59	5	6	11
14:00 - 14:59	12	6	18
15:00 - 15:59	14	12	26
16:00 - 16:59	8	11	19
17:00 - 17:59	5	4	9
18:00 - 18:59	1	4	5
19:00 - 19:59	2	1	3
20:00 - 20:59	4	3	7
21:00 - 21:59	1	1	2
22:00 - 22:59	0	3	3
23:00 - 23:59	1	0	1
ADT	89	88	177
AM Peak Time	11:00 - 11:59	07:30 - 08:29	11:00 - 11:59
AM Peak Volume	10	7	14
PM Peak Time	14:30 - 15:29	15:15 - 16:14	15:15 - 16:14
PM Peak Volume	16	15	27

Daily Vehicle Volume Report

Location: Olympiad Dr. N. of Tola Rd.
Unit ID: Kitsap County-1/17079-14
Study Date: Friday - February 14, 2014

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	2	1	3
01:00 - 01:59	0	0	0
02:00 - 02:59	0	0	0
03:00 - 03:59	0	0	0
04:00 - 04:59	1	0	1
05:00 - 05:59	6	2	8
06:00 - 06:59	1	4	5
07:00 - 07:59	2	6	8
08:00 - 08:59	2	6	8
09:00 - 09:59	4	5	9
10:00 - 10:59	5	3	8
11:00 - 11:59	9	9	18
12:00 - 12:59	5	3	8
13:00 - 13:59	3	3	6
14:00 - 14:59	13	11	24
15:00 - 15:59	8	8	16
16:00 - 16:59	9	14	23
17:00 - 17:59	5	8	13
18:00 - 18:59	1	4	5
19:00 - 19:59	2	2	4
20:00 - 20:59	5	2	7
21:00 - 21:59	1	3	4
22:00 - 22:59	1	2	3
23:00 - 23:59	0	0	0
ADT	85	96	181
AM Peak Time	11:00 - 11:59	11:00 - 11:59	11:00 - 11:59
AM Peak Volume	9	9	18
PM Peak Time	14:00 - 14:59	15:45 - 16:44	14:00 - 14:59
PM Peak Volume	13	17	24

Daily Vehicle Volume Report

Location: Olympiad Dr. N. of Tola Rd.
Unit ID: Kitsap County-1/17079-14
Study Date: Saturday - February 15, 2014

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	0	0	0
01:00 - 01:59	1	0	1
02:00 - 02:59	0	0	0
03:00 - 03:59	1	0	1
04:00 - 04:59	2	1	3
05:00 - 05:59	1	0	1
06:00 - 06:59	0	0	0
07:00 - 07:59	1	1	2
08:00 - 08:59	5	4	9
09:00 - 09:59	3	3	6
10:00 - 10:59	7	5	12
11:00 - 11:59	4	7	11
12:00 - 12:59	8	9	17
13:00 - 13:59	6	7	13
14:00 - 14:59	14	8	22
15:00 - 15:59	3	11	14
16:00 - 16:59	3	6	9
17:00 - 17:59	2	2	4
18:00 - 18:59	1	5	6
19:00 - 19:59	3	0	3
20:00 - 20:59	0	6	6
21:00 - 21:59	1	1	2
22:00 - 22:59	0	2	2
23:00 - 23:59	0	0	0
ADT	66	78	144
AM Peak Time	09:30 - 10:29	11:00 - 11:59	09:30 - 10:29
AM Peak Volume	8	7	13
PM Peak Time	14:00 - 14:59	14:45 - 15:44	14:00 - 14:59
PM Peak Volume	14	12	22

Daily Vehicle Volume Report

Location: Olympiad Dr. N. of Tola Rd.
Unit ID: Kitsap County-1/17079-14
Study Date: Sunday - February 16, 2014

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	0	1	1
01:00 - 01:59	0	0	0
02:00 - 02:59	0	1	1
03:00 - 03:59	0	0	0
04:00 - 04:59	1	0	1
05:00 - 05:59	1	0	1
06:00 - 06:59	1	0	1
07:00 - 07:59	1	1	2
08:00 - 08:59	0	4	4
09:00 - 09:59	2	2	4
10:00 - 10:59	4	7	11
11:00 - 11:59	4	5	9
12:00 - 12:59	5	8	13
13:00 - 13:59	7	7	14
14:00 - 14:59	2	7	9
15:00 - 15:59	2	6	8
16:00 - 16:59	2	5	7
17:00 - 17:59	2	2	4
18:00 - 18:59	1	3	4
19:00 - 19:59	0	4	4
20:00 - 20:59	0	2	2
21:00 - 21:59	0	1	1
22:00 - 22:59	0	1	1
23:00 - 23:59	0	0	0
ADT	35	67	102
AM Peak Time	10:30 - 11:29	09:45 - 10:44	10:30 - 11:29
AM Peak Volume	7	8	14
PM Peak Time	13:00 - 13:59	12:15 - 13:14	12:15 - 13:14
PM Peak Volume	7	9	15

Daily Vehicle Volume Report

Location: Olympiad Dr. N. of Tola Rd.
Unit ID: Kitsap County-1/17079-14
Study Date: Monday - February 17, 2014

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	0	0	0
01:00 - 01:59	0	0	0
02:00 - 02:59	0	0	0
03:00 - 03:59	1	2	3
04:00 - 04:59	1	0	1
05:00 - 05:59	0	0	0
06:00 - 06:59	0	0	0
07:00 - 07:59	0	1	1
08:00 - 08:59	0	1	1
09:00 - 09:59	0	4	4
10:00 - 10:59	0	4	4
11:00 - 11:59	0	3	3
12:00 - 12:59	4	9	13
13:00 - 13:59	2	4	6
14:00 - 14:59	0	6	6
15:00 - 15:59	2	11	13
16:00 - 16:59	4	4	8
17:00 - 17:59	1	9	10
18:00 - 18:59	0	3	3
19:00 - 19:59	0	3	3
20:00 - 20:59	0	3	3
21:00 - 21:59	0	1	1
22:00 - 22:59	0	1	1
23:00 - 23:59	0	1	1
ADT	15	70	85
AM Peak Time	02:30 - 03:29	10:15 - 11:14	10:15 - 11:14
AM Peak Volume	1	5	5
PM Peak Time	15:30 - 16:29	15:15 - 16:14	15:15 - 16:14
PM Peak Volume	5	12	16

Daily Vehicle Volume Report

Location: Olympiad Dr. N. of Tola Rd.
Unit ID: Kitsap County-1/17079-14
Study Date: Tuesday - February 18, 2014

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	0	0	0
01:00 - 01:59	0	0	0
02:00 - 02:59	0	0	0
03:00 - 03:59	1	0	1
04:00 - 04:59	1	0	1
05:00 - 05:59	0	0	0
06:00 - 06:59	0	1	1
07:00 - 07:59	3	2	5
08:00 - 08:59	1	6	7
09:00 - 09:59	0	5	5
10:00 - 10:59	0	5	5
11:00 - 11:59	1	3	4
12:00 - 12:59	0	1	1
13:00 - 13:59	-	-	-
14:00 - 14:59	-	-	-
15:00 - 15:59	-	-	-
16:00 - 16:59	-	-	-
17:00 - 17:59	-	-	-
18:00 - 18:59	-	-	-
19:00 - 19:59	-	-	-
20:00 - 20:59	-	-	-
21:00 - 21:59	-	-	-
22:00 - 22:59	-	-	-
23:00 - 23:59	-	-	-
ADT	7	23	30
AM Peak Time	07:00 - 07:59	08:15 - 09:14	07:45 - 08:44
AM Peak Volume	3	7	9
PM Peak Time	00:00 - 00:59	12:00 - 12:59	12:00 - 12:59
PM Peak Volume	0	1	1

Daily Vehicle Volume Report

Location: Olympiad Dr. E. of Southworth Dr.
Unit ID: Kitsap County-1/17078-15
Study Date: Monday - February 10, 2014

Time	East Bound Volume	West Bound Volume	Total Volume
00:00 - 00:59	-	-	-
01:00 - 01:59	-	-	-
02:00 - 02:59	-	-	-
03:00 - 03:59	-	-	-
04:00 - 04:59	-	-	-
05:00 - 05:59	-	-	-
06:00 - 06:59	-	-	-
07:00 - 07:59	-	-	-
08:00 - 08:59	-	-	-
09:00 - 09:59	0	0	0
10:00 - 10:59	0	0	0
11:00 - 11:59	4	0	4
12:00 - 12:59	10	9	19
13:00 - 13:59	12	15	27
14:00 - 14:59	17	7	24
15:00 - 15:59	25	15	40
16:00 - 16:59	18	23	41
17:00 - 17:59	16	8	24
18:00 - 18:59	9	3	12
19:00 - 19:59	14	3	17
20:00 - 20:59	6	4	10
21:00 - 21:59	8	1	9
22:00 - 22:59	1	0	1
23:00 - 23:59	2	0	2
ADT	142	88	230
AM Peak Time	11:00 - 11:59	00:00 - 00:59	11:00 - 11:59
AM Peak Volume	4	0	4
PM Peak Time	15:00 - 15:59	16:00 - 16:59	15:45 - 16:44
PM Peak Volume	25	23	41

Daily Vehicle Volume Report

Location: Olympiad Dr. E. of Southworth Dr.
Unit ID: Kitsap County-1/17078-15
Study Date: Tuesday - February 11, 2014

Time	East Bound Volume	West Bound Volume	Total Volume
00:00 - 00:59	1	0	1
01:00 - 01:59	0	1	1
02:00 - 02:59	0	0	0
03:00 - 03:59	0	1	1
04:00 - 04:59	1	1	2
05:00 - 05:59	1	6	7
06:00 - 06:59	1	11	12
07:00 - 07:59	3	25	28
08:00 - 08:59	5	13	18
09:00 - 09:59	4	8	12
10:00 - 10:59	8	10	18
11:00 - 11:59	13	13	26
12:00 - 12:59	12	10	22
13:00 - 13:59	15	19	34
14:00 - 14:59	22	11	33
15:00 - 15:59	25	12	37
16:00 - 16:59	19	12	31
17:00 - 17:59	23	15	38
18:00 - 18:59	17	6	23
19:00 - 19:59	10	6	16
20:00 - 20:59	3	1	4
21:00 - 21:59	5	0	5
22:00 - 22:59	1	2	3
23:00 - 23:59	2	0	2
ADT	191	183	374
AM Peak Time	10:30 - 11:29	07:00 - 07:59	07:00 - 07:59
AM Peak Volume	15	25	28
PM Peak Time	16:45 - 17:44	13:00 - 13:59	15:15 - 16:14
PM Peak Volume	26	19	43

Daily Vehicle Volume Report

Location: Olympiad Dr. E. of Southworth Dr.
Unit ID: Kitsap County-1/17078-15
Study Date: Wednesday - February 12, 2014

Time	East Bound Volume	West Bound Volume	Total Volume
00:00 - 00:59	1	1	2
01:00 - 01:59	0	1	1
02:00 - 02:59	0	0	0
03:00 - 03:59	0	0	0
04:00 - 04:59	0	2	2
05:00 - 05:59	3	4	7
06:00 - 06:59	3	10	13
07:00 - 07:59	2	19	21
08:00 - 08:59	12	17	29
09:00 - 09:59	8	12	20
10:00 - 10:59	10	15	25
11:00 - 11:59	24	15	39
12:00 - 12:59	17	27	44
13:00 - 13:59	17	14	31
14:00 - 14:59	17	12	29
15:00 - 15:59	28	18	46
16:00 - 16:59	27	13	40
17:00 - 17:59	16	18	34
18:00 - 18:59	13	5	18
19:00 - 19:59	12	4	16
20:00 - 20:59	8	5	13
21:00 - 21:59	9	0	9
22:00 - 22:59	2	1	3
23:00 - 23:59	3	1	4
ADT	232	214	446
AM Peak Time	11:00 - 11:59	07:15 - 08:14	10:45 - 11:44
AM Peak Volume	24	20	41
PM Peak Time	15:15 - 16:14	12:00 - 12:59	15:15 - 16:14
PM Peak Volume	29	27	47

Daily Vehicle Volume Report

Location: Olympiad Dr. E. of Southworth Dr.
Unit ID: Kitsap County-1/17078-15
Study Date: Thursday - February 13, 2014

Time	East Bound Volume	West Bound Volume	Total Volume
00:00 - 00:59	2	3	5
01:00 - 01:59	0	0	0
02:00 - 02:59	1	0	1
03:00 - 03:59	0	0	0
04:00 - 04:59	0	1	1
05:00 - 05:59	3	7	10
06:00 - 06:59	2	13	15
07:00 - 07:59	6	27	33
08:00 - 08:59	10	12	22
09:00 - 09:59	3	13	16
10:00 - 10:59	8	8	16
11:00 - 11:59	20	12	32
12:00 - 12:59	12	13	25
13:00 - 13:59	15	10	25
14:00 - 14:59	22	12	34
15:00 - 15:59	17	10	27
16:00 - 16:59	19	22	41
17:00 - 17:59	23	7	30
18:00 - 18:59	9	6	15
19:00 - 19:59	9	3	12
20:00 - 20:59	11	9	20
21:00 - 21:59	5	2	7
22:00 - 22:59	2	2	4
23:00 - 23:59	3	0	3
ADT	202	192	394
AM Peak Time	11:00 - 11:59	06:45 - 07:44	06:45 - 07:44
AM Peak Volume	20	28	34
PM Peak Time	17:00 - 17:59	16:00 - 16:59	15:45 - 16:44
PM Peak Volume	23	22	42

Daily Vehicle Volume Report

Location: Olympiad Dr. E. of Southworth Dr.
Unit ID: Kitsap County-1/17078-15
Study Date: Friday - February 14, 2014

Time	East Bound Volume	West Bound Volume	Total Volume
00:00 - 00:59	1	0	1
01:00 - 01:59	1	0	1
02:00 - 02:59	0	0	0
03:00 - 03:59	0	0	0
04:00 - 04:59	0	1	1
05:00 - 05:59	1	5	6
06:00 - 06:59	4	13	17
07:00 - 07:59	4	16	20
08:00 - 08:59	7	17	24
09:00 - 09:59	9	12	21
10:00 - 10:59	10	10	20
11:00 - 11:59	14	12	26
12:00 - 12:59	16	12	28
13:00 - 13:59	16	9	25
14:00 - 14:59	21	19	40
15:00 - 15:59	20	24	44
16:00 - 16:59	30	21	51
17:00 - 17:59	25	9	34
18:00 - 18:59	21	14	35
19:00 - 19:59	14	8	22
20:00 - 20:59	8	4	12
21:00 - 21:59	4	4	8
22:00 - 22:59	2	7	9
23:00 - 23:59	3	2	5
ADT	231	219	450
AM Peak Time	10:45 - 11:44	06:30 - 07:29	10:30 - 11:29
AM Peak Volume	14	17	26
PM Peak Time	16:45 - 17:44	15:00 - 15:59	15:15 - 16:14
PM Peak Volume	31	24	52

Daily Vehicle Volume Report

Location: Olympiad Dr. E. of Southworth Dr.
Unit ID: Kitsap County-1/17078-15
Study Date: Saturday - February 15, 2014

Time	East Bound Volume	West Bound Volume	Total Volume
00:00 - 00:59	0	0	0
01:00 - 01:59	1	0	1
02:00 - 02:59	3	0	3
03:00 - 03:59	1	0	1
04:00 - 04:59	0	0	0
05:00 - 05:59	0	1	1
06:00 - 06:59	1	3	4
07:00 - 07:59	2	5	7
08:00 - 08:59	6	13	19
09:00 - 09:59	6	16	22
10:00 - 10:59	15	15	30
11:00 - 11:59	11	19	30
12:00 - 12:59	16	15	31
13:00 - 13:59	18	13	31
14:00 - 14:59	22	8	30
15:00 - 15:59	18	17	35
16:00 - 16:59	16	13	29
17:00 - 17:59	10	7	17
18:00 - 18:59	12	8	20
19:00 - 19:59	9	4	13
20:00 - 20:59	6	7	13
21:00 - 21:59	5	4	9
22:00 - 22:59	4	0	4
23:00 - 23:59	4	5	9
ADT	186	173	359
AM Peak Time	10:00 - 10:59	11:00 - 11:59	10:30 - 11:29
AM Peak Volume	15	19	32
PM Peak Time	13:15 - 14:14	15:15 - 16:14	15:15 - 16:14
PM Peak Volume	23	18	40

Daily Vehicle Volume Report

Location: Olympiad Dr. E. of Southworth Dr.
Unit ID: Kitsap County-1/17078-15
Study Date: Sunday - February 16, 2014

Time	East Bound Volume	West Bound Volume	Total Volume
00:00 - 00:59	3	0	3
01:00 - 01:59	2	1	3
02:00 - 02:59	1	1	2
03:00 - 03:59	0	0	0
04:00 - 04:59	0	0	0
05:00 - 05:59	0	1	1
06:00 - 06:59	1	1	2
07:00 - 07:59	0	6	6
08:00 - 08:59	3	9	12
09:00 - 09:59	7	9	16
10:00 - 10:59	12	18	30
11:00 - 11:59	10	8	18
12:00 - 12:59	19	15	34
13:00 - 13:59	18	14	32
14:00 - 14:59	17	9	26
15:00 - 15:59	13	12	25
16:00 - 16:59	10	10	20
17:00 - 17:59	6	6	12
18:00 - 18:59	5	5	10
19:00 - 19:59	3	2	5
20:00 - 20:59	3	2	5
21:00 - 21:59	5	0	5
22:00 - 22:59	1	4	5
23:00 - 23:59	2	0	2
ADT	141	133	274
AM Peak Time	10:30 - 11:29	10:00 - 10:59	10:00 - 10:59
AM Peak Volume	13	18	30
PM Peak Time	12:30 - 13:29	12:15 - 13:14	12:15 - 13:14
PM Peak Volume	22	17	36

Daily Vehicle Volume Report

Location: Olympiad Dr. E. of Southworth Dr.
Unit ID: Kitsap County-1/17078-15
Study Date: Monday - February 17, 2014

Time	East Bound Volume	West Bound Volume	Total Volume
00:00 - 00:59	1	0	1
01:00 - 01:59	1	0	1
02:00 - 02:59	0	1	1
03:00 - 03:59	0	1	1
04:00 - 04:59	0	2	2
05:00 - 05:59	0	2	2
06:00 - 06:59	1	2	3
07:00 - 07:59	0	7	7
08:00 - 08:59	1	3	4
09:00 - 09:59	3	11	14
10:00 - 10:59	7	12	19
11:00 - 11:59	19	9	28
12:00 - 12:59	11	13	24
13:00 - 13:59	22	13	35
14:00 - 14:59	16	15	31
15:00 - 15:59	19	13	32
16:00 - 16:59	25	12	37
17:00 - 17:59	8	23	31
18:00 - 18:59	12	5	17
19:00 - 19:59	8	4	12
20:00 - 20:59	10	4	14
21:00 - 21:59	6	7	13
22:00 - 22:59	4	0	4
23:00 - 23:59	1	3	4
ADT	175	162	337
AM Peak Time	11:00 - 11:59	10:15 - 11:14	11:00 - 11:59
AM Peak Volume	19	13	28
PM Peak Time	15:45 - 16:44	16:45 - 17:44	15:45 - 16:44
PM Peak Volume	27	23	40

Daily Vehicle Volume Report

Location: Olympiad Dr. E. of Southworth Dr.
Unit ID: Kitsap County-1/17078-15
Study Date: Tuesday - February 18, 2014

Time	East Bound Volume	West Bound Volume	Total Volume
00:00 - 00:59	3	1	4
01:00 - 01:59	1	1	2
02:00 - 02:59	1	0	1
03:00 - 03:59	0	0	0
04:00 - 04:59	0	0	0
05:00 - 05:59	1	5	6
06:00 - 06:59	1	5	6
07:00 - 07:59	4	16	20
08:00 - 08:59	5	16	21
09:00 - 09:59	8	14	22
10:00 - 10:59	5	14	19
11:00 - 11:59	11	9	20
12:00 - 12:59	10	7	17
13:00 - 13:59	-	-	-
14:00 - 14:59	-	-	-
15:00 - 15:59	-	-	-
16:00 - 16:59	-	-	-
17:00 - 17:59	-	-	-
18:00 - 18:59	-	-	-
19:00 - 19:59	-	-	-
20:00 - 20:59	-	-	-
21:00 - 21:59	-	-	-
22:00 - 22:59	-	-	-
23:00 - 23:59	-	-	-
ADT	50	88	138
AM Peak Time	11:00 - 11:59	08:15 - 09:14	08:15 - 09:14
AM Peak Volume	11	21	28
PM Peak Time	12:00 - 12:59	12:00 - 12:59	12:00 - 12:59
PM Peak Volume	10	7	17

Daily Vehicle Volume Report

Location: Olympiad Dr. E. of Nokomis Rd.
Unit ID: 9
Study Date: Monday - February 10, 2014

Time	East Bound Volume	West Bound Volume	Total Volume
00:00 - 00:59	-	-	-
01:00 - 01:59	-	-	-
02:00 - 02:59	-	-	-
03:00 - 03:59	-	-	-
04:00 - 04:59	-	-	-
05:00 - 05:59	-	-	-
06:00 - 06:59	-	-	-
07:00 - 07:59	-	-	-
08:00 - 08:59	-	-	-
09:00 - 09:59	0	0	0
10:00 - 10:59	0	0	0
11:00 - 11:59	3	2	5
12:00 - 12:59	5	8	13
13:00 - 13:59	6	7	13
14:00 - 14:59	7	3	10
15:00 - 15:59	7	8	15
16:00 - 16:59	9	11	20
17:00 - 17:59	4	2	6
18:00 - 18:59	1	1	2
19:00 - 19:59	3	2	5
20:00 - 20:59	3	1	4
21:00 - 21:59	2	0	2
22:00 - 22:59	1	0	1
23:00 - 23:59	1	0	1
ADT	52	45	97
AM Peak Time	10:45 - 11:44	11:00 - 11:59	11:00 - 11:59
AM Peak Volume	3	2	5
PM Peak Time	13:30 - 14:29	15:30 - 16:29	16:00 - 16:59
PM Peak Volume	9	12	20

Daily Vehicle Volume Report

Location: Olympiad Dr. E. of Nokomis Rd.
Unit ID: 9
Study Date: Tuesday - February 11, 2014

Time	East Bound Volume	West Bound Volume	Total Volume
00:00 - 00:59	1	1	2
01:00 - 01:59	0	0	0
02:00 - 02:59	0	0	0
03:00 - 03:59	0	0	0
04:00 - 04:59	1	0	1
05:00 - 05:59	1	1	2
06:00 - 06:59	0	4	4
07:00 - 07:59	2	7	9
08:00 - 08:59	5	11	16
09:00 - 09:59	3	7	10
10:00 - 10:59	7	10	17
11:00 - 11:59	6	6	12
12:00 - 12:59	4	7	11
13:00 - 13:59	10	11	21
14:00 - 14:59	10	5	15
15:00 - 15:59	13	10	23
16:00 - 16:59	10	9	19
17:00 - 17:59	8	6	14
18:00 - 18:59	6	7	13
19:00 - 19:59	3	1	4
20:00 - 20:59	2	1	3
21:00 - 21:59	1	0	1
22:00 - 22:59	0	1	1
23:00 - 23:59	1	0	1
ADT	94	105	199
AM Peak Time	10:30 - 11:29	07:45 - 08:44	10:30 - 11:29
AM Peak Volume	10	13	19
PM Peak Time	14:45 - 15:44	15:15 - 16:14	15:15 - 16:14
PM Peak Volume	13	13	24

Daily Vehicle Volume Report

Location: Olympiad Dr. E. of Nokomis Rd.
Unit ID: 9
Study Date: Wednesday - February 12, 2014

Time	East Bound Volume	West Bound Volume	Total Volume
00:00 - 00:59	0	1	1
01:00 - 01:59	0	0	0
02:00 - 02:59	0	0	0
03:00 - 03:59	0	0	0
04:00 - 04:59	1	0	1
05:00 - 05:59	2	1	3
06:00 - 06:59	1	4	5
07:00 - 07:59	0	0	0
08:00 - 08:59	3	6	9
09:00 - 09:59	4	6	10
10:00 - 10:59	4	7	11
11:00 - 11:59	9	11	20
12:00 - 12:59	7	14	21
13:00 - 13:59	4	5	9
14:00 - 14:59	7	7	14
15:00 - 15:59	14	7	21
16:00 - 16:59	17	9	26
17:00 - 17:59	6	7	13
18:00 - 18:59	3	2	5
19:00 - 19:59	2	2	4
20:00 - 20:59	3	2	5
21:00 - 21:59	3	0	3
22:00 - 22:59	0	2	2
23:00 - 23:59	3	1	4
ADT	93	94	187
AM Peak Time	10:45 - 11:44	10:45 - 11:44	10:45 - 11:44
AM Peak Volume	10	11	21
PM Peak Time	15:15 - 16:14	12:15 - 13:14	15:30 - 16:29
PM Peak Volume	18	15	27

Daily Vehicle Volume Report

Location: Olympiad Dr. E. of Nokomis Rd.
Unit ID: 9
Study Date: Thursday - February 13, 2014

Time	East Bound Volume	West Bound Volume	Total Volume
00:00 - 00:59	2	1	3
01:00 - 01:59	0	0	0
02:00 - 02:59	1	0	1
03:00 - 03:59	1	0	1
04:00 - 04:59	0	0	0
05:00 - 05:59	1	0	1
06:00 - 06:59	0	4	4
07:00 - 07:59	2	6	8
08:00 - 08:59	2	6	8
09:00 - 09:59	2	5	7
10:00 - 10:59	5	6	11
11:00 - 11:59	17	9	26
12:00 - 12:59	4	10	14
13:00 - 13:59	4	6	10
14:00 - 14:59	14	5	19
15:00 - 15:59	9	9	18
16:00 - 16:59	8	11	19
17:00 - 17:59	5	4	9
18:00 - 18:59	3	7	10
19:00 - 19:59	6	1	7
20:00 - 20:59	4	2	6
21:00 - 21:59	2	1	3
22:00 - 22:59	0	2	2
23:00 - 23:59	1	0	1
ADT	93	95	188
AM Peak Time	11:00 - 11:59	07:30 - 08:29	11:00 - 11:59
AM Peak Volume	17	9	26
PM Peak Time	14:30 - 15:29	15:15 - 16:14	14:30 - 15:29
PM Peak Volume	15	12	22

Daily Vehicle Volume Report

Location: Olympiad Dr. E. of Nokomis Rd.
Unit ID: 9
Study Date: Friday - February 14, 2014

Time	East Bound Volume	West Bound Volume	Total Volume
00:00 - 00:59	1	0	1
01:00 - 01:59	0	1	1
02:00 - 02:59	0	0	0
03:00 - 03:59	0	0	0
04:00 - 04:59	1	0	1
05:00 - 05:59	3	3	6
06:00 - 06:59	0	5	5
07:00 - 07:59	2	5	7
08:00 - 08:59	1	7	8
09:00 - 09:59	6	7	13
10:00 - 10:59	5	6	11
11:00 - 11:59	8	8	16
12:00 - 12:59	7	6	13
13:00 - 13:59	5	3	8
14:00 - 14:59	13	11	24
15:00 - 15:59	7	10	17
16:00 - 16:59	12	13	25
17:00 - 17:59	5	6	11
18:00 - 18:59	3	6	9
19:00 - 19:59	3	3	6
20:00 - 20:59	6	2	8
21:00 - 21:59	1	0	1
22:00 - 22:59	1	1	2
23:00 - 23:59	0	0	0
ADT	90	103	193
AM Peak Time	10:45 - 11:44	07:30 - 08:29	10:30 - 11:29
AM Peak Volume	9	10	18
PM Peak Time	14:00 - 14:59	15:30 - 16:29	16:00 - 16:59
PM Peak Volume	13	15	25

Daily Vehicle Volume Report

Location: Olympiad Dr. E. of Nokomis Rd.
Unit ID: 9
Study Date: Saturday - February 15, 2014

Time	East Bound Volume	West Bound Volume	Total Volume
00:00 - 00:59	0	1	1
01:00 - 01:59	1	0	1
02:00 - 02:59	0	0	0
03:00 - 03:59	1	0	1
04:00 - 04:59	1	0	1
05:00 - 05:59	0	0	0
06:00 - 06:59	0	0	0
07:00 - 07:59	1	2	3
08:00 - 08:59	6	6	12
09:00 - 09:59	3	5	8
10:00 - 10:59	7	6	13
11:00 - 11:59	4	7	11
12:00 - 12:59	7	9	16
13:00 - 13:59	7	7	14
14:00 - 14:59	12	6	18
15:00 - 15:59	2	9	11
16:00 - 16:59	7	7	14
17:00 - 17:59	7	2	9
18:00 - 18:59	5	6	11
19:00 - 19:59	2	4	6
20:00 - 20:59	1	5	6
21:00 - 21:59	4	1	5
22:00 - 22:59	0	1	1
23:00 - 23:59	2	2	4
ADT	80	86	166
AM Peak Time	09:30 - 10:29	08:45 - 09:44	09:30 - 10:29
AM Peak Volume	8	7	14
PM Peak Time	14:00 - 14:59	14:45 - 15:44	12:30 - 13:29
PM Peak Volume	12	11	19

Daily Vehicle Volume Report

Location: Olympiad Dr. E. of Nokomis Rd.
Unit ID: 9
Study Date: Sunday - February 16, 2014

Time	East Bound Volume	West Bound Volume	Total Volume
00:00 - 00:59	2	0	2
01:00 - 01:59	1	1	2
02:00 - 02:59	0	0	0
03:00 - 03:59	0	0	0
04:00 - 04:59	1	0	1
05:00 - 05:59	0	0	0
06:00 - 06:59	1	0	1
07:00 - 07:59	0	2	2
08:00 - 08:59	1	5	6
09:00 - 09:59	3	1	4
10:00 - 10:59	7	9	16
11:00 - 11:59	9	4	13
12:00 - 12:59	7	10	17
13:00 - 13:59	7	7	14
14:00 - 14:59	6	8	14
15:00 - 15:59	6	5	11
16:00 - 16:59	2	5	7
17:00 - 17:59	3	2	5
18:00 - 18:59	1	2	3
19:00 - 19:59	2	4	6
20:00 - 20:59	3	1	4
21:00 - 21:59	2	0	2
22:00 - 22:59	1	0	1
23:00 - 23:59	0	0	0
ADT	65	66	131
AM Peak Time	10:45 - 11:44	09:45 - 10:44	10:00 - 10:59
AM Peak Volume	10	9	16
PM Peak Time	13:15 - 14:14	12:00 - 12:59	12:00 - 12:59
PM Peak Volume	9	10	17

Daily Vehicle Volume Report

Location: Olympiad Dr. E. of Nokomis Rd.
Unit ID: 9
Study Date: Monday - February 17, 2014

Time	East Bound Volume	West Bound Volume	Total Volume
00:00 - 00:59	0	0	0
01:00 - 01:59	1	0	1
02:00 - 02:59	0	0	0
03:00 - 03:59	1	2	3
04:00 - 04:59	0	0	0
05:00 - 05:59	0	1	1
06:00 - 06:59	1	0	1
07:00 - 07:59	0	1	1
08:00 - 08:59	1	1	2
09:00 - 09:59	2	4	6
10:00 - 10:59	4	7	11
11:00 - 11:59	11	4	15
12:00 - 12:59	8	10	18
13:00 - 13:59	7	5	12
14:00 - 14:59	5	7	12
15:00 - 15:59	10	8	18
16:00 - 16:59	15	5	20
17:00 - 17:59	3	8	11
18:00 - 18:59	5	4	9
19:00 - 19:59	2	3	5
20:00 - 20:59	3	2	5
21:00 - 21:59	2	3	5
22:00 - 22:59	2	0	2
23:00 - 23:59	0	0	0
ADT	83	75	158
AM Peak Time	11:00 - 11:59	10:00 - 10:59	11:00 - 11:59
AM Peak Volume	11	7	15
PM Peak Time	15:45 - 16:44	12:00 - 12:59	15:30 - 16:29
PM Peak Volume	17	10	24

Daily Vehicle Volume Report

Location: Olympiad Dr. E. of Nokomis Rd.
Unit ID: 9
Study Date: Tuesday - February 18, 2014

Time	East Bound Volume	West Bound Volume	Total Volume
00:00 - 00:59	3	1	4
01:00 - 01:59	1	1	2
02:00 - 02:59	1	0	1
03:00 - 03:59	1	0	1
04:00 - 04:59	0	0	0
05:00 - 05:59	1	1	2
06:00 - 06:59	1	3	4
07:00 - 07:59	1	2	3
08:00 - 08:59	1	7	8
09:00 - 09:59	4	7	11
10:00 - 10:59	1	7	8
11:00 - 11:59	5	3	8
12:00 - 12:59	4	3	7
13:00 - 13:59	-	-	-
14:00 - 14:59	-	-	-
15:00 - 15:59	-	-	-
16:00 - 16:59	-	-	-
17:00 - 17:59	-	-	-
18:00 - 18:59	-	-	-
19:00 - 19:59	-	-	-
20:00 - 20:59	-	-	-
21:00 - 21:59	-	-	-
22:00 - 22:59	-	-	-
23:00 - 23:59	-	-	-
ADT	24	35	59
AM Peak Time	10:45 - 11:44	08:15 - 09:14	08:15 - 09:14
AM Peak Volume	5	9	11
PM Peak Time	12:00 - 12:59	12:00 - 12:59	12:00 - 12:59
PM Peak Volume	4	3	7

Daily Vehicle Volume Report

Location: Nokomis Rd. N. of Southworth DR.
Unit ID: 1100786-2/Kitsap County-16
Study Date: Monday - February 10, 2014

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	-	-	-
01:00 - 01:59	-	-	-
02:00 - 02:59	-	-	-
03:00 - 03:59	-	-	-
04:00 - 04:59	-	-	-
05:00 - 05:59	-	-	-
06:00 - 06:59	-	-	-
07:00 - 07:59	-	-	-
08:00 - 08:59	-	-	-
09:00 - 09:59	0	0	0
10:00 - 10:59	0	0	0
11:00 - 11:59	0	0	0
12:00 - 12:59	5	1	6
13:00 - 13:59	3	2	5
14:00 - 14:59	1	4	5
15:00 - 15:59	3	0	3
16:00 - 16:59	8	7	15
17:00 - 17:59	1	3	4
18:00 - 18:59	4	3	7
19:00 - 19:59	1	2	3
20:00 - 20:59	1	1	2
21:00 - 21:59	0	5	5
22:00 - 22:59	0	4	4
23:00 - 23:59	0	0	0
ADT	27	32	59
AM Peak Time	00:00 - 00:59	00:00 - 00:59	00:00 - 00:59
AM Peak Volume	0	0	0
PM Peak Time	15:45 - 16:44	21:15 - 22:14	16:00 - 16:59
PM Peak Volume	8	8	15

Daily Vehicle Volume Report

Location: Nokomis Rd. N. of Southworth DR.
Unit ID: 1100786-2/Kitsap County-16
Study Date: Tuesday - February 11, 2014

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	2	0	2
01:00 - 01:59	0	0	0
02:00 - 02:59	0	0	0
03:00 - 03:59	0	0	0
04:00 - 04:59	2	1	3
05:00 - 05:59	6	1	7
06:00 - 06:59	2	0	2
07:00 - 07:59	4	1	5
08:00 - 08:59	2	2	4
09:00 - 09:59	7	6	13
10:00 - 10:59	7	6	13
11:00 - 11:59	6	3	9
12:00 - 12:59	7	3	10
13:00 - 13:59	3	8	11
14:00 - 14:59	7	4	11
15:00 - 15:59	3	4	7
16:00 - 16:59	10	11	21
17:00 - 17:59	5	5	10
18:00 - 18:59	1	3	4
19:00 - 19:59	0	3	3
20:00 - 20:59	2	1	3
21:00 - 21:59	0	3	3
22:00 - 22:59	0	1	1
23:00 - 23:59	0	0	0
ADT	76	66	142
AM Peak Time	09:45 - 10:44	08:45 - 09:44	10:30 - 11:29
AM Peak Volume	10	7	16
PM Peak Time	16:00 - 16:59	16:00 - 16:59	16:00 - 16:59
PM Peak Volume	10	11	21

Daily Vehicle Volume Report

Location: Nokomis Rd. N. of Southworth DR.
Unit ID: 1100786-2/Kitsap County-16
Study Date: Wednesday - February 12, 2014

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	0	0	0
01:00 - 01:59	0	1	1
02:00 - 02:59	0	0	0
03:00 - 03:59	0	1	1
04:00 - 04:59	3	0	3
05:00 - 05:59	6	1	7
06:00 - 06:59	1	0	1
07:00 - 07:59	3	2	5
08:00 - 08:59	4	2	6
09:00 - 09:59	5	3	8
10:00 - 10:59	5	2	7
11:00 - 11:59	6	2	8
12:00 - 12:59	8	5	13
13:00 - 13:59	4	3	7
14:00 - 14:59	5	5	10
15:00 - 15:59	4	3	7
16:00 - 16:59	5	14	19
17:00 - 17:59	5	7	12
18:00 - 18:59	1	2	3
19:00 - 19:59	1	3	4
20:00 - 20:59	2	2	4
21:00 - 21:59	0	1	1
22:00 - 22:59	1	1	2
23:00 - 23:59	1	4	5
ADT	70	64	134
AM Peak Time	05:15 - 06:14	08:15 - 09:14	08:15 - 09:14
AM Peak Volume	7	4	9
PM Peak Time	12:00 - 12:59	16:45 - 17:44	16:15 - 17:14
PM Peak Volume	8	15	20

Daily Vehicle Volume Report

Location: Nokomis Rd. N. of Southworth DR.
Unit ID: 1100786-2/Kitsap County-16
Study Date: Thursday - February 13, 2014

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	0	2	2
01:00 - 01:59	0	0	0
02:00 - 02:59	0	0	0
03:00 - 03:59	0	1	1
04:00 - 04:59	3	0	3
05:00 - 05:59	4	1	5
06:00 - 06:59	2	0	2
07:00 - 07:59	4	0	4
08:00 - 08:59	4	4	8
09:00 - 09:59	3	0	3
10:00 - 10:59	4	1	5
11:00 - 11:59	3	5	8
12:00 - 12:59	9	2	11
13:00 - 13:59	4	4	8
14:00 - 14:59	0	3	3
15:00 - 15:59	5	3	8
16:00 - 16:59	8	11	19
17:00 - 17:59	2	2	4
18:00 - 18:59	0	5	5
19:00 - 19:59	1	1	2
20:00 - 20:59	2	3	5
21:00 - 21:59	0	0	0
22:00 - 22:59	1	0	1
23:00 - 23:59	0	1	1
ADT	59	49	108
AM Peak Time	05:15 - 06:14	10:45 - 11:44	08:00 - 08:59
AM Peak Volume	5	5	8
PM Peak Time	12:15 - 13:14	16:00 - 16:59	16:00 - 16:59
PM Peak Volume	10	11	19

Daily Vehicle Volume Report

Location: Nokomis Rd. N. of Southworth DR.
Unit ID: 1100786-2/Kitsap County-16
Study Date: Friday - February 14, 2014

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	0	3	3
01:00 - 01:59	1	0	1
02:00 - 02:59	0	0	0
03:00 - 03:59	1	1	2
04:00 - 04:59	2	0	2
05:00 - 05:59	7	1	8
06:00 - 06:59	2	0	2
07:00 - 07:59	6	0	6
08:00 - 08:59	2	2	4
09:00 - 09:59	4	1	5
10:00 - 10:59	4	2	6
11:00 - 11:59	5	2	7
12:00 - 12:59	2	1	3
13:00 - 13:59	3	3	6
14:00 - 14:59	3	9	12
15:00 - 15:59	5	3	8
16:00 - 16:59	12	10	22
17:00 - 17:59	5	3	8
18:00 - 18:59	2	5	7
19:00 - 19:59	2	1	3
20:00 - 20:59	1	4	5
21:00 - 21:59	2	1	3
22:00 - 22:59	1	1	2
23:00 - 23:59	0	4	4
ADT	72	57	129
AM Peak Time	05:00 - 05:59	00:00 - 00:59	05:00 - 05:59
AM Peak Volume	7	3	8
PM Peak Time	16:00 - 16:59	16:00 - 16:59	16:00 - 16:59
PM Peak Volume	12	10	22

Daily Vehicle Volume Report

Location: Nokomis Rd. N. of Southworth DR.
Unit ID: 1100786-2/Kitsap County-16
Study Date: Saturday - February 15, 2014

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	1	0	1
01:00 - 01:59	0	0	0
02:00 - 02:59	0	0	0
03:00 - 03:59	0	1	1
04:00 - 04:59	0	1	1
05:00 - 05:59	1	0	1
06:00 - 06:59	0	0	0
07:00 - 07:59	2	0	2
08:00 - 08:59	1	2	3
09:00 - 09:59	2	1	3
10:00 - 10:59	2	1	3
11:00 - 11:59	4	1	5
12:00 - 12:59	5	3	8
13:00 - 13:59	4	3	7
14:00 - 14:59	3	3	6
15:00 - 15:59	7	2	9
16:00 - 16:59	1	3	4
17:00 - 17:59	3	2	5
18:00 - 18:59	3	4	7
19:00 - 19:59	4	3	7
20:00 - 20:59	1	2	3
21:00 - 21:59	1	2	3
22:00 - 22:59	2	1	3
23:00 - 23:59	0	4	4
ADT	47	39	86
AM Peak Time	10:30 - 11:29	08:00 - 08:59	10:30 - 11:29
AM Peak Volume	5	2	6
PM Peak Time	14:45 - 15:44	22:15 - 23:14	14:45 - 15:44
PM Peak Volume	8	5	11

Daily Vehicle Volume Report

Location: Nokomis Rd. N. of Southworth DR.
Unit ID: 1100786-2/Kitsap County-16
Study Date: Sunday - February 16, 2014

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	1	1	2
01:00 - 01:59	0	0	0
02:00 - 02:59	0	0	0
03:00 - 03:59	1	0	1
04:00 - 04:59	1	2	3
05:00 - 05:59	0	0	0
06:00 - 06:59	0	0	0
07:00 - 07:59	2	0	2
08:00 - 08:59	2	0	2
09:00 - 09:59	2	2	4
10:00 - 10:59	5	5	10
11:00 - 11:59	7	3	10
12:00 - 12:59	4	3	7
13:00 - 13:59	4	3	7
14:00 - 14:59	7	5	12
15:00 - 15:59	4	4	8
16:00 - 16:59	1	4	5
17:00 - 17:59	2	6	8
18:00 - 18:59	1	0	1
19:00 - 19:59	5	0	5
20:00 - 20:59	2	4	6
21:00 - 21:59	1	0	1
22:00 - 22:59	0	0	0
23:00 - 23:59	0	2	2
ADT	52	44	96
AM Peak Time	10:45 - 11:44	09:30 - 10:29	09:30 - 10:29
AM Peak Volume	7	5	11
PM Peak Time	14:15 - 15:14	15:45 - 16:44	14:15 - 15:14
PM Peak Volume	9	7	15

Daily Vehicle Volume Report

Location: Nokomis Rd. N. of Southworth DR.
Unit ID: 1100786-2/Kitsap County-16
Study Date: Monday - February 17, 2014

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	0	1	1
01:00 - 01:59	0	0	0
02:00 - 02:59	0	0	0
03:00 - 03:59	2	1	3
04:00 - 04:59	1	0	1
05:00 - 05:59	4	1	5
06:00 - 06:59	2	0	2
07:00 - 07:59	2	0	2
08:00 - 08:59	1	2	3
09:00 - 09:59	1	2	3
10:00 - 10:59	5	4	9
11:00 - 11:59	3	1	4
12:00 - 12:59	5	2	7
13:00 - 13:59	7	3	10
14:00 - 14:59	2	1	3
15:00 - 15:59	2	5	7
16:00 - 16:59	5	6	11
17:00 - 17:59	2	5	7
18:00 - 18:59	2	0	2
19:00 - 19:59	0	1	1
20:00 - 20:59	0	3	3
21:00 - 21:59	1	2	3
22:00 - 22:59	1	0	1
23:00 - 23:59	0	2	2
ADT	48	42	90
AM Peak Time	10:15 - 11:14	09:45 - 10:44	10:15 - 11:14
AM Peak Volume	6	4	10
PM Peak Time	12:45 - 13:44	15:15 - 16:14	16:00 - 16:59
PM Peak Volume	7	6	11

Daily Vehicle Volume Report

Location: Nokomis Rd. N. of Southworth DR.
Unit ID: 1100786-2/Kitsap County-16
Study Date: Tuesday - February 18, 2014

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	0	0	0
01:00 - 01:59	0	1	1
02:00 - 02:59	0	0	0
03:00 - 03:59	0	1	1
04:00 - 04:59	2	0	2
05:00 - 05:59	5	0	5
06:00 - 06:59	2	0	2
07:00 - 07:59	3	1	4
08:00 - 08:59	2	2	4
09:00 - 09:59	6	0	6
10:00 - 10:59	4	3	7
11:00 - 11:59	4	3	7
12:00 - 12:59	2	2	4
13:00 - 13:59	-	-	-
14:00 - 14:59	-	-	-
15:00 - 15:59	-	-	-
16:00 - 16:59	-	-	-
17:00 - 17:59	-	-	-
18:00 - 18:59	-	-	-
19:00 - 19:59	-	-	-
20:00 - 20:59	-	-	-
21:00 - 21:59	-	-	-
22:00 - 22:59	-	-	-
23:00 - 23:59	-	-	-
ADT	30	13	43
AM Peak Time	05:15 - 06:14	09:15 - 10:14	09:15 - 10:14
AM Peak Volume	6	3	9
PM Peak Time	12:00 - 12:59	12:00 - 12:59	12:00 - 12:59
PM Peak Volume	2	2	4

Daily Vehicle Volume Report

Location: Cherry St. N. of Southworth DR.
Unit ID: 13
Study Date: Monday - February 10, 2014

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	-	-	-
01:00 - 01:59	-	-	-
02:00 - 02:59	-	-	-
03:00 - 03:59	-	-	-
04:00 - 04:59	-	-	-
05:00 - 05:59	-	-	-
06:00 - 06:59	-	-	-
07:00 - 07:59	-	-	-
08:00 - 08:59	-	-	-
09:00 - 09:59	0	0	0
10:00 - 10:59	1	0	1
11:00 - 11:59	7	4	11
12:00 - 12:59	6	7	13
13:00 - 13:59	6	7	13
14:00 - 14:59	7	6	13
15:00 - 15:59	6	6	12
16:00 - 16:59	6	13	19
17:00 - 17:59	4	3	7
18:00 - 18:59	7	7	14
19:00 - 19:59	0	5	5
20:00 - 20:59	3	2	5
21:00 - 21:59	0	3	3
22:00 - 22:59	1	0	1
23:00 - 23:59	1	0	1
ADT	55	63	118
AM Peak Time	10:45 - 11:44	11:00 - 11:59	11:00 - 11:59
AM Peak Volume	7	4	11
PM Peak Time	13:30 - 14:29	16:00 - 16:59	16:00 - 16:59
PM Peak Volume	8	13	19

Daily Vehicle Volume Report

Location: Cherry St. N. of Southworth DR.
Unit ID: 13
Study Date: Tuesday - February 11, 2014

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	0	1	1
01:00 - 01:59	0	0	0
02:00 - 02:59	0	0	0
03:00 - 03:59	0	0	0
04:00 - 04:59	6	1	7
05:00 - 05:59	2	1	3
06:00 - 06:59	3	1	4
07:00 - 07:59	3	4	7
08:00 - 08:59	4	5	9
09:00 - 09:59	7	4	11
10:00 - 10:59	6	9	15
11:00 - 11:59	8	5	13
12:00 - 12:59	5	7	12
13:00 - 13:59	7	10	17
14:00 - 14:59	6	9	15
15:00 - 15:59	10	9	19
16:00 - 16:59	4	7	11
17:00 - 17:59	4	10	14
18:00 - 18:59	1	2	3
19:00 - 19:59	1	2	3
20:00 - 20:59	0	5	5
21:00 - 21:59	1	0	1
22:00 - 22:59	0	2	2
23:00 - 23:59	0	1	1
ADT	78	95	173
AM Peak Time	10:30 - 11:29	09:45 - 10:44	10:30 - 11:29
AM Peak Volume	10	11	19
PM Peak Time	14:45 - 15:44	12:30 - 13:29	15:15 - 16:14
PM Peak Volume	11	11	21

Daily Vehicle Volume Report

Location: Cherry St. N. of Southworth DR.
Unit ID: 13
Study Date: Wednesday - February 12, 2014

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	1	0	1
01:00 - 01:59	0	0	0
02:00 - 02:59	0	0	0
03:00 - 03:59	0	0	0
04:00 - 04:59	5	2	7
05:00 - 05:59	1	0	1
06:00 - 06:59	3	1	4
07:00 - 07:59	3	3	6
08:00 - 08:59	1	1	2
09:00 - 09:59	4	6	10
10:00 - 10:59	5	5	10
11:00 - 11:59	4	10	14
12:00 - 12:59	11	11	22
13:00 - 13:59	8	7	15
14:00 - 14:59	10	13	23
15:00 - 15:59	9	10	19
16:00 - 16:59	14	13	27
17:00 - 17:59	8	7	15
18:00 - 18:59	7	6	13
19:00 - 19:59	5	7	12
20:00 - 20:59	5	12	17
21:00 - 21:59	3	6	9
22:00 - 22:59	1	2	3
23:00 - 23:59	1	0	1
ADT	109	122	231
AM Peak Time	10:15 - 11:14	11:00 - 11:59	10:15 - 11:14
AM Peak Volume	8	10	15
PM Peak Time	16:00 - 16:59	15:30 - 16:29	15:30 - 16:29
PM Peak Volume	14	15	28

Daily Vehicle Volume Report

Location: Cherry St. N. of Southworth DR.
Unit ID: 13
Study Date: Thursday - February 13, 2014

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	0	2	2
01:00 - 01:59	0	0	0
02:00 - 02:59	1	0	1
03:00 - 03:59	0	0	0
04:00 - 04:59	3	0	3
05:00 - 05:59	3	0	3
06:00 - 06:59	5	1	6
07:00 - 07:59	2	4	6
08:00 - 08:59	5	7	12
09:00 - 09:59	3	3	6
10:00 - 10:59	8	6	14
11:00 - 11:59	12	4	16
12:00 - 12:59	5	15	20
13:00 - 13:59	6	7	13
14:00 - 14:59	13	5	18
15:00 - 15:59	7	18	25
16:00 - 16:59	5	8	13
17:00 - 17:59	3	5	8
18:00 - 18:59	5	3	8
19:00 - 19:59	0	2	2
20:00 - 20:59	1	2	3
21:00 - 21:59	2	3	5
22:00 - 22:59	0	4	4
23:00 - 23:59	1	0	1
ADT	90	99	189
AM Peak Time	10:45 - 11:44	07:45 - 08:44	10:45 - 11:44
AM Peak Volume	13	8	19
PM Peak Time	14:00 - 14:59	15:15 - 16:14	15:15 - 16:14
PM Peak Volume	13	21	26

Daily Vehicle Volume Report

Location: Cherry St. N. of Southworth DR.
Unit ID: 13
Study Date: Friday - February 14, 2014

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	1	0	1
01:00 - 01:59	0	0	0
02:00 - 02:59	0	0	0
03:00 - 03:59	1	0	1
04:00 - 04:59	3	0	3
05:00 - 05:59	7	2	9
06:00 - 06:59	4	1	5
07:00 - 07:59	1	3	4
08:00 - 08:59	8	7	15
09:00 - 09:59	5	7	12
10:00 - 10:59	8	5	13
11:00 - 11:59	6	7	13
12:00 - 12:59	7	3	10
13:00 - 13:59	5	7	12
14:00 - 14:59	7	12	19
15:00 - 15:59	9	11	20
16:00 - 16:59	8	15	23
17:00 - 17:59	3	12	15
18:00 - 18:59	5	5	10
19:00 - 19:59	5	10	15
20:00 - 20:59	4	3	7
21:00 - 21:59	0	2	2
22:00 - 22:59	0	2	2
23:00 - 23:59	0	1	1
ADT	97	115	212
AM Peak Time	10:15 - 11:14	08:45 - 09:44	08:45 - 09:44
AM Peak Volume	10	9	17
PM Peak Time	13:45 - 14:44	15:45 - 16:44	15:45 - 16:44
PM Peak Volume	9	17	26

Daily Vehicle Volume Report

Location: Cherry St. N. of Southworth DR.
Unit ID: 13
Study Date: Saturday - February 15, 2014

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	0	1	1
01:00 - 01:59	1	0	1
02:00 - 02:59	0	0	0
03:00 - 03:59	0	0	0
04:00 - 04:59	2	0	2
05:00 - 05:59	1	0	1
06:00 - 06:59	0	0	0
07:00 - 07:59	3	2	5
08:00 - 08:59	7	3	10
09:00 - 09:59	4	5	9
10:00 - 10:59	7	7	14
11:00 - 11:59	6	8	14
12:00 - 12:59	12	13	25
13:00 - 13:59	14	10	24
14:00 - 14:59	12	12	24
15:00 - 15:59	9	13	22
16:00 - 16:59	5	6	11
17:00 - 17:59	5	4	9
18:00 - 18:59	2	7	9
19:00 - 19:59	5	3	8
20:00 - 20:59	0	6	6
21:00 - 21:59	4	1	5
22:00 - 22:59	0	2	2
23:00 - 23:59	0	0	0
ADT	99	103	202
AM Peak Time	10:15 - 11:14	11:00 - 11:59	10:00 - 10:59
AM Peak Volume	8	8	14
PM Peak Time	12:30 - 13:29	12:15 - 13:14	12:15 - 13:14
PM Peak Volume	15	14	28

Daily Vehicle Volume Report

Location: Cherry St. N. of Southworth DR.
Unit ID: 13
Study Date: Sunday - February 16, 2014

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	1	0	1
01:00 - 01:59	0	0	0
02:00 - 02:59	0	1	1
03:00 - 03:59	0	0	0
04:00 - 04:59	1	0	1
05:00 - 05:59	0	0	0
06:00 - 06:59	1	0	1
07:00 - 07:59	3	2	5
08:00 - 08:59	2	1	3
09:00 - 09:59	5	2	7
10:00 - 10:59	6	9	15
11:00 - 11:59	6	7	13
12:00 - 12:59	7	9	16
13:00 - 13:59	9	9	18
14:00 - 14:59	5	7	12
15:00 - 15:59	7	8	15
16:00 - 16:59	6	7	13
17:00 - 17:59	7	6	13
18:00 - 18:59	0	3	3
19:00 - 19:59	0	3	3
20:00 - 20:59	2	4	6
21:00 - 21:59	1	3	4
22:00 - 22:59	0	0	0
23:00 - 23:59	1	1	2
ADT	70	82	152
AM Peak Time	10:30 - 11:29	10:00 - 10:59	10:30 - 11:29
AM Peak Volume	9	9	17
PM Peak Time	12:15 - 13:14	12:15 - 13:14	12:15 - 13:14
PM Peak Volume	11	12	23

Daily Vehicle Volume Report

Location: Cherry St. N. of Southworth DR.
Unit ID: 13
Study Date: Monday - February 17, 2014

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	0	0	0
01:00 - 01:59	0	0	0
02:00 - 02:59	0	0	0
03:00 - 03:59	1	2	3
04:00 - 04:59	3	0	3
05:00 - 05:59	0	0	0
06:00 - 06:59	1	0	1
07:00 - 07:59	2	3	5
08:00 - 08:59	1	0	1
09:00 - 09:59	5	1	6
10:00 - 10:59	4	8	12
11:00 - 11:59	14	6	20
12:00 - 12:59	13	6	19
13:00 - 13:59	3	4	7
14:00 - 14:59	3	9	12
15:00 - 15:59	10	12	22
16:00 - 16:59	7	6	13
17:00 - 17:59	6	9	15
18:00 - 18:59	8	3	11
19:00 - 19:59	1	3	4
20:00 - 20:59	1	6	7
21:00 - 21:59	0	1	1
22:00 - 22:59	1	1	2
23:00 - 23:59	0	2	2
ADT	84	82	166
AM Peak Time	11:00 - 11:59	10:15 - 11:14	11:00 - 11:59
AM Peak Volume	14	9	20
PM Peak Time	12:00 - 12:59	15:00 - 15:59	15:00 - 15:59
PM Peak Volume	13	12	22

Daily Vehicle Volume Report

Location: Cherry St. N. of Southworth DR.
Unit ID: 13
Study Date: Tuesday - February 18, 2014

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	1	0	1
01:00 - 01:59	1	0	1
02:00 - 02:59	0	0	0
03:00 - 03:59	3	1	4
04:00 - 04:59	1	0	1
05:00 - 05:59	2	0	2
06:00 - 06:59	4	3	7
07:00 - 07:59	3	3	6
08:00 - 08:59	2	4	6
09:00 - 09:59	2	3	5
10:00 - 10:59	7	5	12
11:00 - 11:59	6	5	11
12:00 - 12:59	4	4	8
13:00 - 13:59	-	-	-
14:00 - 14:59	-	-	-
15:00 - 15:59	-	-	-
16:00 - 16:59	-	-	-
17:00 - 17:59	-	-	-
18:00 - 18:59	-	-	-
19:00 - 19:59	-	-	-
20:00 - 20:59	-	-	-
21:00 - 21:59	-	-	-
22:00 - 22:59	-	-	-
23:00 - 23:59	-	-	-
ADT	36	28	64
AM Peak Time	10:30 - 11:29	10:15 - 11:14	10:30 - 11:29
AM Peak Volume	11	7	17
PM Peak Time	12:00 - 12:59	12:00 - 12:59	12:00 - 12:59
PM Peak Volume	4	4	8

Daily Vehicle Volume Report

Location: Cherry St. E. of Olympiad DR.
Unit ID: Kitsap County-1/17076-10
Study Date: Monday - February 10, 2014

Time	East Bound Volume	West Bound Volume	Total Volume
00:00 - 00:59	-	-	-
01:00 - 01:59	-	-	-
02:00 - 02:59	-	-	-
03:00 - 03:59	-	-	-
04:00 - 04:59	-	-	-
05:00 - 05:59	-	-	-
06:00 - 06:59	-	-	-
07:00 - 07:59	-	-	-
08:00 - 08:59	-	-	-
09:00 - 09:59	0	0	0
10:00 - 10:59	0	0	0
11:00 - 11:59	5	2	7
12:00 - 12:59	6	7	13
13:00 - 13:59	7	6	13
14:00 - 14:59	6	2	8
15:00 - 15:59	4	5	9
16:00 - 16:59	3	9	12
17:00 - 17:59	5	1	6
18:00 - 18:59	5	4	9
19:00 - 19:59	0	3	3
20:00 - 20:59	0	0	0
21:00 - 21:59	0	1	1
22:00 - 22:59	0	0	0
23:00 - 23:59	1	0	1
ADT	42	40	82
AM Peak Time	10:45 - 11:44	11:00 - 11:59	11:00 - 11:59
AM Peak Volume	5	2	7
PM Peak Time	13:30 - 14:29	15:30 - 16:29	12:00 - 12:59
PM Peak Volume	8	9	13

Daily Vehicle Volume Report

Location: Cherry St. E. of Olympiad DR.
Unit ID: Kitsap County-1/17076-10
Study Date: Tuesday - February 11, 2014

Time	East Bound Volume	West Bound Volume	Total Volume
00:00 - 00:59	0	1	1
01:00 - 01:59	0	0	0
02:00 - 02:59	0	0	0
03:00 - 03:59	0	0	0
04:00 - 04:59	3	1	4
05:00 - 05:59	2	0	2
06:00 - 06:59	1	2	3
07:00 - 07:59	1	2	3
08:00 - 08:59	2	5	7
09:00 - 09:59	6	5	11
10:00 - 10:59	3	5	8
11:00 - 11:59	5	4	9
12:00 - 12:59	4	6	10
13:00 - 13:59	6	6	12
14:00 - 14:59	7	9	16
15:00 - 15:59	7	6	13
16:00 - 16:59	4	5	9
17:00 - 17:59	2	5	7
18:00 - 18:59	1	4	5
19:00 - 19:59	1	0	1
20:00 - 20:59	0	4	4
21:00 - 21:59	1	0	1
22:00 - 22:59	1	2	3
23:00 - 23:59	0	0	0
ADT	57	72	129
AM Peak Time	09:00 - 09:59	10:15 - 11:14	10:30 - 11:29
AM Peak Volume	6	7	13
PM Peak Time	12:45 - 13:44	14:15 - 15:14	14:00 - 14:59
PM Peak Volume	8	10	16

Daily Vehicle Volume Report

Location: Cherry St. E. of Olympiad DR.
Unit ID: Kitsap County-1/17076-10
Study Date: Wednesday - February 12, 2014

Time	East Bound Volume	West Bound Volume	Total Volume
00:00 - 00:59	0	0	0
01:00 - 01:59	0	0	0
02:00 - 02:59	0	0	0
03:00 - 03:59	0	0	0
04:00 - 04:59	3	0	3
05:00 - 05:59	1	1	2
06:00 - 06:59	1	2	3
07:00 - 07:59	1	1	2
08:00 - 08:59	3	3	6
09:00 - 09:59	2	4	6
10:00 - 10:59	4	4	8
11:00 - 11:59	5	7	12
12:00 - 12:59	10	14	24
13:00 - 13:59	6	6	12
14:00 - 14:59	8	11	19
15:00 - 15:59	8	7	15
16:00 - 16:59	12	8	20
17:00 - 17:59	7	5	12
18:00 - 18:59	3	2	5
19:00 - 19:59	3	4	7
20:00 - 20:59	1	4	5
21:00 - 21:59	1	3	4
22:00 - 22:59	0	2	2
23:00 - 23:59	1	0	1
ADT	80	88	168
AM Peak Time	10:15 - 11:14	10:45 - 11:44	10:15 - 11:14
AM Peak Volume	7	7	13
PM Peak Time	16:00 - 16:59	12:00 - 12:59	12:00 - 12:59
PM Peak Volume	12	14	24

Daily Vehicle Volume Report

Location: Cherry St. E. of Olympiad DR.
Unit ID: Kitsap County-1/17076-10
Study Date: Thursday - February 13, 2014

Time	East Bound Volume	West Bound Volume	Total Volume
00:00 - 00:59	0	1	1
01:00 - 01:59	0	0	0
02:00 - 02:59	1	0	1
03:00 - 03:59	0	0	0
04:00 - 04:59	2	0	2
05:00 - 05:59	2	0	2
06:00 - 06:59	2	2	4
07:00 - 07:59	0	1	1
08:00 - 08:59	2	6	8
09:00 - 09:59	1	4	5
10:00 - 10:59	3	4	7
11:00 - 11:59	9	2	11
12:00 - 12:59	3	11	14
13:00 - 13:59	5	5	10
14:00 - 14:59	8	2	10
15:00 - 15:59	7	11	18
16:00 - 16:59	4	7	11
17:00 - 17:59	3	3	6
18:00 - 18:59	0	1	1
19:00 - 19:59	0	2	2
20:00 - 20:59	3	2	5
21:00 - 21:59	0	1	1
22:00 - 22:59	1	3	4
23:00 - 23:59	1	0	1
ADT	57	68	125
AM Peak Time	11:00 - 11:59	07:45 - 08:44	11:00 - 11:59
AM Peak Volume	9	6	11
PM Peak Time	14:30 - 15:29	15:15 - 16:14	15:15 - 16:14
PM Peak Volume	9	14	20

Daily Vehicle Volume Report

Location: Cherry St. E. of Olympiad DR.
Unit ID: Kitsap County-1/17076-10
Study Date: Friday - February 14, 2014

Time	East Bound Volume	West Bound Volume	Total Volume
00:00 - 00:59	1	0	1
01:00 - 01:59	0	0	0
02:00 - 02:59	0	0	0
03:00 - 03:59	0	0	0
04:00 - 04:59	3	0	3
05:00 - 05:59	6	1	7
06:00 - 06:59	1	2	3
07:00 - 07:59	0	0	0
08:00 - 08:59	4	8	12
09:00 - 09:59	3	5	8
10:00 - 10:59	7	2	9
11:00 - 11:59	6	9	15
12:00 - 12:59	5	3	8
13:00 - 13:59	2	2	4
14:00 - 14:59	5	9	14
15:00 - 15:59	5	8	13
16:00 - 16:59	5	11	16
17:00 - 17:59	4	8	12
18:00 - 18:59	1	2	3
19:00 - 19:59	3	6	9
20:00 - 20:59	3	1	4
21:00 - 21:59	0	3	3
22:00 - 22:59	0	2	2
23:00 - 23:59	0	0	0
ADT	64	82	146
AM Peak Time	10:45 - 11:44	08:15 - 09:14	11:00 - 11:59
AM Peak Volume	9	9	15
PM Peak Time	14:30 - 15:29	15:45 - 16:44	15:15 - 16:14
PM Peak Volume	6	13	17

Daily Vehicle Volume Report

Location: Cherry St. E. of Olympiad DR.
Unit ID: Kitsap County-1/17076-10
Study Date: Saturday - February 15, 2014

Time	East Bound Volume	West Bound Volume	Total Volume
00:00 - 00:59	0	0	0
01:00 - 01:59	1	0	1
02:00 - 02:59	0	0	0
03:00 - 03:59	0	0	0
04:00 - 04:59	1	0	1
05:00 - 05:59	1	0	1
06:00 - 06:59	0	0	0
07:00 - 07:59	1	1	2
08:00 - 08:59	4	2	6
09:00 - 09:59	3	5	8
10:00 - 10:59	6	4	10
11:00 - 11:59	3	6	9
12:00 - 12:59	7	9	16
13:00 - 13:59	7	6	13
14:00 - 14:59	11	4	15
15:00 - 15:59	2	8	10
16:00 - 16:59	4	5	9
17:00 - 17:59	4	2	6
18:00 - 18:59	3	5	8
19:00 - 19:59	3	0	3
20:00 - 20:59	0	5	5
21:00 - 21:59	2	1	3
22:00 - 22:59	0	2	2
23:00 - 23:59	0	0	0
ADT	63	65	128
AM Peak Time	10:00 - 10:59	09:15 - 10:14	09:30 - 10:29
AM Peak Volume	6	6	11
PM Peak Time	13:45 - 14:44	12:00 - 12:59	12:15 - 13:14
PM Peak Volume	11	9	17

Daily Vehicle Volume Report

Location: Cherry St. E. of Olympiad DR.
Unit ID: Kitsap County-1/17076-10
Study Date: Sunday - February 16, 2014

Time	East Bound Volume	West Bound Volume	Total Volume
00:00 - 00:59	1	0	1
01:00 - 01:59	0	0	0
02:00 - 02:59	0	1	1
03:00 - 03:59	0	0	0
04:00 - 04:59	1	0	1
05:00 - 05:59	0	0	0
06:00 - 06:59	1	0	1
07:00 - 07:59	2	1	3
08:00 - 08:59	2	4	6
09:00 - 09:59	2	3	5
10:00 - 10:59	3	6	9
11:00 - 11:59	5	6	11
12:00 - 12:59	4	6	10
13:00 - 13:59	7	7	14
14:00 - 14:59	6	7	13
15:00 - 15:59	6	5	11
16:00 - 16:59	6	6	12
17:00 - 17:59	3	5	8
18:00 - 18:59	0	2	2
19:00 - 19:59	1	3	4
20:00 - 20:59	2	4	6
21:00 - 21:59	0	1	1
22:00 - 22:59	1	0	1
23:00 - 23:59	0	0	0
ADT	53	67	120
AM Peak Time	10:30 - 11:29	09:45 - 10:44	10:30 - 11:29
AM Peak Volume	6	8	14
PM Peak Time	14:30 - 15:29	12:15 - 13:14	12:15 - 13:14
PM Peak Volume	8	8	15

Daily Vehicle Volume Report

Location: Cherry St. E. of Olympiad DR.
Unit ID: Kitsap County-1/17076-10
Study Date: Monday - February 17, 2014

Time	East Bound Volume	West Bound Volume	Total Volume
00:00 - 00:59	0	0	0
01:00 - 01:59	0	0	0
02:00 - 02:59	0	0	0
03:00 - 03:59	1	2	3
04:00 - 04:59	1	0	1
05:00 - 05:59	0	0	0
06:00 - 06:59	1	0	1
07:00 - 07:59	0	1	1
08:00 - 08:59	1	0	1
09:00 - 09:59	3	1	4
10:00 - 10:59	3	6	9
11:00 - 11:59	11	6	17
12:00 - 12:59	11	5	16
13:00 - 13:59	2	4	6
14:00 - 14:59	2	7	9
15:00 - 15:59	8	9	17
16:00 - 16:59	8	4	12
17:00 - 17:59	6	8	14
18:00 - 18:59	5	5	10
19:00 - 19:59	0	1	1
20:00 - 20:59	1	4	5
21:00 - 21:59	0	1	1
22:00 - 22:59	1	1	2
23:00 - 23:59	0	2	2
ADT	65	67	132
AM Peak Time	11:00 - 11:59	10:15 - 11:14	11:00 - 11:59
AM Peak Volume	11	8	17
PM Peak Time	12:00 - 12:59	15:00 - 15:59	15:30 - 16:29
PM Peak Volume	11	9	18

Daily Vehicle Volume Report

Location: Cherry St. E. of Olympiad DR.
Unit ID: Kitsap County-1/17076-10
Study Date: Tuesday - February 18, 2014

Time	East Bound Volume	West Bound Volume	Total Volume
00:00 - 00:59	1	0	1
01:00 - 01:59	1	0	1
02:00 - 02:59	0	0	0
03:00 - 03:59	1	0	1
04:00 - 04:59	1	0	1
05:00 - 05:59	1	0	1
06:00 - 06:59	2	2	4
07:00 - 07:59	2	0	2
08:00 - 08:59	0	6	6
09:00 - 09:59	2	2	4
10:00 - 10:59	5	6	11
11:00 - 11:59	6	4	10
12:00 - 12:59	3	4	7
13:00 - 13:59	-	-	-
14:00 - 14:59	-	-	-
15:00 - 15:59	-	-	-
16:00 - 16:59	-	-	-
17:00 - 17:59	-	-	-
18:00 - 18:59	-	-	-
19:00 - 19:59	-	-	-
20:00 - 20:59	-	-	-
21:00 - 21:59	-	-	-
22:00 - 22:59	-	-	-
23:00 - 23:59	-	-	-
ADT	25	24	49
AM Peak Time	10:15 - 11:14	09:45 - 10:44	10:15 - 11:14
AM Peak Volume	8	7	14
PM Peak Time	12:00 - 12:59	12:00 - 12:59	12:00 - 12:59
PM Peak Volume	3	4	7

Kitsap County Public Works

614 Division St MS 26
Port Orchard, WA 98366

SOUTHWORTH DR & STOHLTON RD
Turning Movement Study
Tuesday, February 25, 2014
PM Peak 4:45 to 5:45

File Name : SOUTHWORTH STOHLTON PM-A_02-25-14_TM_0
Site Code : 00000000
Start Date : 2/25/2014
Page No : 1

Groups Printed- Unshifted - Bank 1

	SOUTHWORTH DR From North				SOUTHWORTH DR From East				STOHLTON RD From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:45 PM	5	14	0	19	62	0	0	62	1	4	0	5	86
Total	5	14	0	19	62	0	0	62	1	4	0	5	86
05:00 PM	0	10	0	10	13	0	0	13	0	2	0	2	25
05:15 PM	6	16	0	22	10	1	0	11	0	0	0	0	33
05:30 PM	4	22	0	26	9	1	0	10	0	2	0	2	38
Grand Total	15	62	0	77	94	2	0	96	1	8	0	9	182
Apprch %	19.5	80.5	0		97.9	2.1	0		11.1	88.9	0		
Total %	8.2	34.1	0	42.3	51.6	1.1	0	52.7	0.5	4.4	0	4.9	
Unshifted	15	62	0	77	94	2	0	96	1	8	0	9	182
% Unshifted	100	100	0	100	100	100	0	100	100	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0

Kitsap County Public Works

614 Division St MS 26
Port Orchard, WA 98366

SOUTHWORTH DR & STOHLTON RD
Turning Movement Study
Tuesday, February 25, 2014
AM Peak 8:00 to 9:00

File Name : SOUTHWORTH STOHLTON AM-A_02-25-14_TM_0
Site Code : 00000000
Start Date : 2/25/2014
Page No : 1

Groups Printed- Unshifted - Bank 1

	SOUTHWORTH DR From North				SOUTHWORTH DR From East				STOHLTON RD From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
08:00 AM	2	14	0	16	8	0	0	8	2	4	0	6	30
08:15 AM	2	3	0	5	20	1	0	21	0	2	0	2	28
08:30 AM	2	2	0	4	9	0	0	9	0	0	0	0	13
08:45 AM	3	9	0	12	3	0	0	3	0	2	1	3	18
Total	9	28	0	37	40	1	0	41	2	8	1	11	89
Grand Total	9	28	0	37	40	1	0	41	2	8	1	11	89
Apprch %	24.3	75.7	0		97.6	2.4	0		18.2	72.7	9.1		
Total %	10.1	31.5	0	41.6	44.9	1.1	0	46.1	2.2	9	1.1	12.4	
Unshifted	9	28	0	37	40	1	0	41	2	8	1	11	89
% Unshifted	100	100	0	100	100	100	0	100	100	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0

Kitsap County Public Works

614 Division St MS 26
Port Orchard, WA 98366

SOUTHWORTH DR & OLYMPIC CT
Turning Movement Study
Thursday, February 25, 2014
PM Peak 4:45 to 5:45

File Name : southworth olympic pm-a_02-27-14_tm_0
Site Code : 00000000
Start Date : 2/27/2014
Page No : 1

Groups Printed- Unshifted - Bank 1

	OLYMPIC CT From North				SOUTHWORTH DR From East				SOUTHWORTH DR From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
04:45 PM	0	0	0	0	1	66	0	67	16	1	0	17	84
Total	0	0	0	0	1	66	0	67	16	1	0	17	84
05:00 PM	2	0	0	2	0	15	0	15	6	2	0	8	25
05:15 PM	2	0	0	2	1	3	0	4	9	2	0	11	17
05:30 PM	1	1	0	2	0	3	0	3	10	1	0	11	16
Grand Total	5	1	0	6	2	87	0	89	41	6	0	47	142
Apprch %	83.3	16.7	0		2.2	97.8	0		87.2	12.8	0		
Total %	3.5	0.7	0	4.2	1.4	61.3	0	62.7	28.9	4.2	0	33.1	
Unshifted	5	1	0	6	2	87	0	89	41	6	0	47	142
% Unshifted	100	100	0	100	100	100	0	100	100	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0

Kitsap County Public Works

614 Division St MS 26
Port Orchard, WA 98366

SOUTHWORTH DR & OLYMPIC CT
Turning Movement Study
Wednesday, February 26, 2014
AM Peak 8:00 to 9:00

File Name : SOUTHWORTH OLYMPIC AM-A_02-26-14_TM_0
Site Code : 00000000
Start Date : 2/26/2014
Page No : 1

Groups Printed- Unshifted - Bank 1

	OLYMPIC CT From North				SOUTHWORTH DR From East				SOUTHWORTH DR From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
08:00 AM	3	0	0	3	1	13	1	15	11	1	0	12	30
08:15 AM	2	0	0	2	1	4	0	5	3	1	0	4	11
08:30 AM	2	0	0	2	0	1	0	1	5	0	0	5	8
08:45 AM	3	0	2	5	0	2	0	2	4	0	0	4	11
Total	10	0	2	12	2	20	1	23	23	2	0	25	60
Grand Total	10	0	2	12	2	20	1	23	23	2	0	25	60
Apprch %	83.3	0	16.7		8.7	87	4.3		92	8	0		
Total %	16.7	0	3.3	20	3.3	33.3	1.7	38.3	38.3	3.3	0	41.7	
Unshifted	10	0	2	12	2	20	1	23	23	2	0	25	60
% Unshifted	100	0	100	100	100	100	100	100	100	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0

Kitsap County Public Works

614 Division St MS 26
Port Orchard, WA 98366

SOUTHWORTH DR & OLYMPIAD DR
Turning Movement Study
Wednesday, February 26, 2014
PM Peak 4:45 to 5:45

File Name : SOUTHWORTH OLYMPIAD PM-A_02-26-14_TM_0
Site Code : 00000000
Start Date : 2/26/2014
Page No : 1

Groups Printed- Unshifted - Bank 1

	SOUTHWORTH DR From North				OLYMPIAD DR From East				SOUTHWORTH DR From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:45 PM	21	6	1	28	5	0	4	9	5	16	0	21	58
Total	21	6	1	28	5	0	4	9	5	16	0	21	58
05:00 PM	13	4	0	17	4	0	0	4	1	66	0	67	88
05:15 PM	14	7	0	21	3	1	0	4	1	5	0	6	31
05:30 PM	22	6	0	28	0	0	0	0	0	5	0	5	33
Grand Total	70	23	1	94	12	1	4	17	7	92	0	99	210
Apprch %	74.5	24.5	1.1		70.6	5.9	23.5		7.1	92.9	0		
Total %	33.3	11	0.5	44.8	5.7	0.5	1.9	8.1	3.3	43.8	0	47.1	
Unshifted	70	23	1	94	12	1	4	17	7	92	0	99	210
% Unshifted	100	100	100	100	100	100	100	100	100	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0

Kitsap County Public Works

614 Division St MS 26
Port Orchard, WA 98366

SOUTHWORTH DR & OLYMPIAD DR
Turning Movement Study
Wednesday, February 26, 2014
AM Peak 8:00 to 9:00

File Name : SOUTHWORTH OLYMPIAD AM-A_02-26-14_TM_0
Site Code : 00000000
Start Date : 2/26/2014
Page No : 1

Groups Printed- Unshifted - Bank 1

	SOUTHWORTH DR From North				OLYMPIAD DR From East				SOUTHWORTH DR From South				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
08:00 AM	12	0	0	12	1	3	0	4	0	14	0	14	30
08:15 AM	3	2	0	5	4	0	0	4	0	10	0	10	19
08:30 AM	8	1	0	9	6	1	0	7	0	8	0	8	24
08:45 AM	8	1	0	9	4	4	0	8	2	7	0	9	26
Total	31	4	0	35	15	8	0	23	2	39	0	41	99
Grand Total	31	4	0	35	15	8	0	23	2	39	0	41	99
Apprch %	88.6	11.4	0		65.2	34.8	0		4.9	95.1	0		
Total %	31.3	4	0	35.4	15.2	8.1	0	23.2	2	39.4	0	41.4	
Unshifted	31	4	0	35	15	8	0	23	2	39	0	41	99
% Unshifted	100	100	0	100	100	100	0	100	100	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0

Kitsap County Public Works

614 Division St MS 26
Port Orchard, WA 98366

SOUTHWORTH DR & NOKOMIS RD
Turning Movement Study
Thursday, February 28, 2014
PM Peak 4:45 to 5:45

File Name : SOUTHWORTH NOKOMIS PM-A_02-27-14_TM_0
Site Code : 00000000
Start Date : 2/27/2014
Page No : 1

Groups Printed- Unshifted - Bank 1

	NOKOMIS RD From North				SOUTHWORTH DR From East				SOUTHWORTH DR From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
04:45 PM	1	1	0	2	3	64	1	68	16	2	0	18	88
Total	1	1	0	2	3	64	1	68	16	2	0	18	88
05:00 PM	2	0	0	2	1	16	0	17	13	1	0	14	33
05:15 PM	1	0	0	1	0	6	0	6	11	0	0	11	18
05:30 PM	0	0	0	0	0	4	0	4	10	2	0	12	16
Grand Total	4	1	0	5	4	90	1	95	50	5	0	55	155
Apprch %	80	20	0		4.2	94.7	1.1		90.9	9.1	0		
Total %	2.6	0.6	0	3.2	2.6	58.1	0.6	61.3	32.3	3.2	0	35.5	
Unshifted	4	1	0	5	4	90	1	95	50	5	0	55	155
% Unshifted	100	100	0	100	100	100	100	100	100	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0

Kitsap County Public Works

614 Division St MS 26
Port Orchard, WA 98366

SOUTHWORTH DR & NOKOMIS RD
Turning Movement Study
Wednesday, February 26, 2014
AM Peak 8:00 to 9:00

File Name : SOUTHWORTH NOKOMIS AM-A_02-26-14_TM_0
Site Code : 00000000
Start Date : 2/26/2014
Page No : 1

Groups Printed- Unshifted - Bank 1

	NOKOMIS RD From North				SOUTHWORTH DR From East				SOUTHWORTH DR From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
08:00 AM	0	0	0	0	0	22	0	22	13	0	0	13	35
08:15 AM	0	0	0	0	0	5	0	5	3	0	0	3	8
08:30 AM	3	0	1	4	0	3	0	3	4	0	0	4	11
08:45 AM	0	0	2	2	0	6	0	6	5	0	0	5	13
Total	3	0	3	6	0	36	0	36	25	0	0	25	67
Grand Total	3	0	3	6	0	36	0	36	25	0	0	25	67
Apprch %	50	0	50		0	100	0		100	0	0		
Total %	4.5	0	4.5	9	0	53.7	0	53.7	37.3	0	0	37.3	
Unshifted	3	0	3	6	0	36	0	36	25	0	0	25	67
% Unshifted	100	0	100	100	0	100	0	100	100	0	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0

Kitsap County Public Works

614 Division St MS 26
Port Orchard, WA 98366

SOUTHWORTH DR & CHERRY ST
Turning Movement Study
Tuesday, February 25, 2014
PM Peak 4:45 to 5:45

File Name : SOUTHWORTH CHERRY PM-A_02-25-14_TM_0
Site Code : 00000000
Start Date : 2/25/2014
Page No : 1

Groups Printed- Unshifted - Bank 1

	CHERRY ST From North					SOUTHWORTH DR From East					SEDGWICK RD From South					SOUTHWORTH DR From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:45 PM	0	6	1	0	7	2	41	55	1	99	12	5	26	1	44	4	7	1	0	12	162
Total	0	6	1	0	7	2	41	55	1	99	12	5	26	1	44	4	7	1	0	12	162
05:00 PM	4	4	0	0	8	0	0	0	4	4	4	2	6	0	12	5	1	2	2	10	34
05:15 PM	2	4	0	0	6	0	1	1	0	2	5	2	5	0	12	4	5	4	0	13	33
05:30 PM	5	1	1	1	8	0	7	12	0	19	13	3	2	2	20	10	9	4	0	23	70
Grand Total	11	15	2	1	29	2	49	68	5	124	34	12	39	3	88	23	22	11	2	58	299
Apprch %	37.9	51.7	6.9	3.4		1.6	39.5	54.8	4		38.6	13.6	44.3	3.4		39.7	37.9	19	3.4		
Total %	3.7	5	0.7	0.3	9.7	0.7	16.4	22.7	1.7	41.5	11.4	4	13	1	29.4	7.7	7.4	3.7	0.7	19.4	
Unshifted	11	15	2	1	29	2	49	68	5	124	34	12	39	3	88	23	22	11	2	58	299
% Unshifted	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Kitsap County Public Works

614 Division St MS 26
Port Orchard, WA 98366

SOUTHWORTH DR & CHERRY ST
Turning Movement Study
Tuesday, February 25, 2014
AM Peak 8:00 to 9:00

File Name : SOUTHWORTH CHERRY AM-A_02-25-14_TM_0
Site Code : 00000000
Start Date : 2/25/2014
Page No : 1

Groups Printed- Unshifted - Bank 1

	CHERRY ST From North					SOUTHWORTH DR From East					SEDGWICK RD From South					SOUTHWORTH DR From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
08:00 AM	1	2	0	0	3	0	0	1	0	1	20	2	0	0	22	1	14	2	0	17	43
08:15 AM	2	3	0	0	5	2	12	13	1	28	2	3	8	0	13	2	0	0	0	2	48
08:30 AM	1	3	1	0	5	0	0	0	0	0	2	1	3	0	6	1	1	0	0	2	13
08:45 AM	0	0	1	0	1	0	0	1	0	1	10	1	0	0	11	1	6	0	0	7	20
Total	4	8	2	0	14	2	12	15	1	30	34	7	11	0	52	5	21	2	0	28	124
Grand Total	4	8	2	0	14	2	12	15	1	30	34	7	11	0	52	5	21	2	0	28	124
Apprch %	28.6	57.1	14.3	0		6.7	40	50	3.3		65.4	13.5	21.2	0		17.9	75	7.1	0		
Total %	3.2	6.5	1.6	0	11.3	1.6	9.7	12.1	0.8	24.2	27.4	5.6	8.9	0	41.9	4	16.9	1.6	0	22.6	
Unshifted	4	8	2	0	14	2	12	15	1	30	34	7	11	0	52	5	21	2	0	28	124
% Unshifted	100	100	100	0	100	100	100	100	100	100	100	100	100	0	100	100	100	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Appendix C. Existing Level of Service Analysis

Intersection	
Intersection Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	2	26	23	9	10	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	28	25	10	11	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	35	0	-	0	63	30
Stage 1	-	-	-	-	30	-
Stage 2	-	-	-	-	33	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1576	-	-	-	943	1044
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	989	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1576	-	-	-	942	1044
Mov Capacity-2 Maneuver	-	-	-	-	942	-
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	988	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	8.8
HCM LOS			A

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1576	-	-	-	969
HCM Lane V/C Ratio	0.001	-	-	-	0.016
HCM Control Delay (s)	7.287	0	-	-	8.8
HCM Lane LOS	A	A			A
HCM 95th %tile Q(veh)	0.004	-	-	-	0.048

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	2	23	20	2	1	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	52	38	50	25	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	44	53	4	4	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	57	0	-	0	107	55
Stage 1	-	-	-	-	55	-
Stage 2	-	-	-	-	52	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1547	-	-	-	891	1012
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	970	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1547	-	-	-	888	1012
Mov Capacity-2 Maneuver	-	-	-	-	888	-
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	967	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	8.7
HCM LOS			A

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1547	-	-	-	978
HCM Lane V/C Ratio	0.003	-	-	-	0.016
HCM Control Delay (s)	7.333	0	-	-	8.7
HCM Lane LOS	A	A			A
HCM 95th %tile Q(veh)	0.008	-	-	-	0.05

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	1	25	36	1	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	48	41	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	52	88	4	4	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	92	0	-	0	150	90
Stage 1	-	-	-	-	90	-
Stage 2	-	-	-	-	60	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1503	-	-	-	842	968
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	963	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1503	-	-	-	839	968
Mov Capacity-2 Maneuver	-	-	-	-	839	-
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	960	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	8.9
HCM LOS			A

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1503	-	-	-	932
HCM Lane V/C Ratio	0.003	-	-	-	0.017
HCM Control Delay (s)	7.402	0	-	-	8.9
HCM Lane LOS	A	A			A
HCM 95th %tile Q(veh)	0.008	-	-	-	0.052

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	28	9	1	40	8	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	50	75	25	50	50	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	56	12	4	80	16	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	68	0	150	62
Stage 1	-	-	-	-	62	-
Stage 2	-	-	-	-	88	-
Follow-up Headway	-	-	2.218	-	3.518	3.318
Pot Capacity-1 Maneuver	-	-	1533	-	842	1003
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	935	-
Time blocked-Platoon, %	-	-		-		
Mov Capacity-1 Maneuver	-	-	1533	-	839	1003
Mov Capacity-2 Maneuver	-	-	-	-	839	-
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	932	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	9.2
HCM LOS			A

Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	887	-	-	1533	-
HCM Lane V/C Ratio	0.027	-	-	0.003	-
HCM Control Delay (s)	9.2	-	-	7.354	0
HCM Lane LOS	A			A	A
HCM 95th %tile Q(veh)	0.083	-	-	0.008	-

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	8	15	39	2	4	31
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	50	63	70	25	50	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	24	56	8	8	48

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	124	60	0	0	64	0
Stage 1	60	-	-	-	-	-
Stage 2	64	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	871	1005	-	-	1538	-
Stage 1	963	-	-	-	-	-
Stage 2	959	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	867	1005	-	-	1538	-
Mov Capacity-2 Maneuver	867	-	-	-	-	-
Stage 1	963	-	-	-	-	-
Stage 2	954	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	1.1
HCM LOS	A		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	945	1538	-
HCM Lane V/C Ratio	-	-	0.042	0.005	-
HCM Control Delay (s)	-	-	9	7.353	0
HCM Lane LOS			A	A	A
HCM 95th %tile Q(veh)	-	-	0.132	0.016	-

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	10	41	85	14	17	9
Conflicting Peds, #/hr	0	0	0	4	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	61	30	25	50	69
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	67	283	56	34	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	339	0	-	0	407	311
Stage 1	-	-	-	-	311	-
Stage 2	-	-	-	-	96	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1220	-	-	-	600	729
Stage 1	-	-	-	-	743	-
Stage 2	-	-	-	-	928	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1220	-	-	-	593	729
Mov Capacity-2 Maneuver	-	-	-	-	593	-
Stage 1	-	-	-	-	743	-
Stage 2	-	-	-	-	917	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	11.2
HCM LOS			B

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1220	-	-	-	625
HCM Lane V/C Ratio	0.012	-	-	-	0.075
HCM Control Delay (s)	7.986	0	-	-	11.2
HCM Lane LOS	A	A			B
HCM 95th %tile Q(veh)	0.036	-	-	-	0.243

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	6	48	87	2	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	64	33	50	25	63
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	75	264	4	4	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	268	0	-	0	357	266
Stage 1	-	-	-	-	266	-
Stage 2	-	-	-	-	91	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1296	-	-	-	641	773
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	933	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1296	-	-	-	637	773
Mov Capacity-2 Maneuver	-	-	-	-	637	-
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	927	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	10.1
HCM LOS			B

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1296	-	-	-	721
HCM Lane V/C Ratio	0.006	-	-	-	0.017
HCM Control Delay (s)	7.795	0	-	-	10.1
HCM Lane LOS	A	A			B
HCM 95th %tile Q(veh)	0.019	-	-	-	0.05

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	5	55	90	4	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	63	78	35	33	25	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	71	257	12	4	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	269	0	-	0	349	263
Stage 1	-	-	-	-	263	-
Stage 2	-	-	-	-	86	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1295	-	-	-	648	776
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	937	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1295	-	-	-	644	776
Mov Capacity-2 Maneuver	-	-	-	-	644	-
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	931	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	10
HCM LOS			B

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1295	-	-	-	726
HCM Lane V/C Ratio	0.006	-	-	-	0.017
HCM Control Delay (s)	7.797	0	-	-	10
HCM Lane LOS	A	A			B
HCM 95th %tile Q(veh)	0.018	-	-	-	0.05

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	62	15	2	94	8	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	63	50	38	50	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	89	24	4	247	16	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	112	0	355	100
Stage 1	-	-	-	-	100	-
Stage 2	-	-	-	-	255	-
Follow-up Headway	-	-	2.218	-	3.518	3.318
Pot Capacity-1 Maneuver	-	-	1478	-	643	956
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	788	-
Time blocked-Platoon, %	-	-		-		
Mov Capacity-1 Maneuver	-	-	1478	-	641	956
Mov Capacity-2 Maneuver	-	-	-	-	641	-
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	786	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.4
HCM LOS			B

Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	686	-	-	1478	-
HCM Lane V/C Ratio	0.029	-	-	0.003	-
HCM Control Delay (s)	10.4	-	-	7.442	0
HCM Lane LOS	B			A	A
HCM 95th %tile Q(veh)	0.09	-	-	0.008	-

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	1	12	92	7	23	70
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	25	60	35	35	82	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	20	263	20	28	88

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	417	273	0	0	283	0
Stage 1	273	-	-	-	-	-
Stage 2	144	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	592	766	-	-	1279	-
Stage 1	773	-	-	-	-	-
Stage 2	883	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	578	766	-	-	1279	-
Mov Capacity-2 Maneuver	578	-	-	-	-	-
Stage 1	773	-	-	-	-	-
Stage 2	863	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	1.9
HCM LOS	B		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	727	1279	-
HCM Lane V/C Ratio	-	-	0.033	0.022	-
HCM Control Delay (s)	-	-	10.1	7.878	0
HCM Lane LOS			B	A	A
HCM 95th %tile Q(veh)	-	-	0.102	0.067	-

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

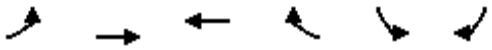
Appendix D. Future Year Level of Service Analysis

2017 No Build Option

2017 Road Removal Option

2037 No Build Option

2037 Road Removal Option



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	2	26	23	9	10	4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	103%	103%	103%	103%	103%	103%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	2	29	26	10	11	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	31	36	0	15	0

Intersection Summary

Intersection	
Intersection Delay, s/veh	1.9

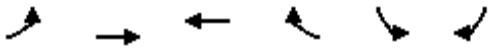
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	2	26	23	9	10	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	29	26	10	11	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	36	0	-	0	65	31
Stage 1	-	-	-	-	31	-
Stage 2	-	-	-	-	34	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1575	-	-	-	941	1043
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	988	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1575	-	-	-	940	1043
Mov Capacity-2 Maneuver	-	-	-	-	940	-
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	987	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	8.8
HCM LOS			A

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1575	-	-	-	967
HCM Lane V/C Ratio	0.001	-	-	-	0.016
HCM Control Delay (s)	7.289	0	-	-	8.8
HCM Lane LOS	A	A			A
HCM 95th %tile Q(veh)	0.004	-	-	-	0.049

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	2	23	20	2	1	10
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.50	0.52	0.38	0.50	0.25	0.83
Growth Factor	103%	103%	103%	103%	103%	103%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	4	46	54	4	4	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	50	58	0	16	0

Intersection Summary

Intersection	
Intersection Delay, s/veh	1.4

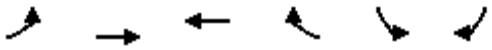
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	2	23	20	2	1	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	52	38	50	25	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	46	54	4	4	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	58	0	-	0	110	56
Stage 1	-	-	-	-	56	-
Stage 2	-	-	-	-	54	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1546	-	-	-	887	1011
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	969	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1546	-	-	-	884	1011
Mov Capacity-2 Maneuver	-	-	-	-	884	-
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	966	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	8.8
HCM LOS			A

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1546	-	-	-	976
HCM Lane V/C Ratio	0.003	-	-	-	0.017
HCM Control Delay (s)	7.335	0	-	-	8.8
HCM Lane LOS	A	A			A
HCM 95th %tile Q(veh)	0.008	-	-	-	0.052

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	1	25	36	1	1	3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.25	0.48	0.41	0.25	0.25	0.25
Growth Factor	103%	103%	103%	103%	103%	103%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	4	54	90	4	4	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	58	94	0	16	0

Intersection Summary

Intersection	
Intersection Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	1	25	36	1	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	48	41	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	54	90	4	4	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	95	0	-	0	154	92
Stage 1	-	-	-	-	92	-
Stage 2	-	-	-	-	62	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1499	-	-	-	838	965
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	961	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1499	-	-	-	835	965
Mov Capacity-2 Maneuver	-	-	-	-	835	-
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	958	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	8.9
HCM LOS			A

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1499	-	-	-	929
HCM Lane V/C Ratio	0.003	-	-	-	0.018
HCM Control Delay (s)	7.408	0	-	-	8.9
HCM Lane LOS	A	A			A
HCM 95th %tile Q(veh)	0.008	-	-	-	0.054

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	28	9	1	40	8	2
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.50	0.75	0.25	0.50	0.50	0.25
Growth Factor	103%	103%	103%	103%	103%	103%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	58	12	4	82	16	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	70	0	0	86	24	0

Intersection Summary

Intersection	
Intersection Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	28	9	1	40	8	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	50	75	25	50	50	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	12	4	82	16	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	70	0	155	64
Stage 1	-	-	-	-	64	-
Stage 2	-	-	-	-	91	-
Follow-up Headway	-	-	2.218	-	3.518	3.318
Pot Capacity-1 Maneuver	-	-	1531	-	836	1000
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	933	-
Time blocked-Platoon, %	-	-		-		
Mov Capacity-1 Maneuver	-	-	1531	-	833	1000
Mov Capacity-2 Maneuver	-	-	-	-	833	-
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	930	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	9.2
HCM LOS			A

Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	882	-	-	1531	-
HCM Lane V/C Ratio	0.028	-	-	0.003	-
HCM Control Delay (s)	9.2	-	-	7.358	0
HCM Lane LOS	A			A	A
HCM 95th %tile Q(veh)	0.086	-	-	0.008	-

Notes
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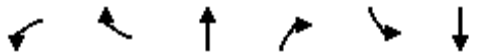

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	8	15	39	2	4	31
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.50	0.63	0.70	0.25	0.50	0.65
Growth Factor	103%	103%	103%	103%	103%	103%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	16	25	57	8	8	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	0	65	0	0	57

Intersection Summary

Intersection	
Intersection Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	8	15	39	2	4	31
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	50	63	70	25	50	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	25	57	8	8	49

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	128	62	0	0	66	0
Stage 1	62	-	-	-	-	-
Stage 2	66	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	866	1003	-	-	1536	-
Stage 1	961	-	-	-	-	-
Stage 2	957	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	862	1003	-	-	1536	-
Mov Capacity-2 Maneuver	862	-	-	-	-	-
Stage 1	961	-	-	-	-	-
Stage 2	952	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	1.1
HCM LOS	A		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	941	1536	-
HCM Lane V/C Ratio	-	-	0.044	0.005	-
HCM Control Delay (s)	-	-	9	7.356	0
HCM Lane LOS			A	A	A
HCM 95th %tile Q(veh)	-	-	0.137	0.016	-

Notes
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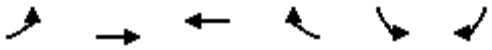

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	10	41	85	14	17	9
Confl. Peds. (#/hr)				4		
Confl. Bikes (#/hr)						
Peak Hour Factor	0.69	0.61	0.30	0.25	0.50	0.69
Growth Factor	103%	103%	103%	103%	103%	103%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	15	69	292	58	35	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	84	350	0	48	0

Intersection Summary

Intersection	
Intersection Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	10	41	85	14	17	9
Conflicting Peds, #/hr	0	0	0	4	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	61	30	25	50	69
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	69	292	58	35	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	350	0	-	0	420	321
Stage 1	-	-	-	-	321	-
Stage 2	-	-	-	-	99	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1209	-	-	-	590	720
Stage 1	-	-	-	-	735	-
Stage 2	-	-	-	-	925	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1209	-	-	-	582	720
Mov Capacity-2 Maneuver	-	-	-	-	582	-
Stage 1	-	-	-	-	735	-
Stage 2	-	-	-	-	913	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	11.4
HCM LOS			B

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1209	-	-	-	615
HCM Lane V/C Ratio	0.012	-	-	-	0.079
HCM Control Delay (s)	8.015	0	-	-	11.4
HCM Lane LOS	A	A			B
HCM 95th %tile Q(veh)	0.037	-	-	-	0.256

Notes
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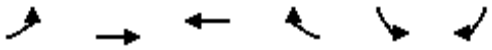


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	6	48	87	2	1	5
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.75	0.64	0.33	0.50	0.25	0.63
Growth Factor	103%	103%	103%	103%	103%	103%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	8	77	272	4	4	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	85	276	0	12	0

Intersection Summary

Intersection	
Intersection Delay, s/veh	0.5

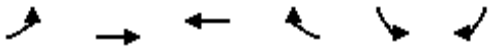
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	6	48	87	2	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	64	33	50	25	63
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	77	272	4	4	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	276	0	-	0	368	274
Stage 1	-	-	-	-	274	-
Stage 2	-	-	-	-	94	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1287	-	-	-	632	765
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	930	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1287	-	-	-	628	765
Mov Capacity-2 Maneuver	-	-	-	-	628	-
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	924	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	10.1
HCM LOS			B

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1287	-	-	-	713
HCM Lane V/C Ratio	0.006	-	-	-	0.017
HCM Control Delay (s)	7.815	0	-	-	10.1
HCM Lane LOS	A	A			B
HCM 95th %tile Q(veh)	0.019	-	-	-	0.053

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	5	55	90	4	1	4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.63	0.78	0.35	0.33	0.25	0.50
Growth Factor	103%	103%	103%	103%	103%	103%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	8	73	265	12	4	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	81	277	0	12	0

Intersection Summary

Intersection	
Intersection Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	5	55	90	4	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	63	78	35	33	25	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	73	265	12	4	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	277	0	-	0	360	271
Stage 1	-	-	-	-	271	-
Stage 2	-	-	-	-	89	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1286	-	-	-	639	768
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	934	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1286	-	-	-	635	768
Mov Capacity-2 Maneuver	-	-	-	-	635	-
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	928	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	10.1
HCM LOS			B

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1286	-	-	-	718
HCM Lane V/C Ratio	0.006	-	-	-	0.017
HCM Control Delay (s)	7.817	0	-	-	10.1
HCM Lane LOS	A	A			B
HCM 95th %tile Q(veh)	0.019	-	-	-	0.053

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	62	15	2	94	8	1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.70	0.63	0.50	0.38	0.50	0.25
Growth Factor	103%	103%	103%	103%	103%	103%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	91	25	4	255	16	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	116	0	0	259	20	0

Intersection Summary

Intersection	
Intersection Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	62	15	2	94	8	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	63	50	38	50	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	91	25	4	255	16	4

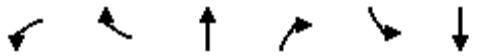
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	116	0	366	103
Stage 1	-	-	-	-	103	-
Stage 2	-	-	-	-	263	-
Follow-up Headway	-	-	2.218	-	3.518	3.318
Pot Capacity-1 Maneuver	-	-	1473	-	634	952
Stage 1	-	-	-	-	921	-
Stage 2	-	-	-	-	781	-
Time blocked-Platoon, %	-	-		-		
Mov Capacity-1 Maneuver	-	-	1473	-	632	952
Mov Capacity-2 Maneuver	-	-	-	-	632	-
Stage 1	-	-	-	-	921	-
Stage 2	-	-	-	-	779	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.5
HCM LOS			B

Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	678	-	-	1473	-
HCM Lane V/C Ratio	0.03	-	-	0.003	-
HCM Control Delay (s)	10.5	-	-	7.451	0
HCM Lane LOS	B			A	A
HCM 95th %tile Q(veh)	0.094	-	-	0.008	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	1	12	92	7	23	70
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.25	0.60	0.35	0.35	0.82	0.80
Growth Factor	103%	103%	103%	103%	103%	103%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	4	21	271	21	29	90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	25	0	292	0	0	119

Intersection Summary

Intersection	
Intersection Delay, s/veh	1.1

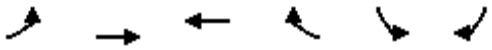
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	1	12	92	7	23	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	25	60	35	35	82	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	21	271	21	29	90

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	429	281	0	0	291	0
Stage 1	281	-	-	-	-	-
Stage 2	148	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	583	758	-	-	1271	-
Stage 1	767	-	-	-	-	-
Stage 2	880	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	569	758	-	-	1271	-
Mov Capacity-2 Maneuver	569	-	-	-	-	-
Stage 1	767	-	-	-	-	-
Stage 2	859	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	1.9
HCM LOS	B		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	718	1271	-
HCM Lane V/C Ratio	-	-	0.034	0.023	-
HCM Control Delay (s)	-	-	10.2	7.898	0
HCM Lane LOS			B	A	A
HCM 95th %tile Q(veh)	-	-	0.107	0.07	-

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	2	26	23	9	10	4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	103%	103%	103%	103%	103%	103%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	2	29	26	10	11	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	31	36	0	15	0

Intersection Summary

Intersection	
Intersection Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	2	26	23	9	10	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	29	26	10	11	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	36	0	-	0	65	31
Stage 1	-	-	-	-	31	-
Stage 2	-	-	-	-	34	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1575	-	-	-	941	1043
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	988	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1575	-	-	-	940	1043
Mov Capacity-2 Maneuver	-	-	-	-	940	-
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	987	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	8.8
HCM LOS			A

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1575	-	-	-	967
HCM Lane V/C Ratio	0.001	-	-	-	0.016
HCM Control Delay (s)	7.289	0	-	-	8.8
HCM Lane LOS	A	A			A
HCM 95th %tile Q(veh)	0.004	-	-	-	0.049

Notes
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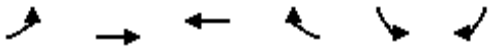

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	2	23	20	2	1	10
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.50	0.52	0.38	0.50	0.25	0.83
Growth Factor	103%	103%	103%	103%	103%	103%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	4	46	54	4	4	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	50	58	0	16	0

Intersection Summary

Intersection	
Intersection Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	2	23	20	2	1	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	52	38	50	25	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	46	54	4	4	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	58	0	-	0	110	56
Stage 1	-	-	-	-	56	-
Stage 2	-	-	-	-	54	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1546	-	-	-	887	1011
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	969	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1546	-	-	-	884	1011
Mov Capacity-2 Maneuver	-	-	-	-	884	-
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	966	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	8.8
HCM LOS			A

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1546	-	-	-	976
HCM Lane V/C Ratio	0.003	-	-	-	0.017
HCM Control Delay (s)	7.335	0	-	-	8.8
HCM Lane LOS	A	A			A
HCM 95th %tile Q(veh)	0.008	-	-	-	0.052

Notes
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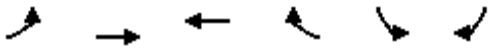

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	5	17	34	3	9	18
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.25	0.48	0.41	0.25	0.25	0.25
Growth Factor	103%	103%	103%	103%	103%	103%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	21	36	85	12	37	74
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	57	97	0	111	0

Intersection Summary

Intersection	
Intersection Delay, s/veh	4.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	5	17	34	3	9	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	48	41	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	36	85	12	37	74

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	98	0	-	0	170	92
Stage 1	-	-	-	-	92	-
Stage 2	-	-	-	-	78	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1495	-	-	-	820	965
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	945	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1495	-	-	-	809	965
Mov Capacity-2 Maneuver	-	-	-	-	809	-
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	932	-

Approach	EB	WB	SB
HCM Control Delay, s	2.7	0	9.5
HCM LOS			A

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1495	-	-	-	907
HCM Lane V/C Ratio	0.014	-	-	-	0.123
HCM Control Delay (s)	7.442	0	-	-	9.5
HCM Lane LOS	A	A			A
HCM 95th %tile Q(veh)	0.042	-	-	-	0.418

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	24	9	1	53	8	2
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.50	0.75	0.25	0.50	0.50	0.25
Growth Factor	103%	103%	103%	103%	103%	103%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	49	12	4	109	16	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	0	0	113	24	0

Intersection Summary

Intersection	
Intersection Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	24	9	1	53	8	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	50	75	25	50	50	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	12	4	109	16	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	62	0	173	56
Stage 1	-	-	-	-	56	-
Stage 2	-	-	-	-	117	-
Follow-up Headway	-	-	2.218	-	3.518	3.318
Pot Capacity-1 Maneuver	-	-	1541	-	817	1011
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	908	-
Time blocked-Platoon, %	-	-		-		
Mov Capacity-1 Maneuver	-	-	1541	-	815	1011
Mov Capacity-2 Maneuver	-	-	-	-	815	-
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	905	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	9.3
HCM LOS			A

Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	871	-	-	1541	-
HCM Lane V/C Ratio	0.028	-	-	0.003	-
HCM Control Delay (s)	9.3	-	-	7.342	0
HCM Lane LOS	A			A	A
HCM 95th %tile Q(veh)	0.088	-	-	0.008	-

Notes

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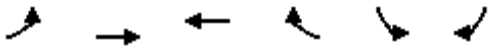

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	10	41	85	14	17	9
Confl. Peds. (#/hr)				4		
Confl. Bikes (#/hr)						
Peak Hour Factor	0.69	0.61	0.30	0.25	0.50	0.69
Growth Factor	103%	103%	103%	103%	103%	103%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	15	69	292	58	35	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	84	350	0	48	0

Intersection Summary

Intersection	
Intersection Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	10	41	85	14	17	9
Conflicting Peds, #/hr	0	0	0	4	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	61	30	25	50	69
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	69	292	58	35	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	350	0	-	0	420	321
Stage 1	-	-	-	-	321	-
Stage 2	-	-	-	-	99	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1209	-	-	-	590	720
Stage 1	-	-	-	-	735	-
Stage 2	-	-	-	-	925	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1209	-	-	-	582	720
Mov Capacity-2 Maneuver	-	-	-	-	582	-
Stage 1	-	-	-	-	735	-
Stage 2	-	-	-	-	913	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	11.4
HCM LOS			B

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1209	-	-	-	615
HCM Lane V/C Ratio	0.012	-	-	-	0.079
HCM Control Delay (s)	8.015	0	-	-	11.4
HCM Lane LOS	A	A			B
HCM 95th %tile Q(veh)	0.037	-	-	-	0.256

Notes
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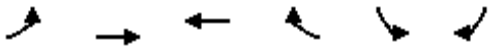

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	6	48	87	2	1	5
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.75	0.64	0.33	0.50	0.25	0.63
Growth Factor	103%	103%	103%	103%	103%	103%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	8	77	272	4	4	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	85	276	0	12	0

Intersection Summary

Intersection	
Intersection Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	6	48	87	2	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	64	33	50	25	63
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	77	272	4	4	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	276	0	-	0	368	274
Stage 1	-	-	-	-	274	-
Stage 2	-	-	-	-	94	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1287	-	-	-	632	765
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	930	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1287	-	-	-	628	765
Mov Capacity-2 Maneuver	-	-	-	-	628	-
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	924	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	10.1
HCM LOS			B

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1287	-	-	-	713
HCM Lane V/C Ratio	0.006	-	-	-	0.017
HCM Control Delay (s)	7.815	0	-	-	10.1
HCM Lane LOS	A	A			B
HCM 95th %tile Q(veh)	0.019	-	-	-	0.053

Notes
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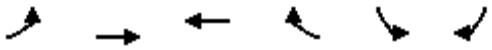

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	28	54	83	11	2	16
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.63	0.78	0.35	0.33	0.25	0.50
Growth Factor	103%	103%	103%	103%	103%	103%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	46	71	244	34	8	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	117	278	0	41	0

Intersection Summary

Intersection	
Intersection Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	28	54	83	11	2	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	63	78	35	33	25	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	46	71	244	34	8	33

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	279	0	-	0	424	261
Stage 1	-	-	-	-	261	-
Stage 2	-	-	-	-	163	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1284	-	-	-	587	778
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	866	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1284	-	-	-	565	778
Mov Capacity-2 Maneuver	-	-	-	-	565	-
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	834	-

Approach	EB	WB	SB
HCM Control Delay, s	3.1	0	10.3
HCM LOS			B

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1284	-	-	-	723
HCM Lane V/C Ratio	0.036	-	-	-	0.057
HCM Control Delay (s)	7.907	0	-	-	10.3
HCM Lane LOS	A	A			B
HCM 95th %tile Q(veh)	0.111	-	-	-	0.181

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	84	15	2	99	8	1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.70	0.63	0.50	0.38	0.50	0.25
Growth Factor	103%	103%	103%	103%	103%	103%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	124	25	4	268	16	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	149	0	0	272	20	0

Intersection Summary

Intersection	
Intersection Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	84	15	2	99	8	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	63	50	38	50	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	124	25	4	268	16	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	148	0	413	136
Stage 1	-	-	-	-	136	-
Stage 2	-	-	-	-	277	-
Follow-up Headway	-	-	2.218	-	3.518	3.318
Pot Capacity-1 Maneuver	-	-	1434	-	595	913
Stage 1	-	-	-	-	890	-
Stage 2	-	-	-	-	770	-
Time blocked-Platoon, %	-	-		-		
Mov Capacity-1 Maneuver	-	-	1434	-	593	913
Mov Capacity-2 Maneuver	-	-	-	-	593	-
Stage 1	-	-	-	-	890	-
Stage 2	-	-	-	-	768	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.8
HCM LOS			B

Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	638	-	-	1434	-
HCM Lane V/C Ratio	0.032	-	-	0.003	-
HCM Control Delay (s)	10.8	-	-	7.518	0
HCM Lane LOS	B			A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.009	-

Notes
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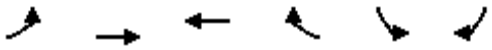

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	2	26	23	9	10	4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	126%	126%	126%	126%	126%	126%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	3	36	32	12	14	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	39	44	0	19	0

Intersection Summary

Intersection	
Intersection Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	2	26	23	9	10	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	36	32	12	14	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	44	0	-	0	79	38
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	41	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1564	-	-	-	924	1034
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	981	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1564	-	-	-	922	1034
Mov Capacity-2 Maneuver	-	-	-	-	922	-
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	979	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	8.9
HCM LOS			A

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1564	-	-	-	951
HCM Lane V/C Ratio	0.002	-	-	-	0.02
HCM Control Delay (s)	7.306	0	-	-	8.9
HCM Lane LOS	A	A			A
HCM 95th %tile Q(veh)	0.005	-	-	-	0.062

Notes
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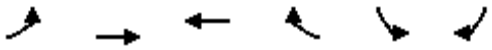

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	2	23	20	2	1	10
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.50	0.52	0.38	0.50	0.25	0.83
Growth Factor	126%	126%	126%	126%	126%	126%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	5	56	66	5	5	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	61	71	0	20	0

Intersection Summary

Intersection	
Intersection Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	2	23	20	2	1	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	52	38	50	25	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	56	66	5	5	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	71	0	-	0	135	69
Stage 1	-	-	-	-	69	-
Stage 2	-	-	-	-	66	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1529	-	-	-	859	994
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	957	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1529	-	-	-	856	994
Mov Capacity-2 Maneuver	-	-	-	-	856	-
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	954	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	8.8
HCM LOS			A

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1529	-	-	-	956
HCM Lane V/C Ratio	0.003	-	-	-	0.021
HCM Control Delay (s)	7.362	0	-	-	8.8
HCM Lane LOS	A	A			A
HCM 95th %tile Q(veh)	0.01	-	-	-	0.065

Notes
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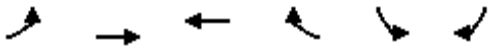

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	1	25	36	1	1	3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.25	0.48	0.41	0.25	0.25	0.25
Growth Factor	126%	126%	126%	126%	126%	126%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	5	66	111	5	5	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	71	116	0	20	0

Intersection Summary

Intersection	
Intersection Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	1	25	36	1	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	48	41	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	66	111	5	5	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	116	0	-	0	189	113
Stage 1	-	-	-	-	113	-
Stage 2	-	-	-	-	76	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1473	-	-	-	800	940
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	947	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1473	-	-	-	797	940
Mov Capacity-2 Maneuver	-	-	-	-	797	-
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	943	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.1
HCM LOS			A

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1473	-	-	-	900
HCM Lane V/C Ratio	0.003	-	-	-	0.022
HCM Control Delay (s)	7.452	0	-	-	9.1
HCM Lane LOS	A	A			A
HCM 95th %tile Q(veh)	0.01	-	-	-	0.069

Notes
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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	28	9	1	40	8	2
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.50	0.75	0.25	0.50	0.50	0.25
Growth Factor	126%	126%	126%	126%	126%	126%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	71	15	5	101	20	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	86	0	0	106	30	0

Intersection Summary

Intersection	
Intersection Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	28	9	1	40	8	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	50	75	25	50	50	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	71	15	5	101	20	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	86	0	189	78
Stage 1	-	-	-	-	78	-
Stage 2	-	-	-	-	111	-
Follow-up Headway	-	-	2.218	-	3.518	3.318
Pot Capacity-1 Maneuver	-	-	1510	-	800	983
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	914	-
Time blocked-Platoon, %	-	-		-		
Mov Capacity-1 Maneuver	-	-	1510	-	797	983
Mov Capacity-2 Maneuver	-	-	-	-	797	-
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	910	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	9.4
HCM LOS			A

Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	851	-	-	1510	-
HCM Lane V/C Ratio	0.036	-	-	0.003	-
HCM Control Delay (s)	9.4	-	-	7.392	0
HCM Lane LOS	A			A	A
HCM 95th %tile Q(veh)	0.11	-	-	0.01	-

Notes

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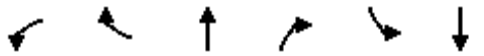

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	8	15	39	2	4	31
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.50	0.63	0.70	0.25	0.50	0.65
Growth Factor	126%	126%	126%	126%	126%	126%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	20	30	70	10	10	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	0	80	0	0	70

Intersection Summary

Intersection	
Intersection Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	8	15	39	2	4	31
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	50	63	70	25	50	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	30	70	10	10	60

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	155	75	0	0	80	0
Stage 1	75	-	-	-	-	-
Stage 2	80	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	836	986	-	-	1518	-
Stage 1	948	-	-	-	-	-
Stage 2	943	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	830	986	-	-	1518	-
Mov Capacity-2 Maneuver	830	-	-	-	-	-
Stage 1	948	-	-	-	-	-
Stage 2	936	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	1.1
HCM LOS	A		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	917	1518	-
HCM Lane V/C Ratio	-	-	0.055	0.007	-
HCM Control Delay (s)	-	-	9.2	7.387	0
HCM Lane LOS			A	A	A
HCM 95th %tile Q(veh)	-	-	0.173	0.02	-

Notes
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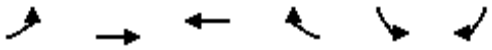

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	10	41	85	14	17	9
Confl. Peds. (#/hr)				4		
Confl. Bikes (#/hr)						
Peak Hour Factor	0.69	0.61	0.30	0.25	0.50	0.69
Growth Factor	126%	126%	126%	126%	126%	126%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	18	85	357	71	43	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	103	428	0	59	0

Intersection Summary

Intersection	
Intersection Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	10	41	85	14	17	9
Conflicting Peds, #/hr	0	0	0	4	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	61	30	25	50	69
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	85	357	71	43	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	428	0	-	0	513	392
Stage 1	-	-	-	-	392	-
Stage 2	-	-	-	-	121	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1131	-	-	-	521	657
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	904	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1131	-	-	-	512	657
Mov Capacity-2 Maneuver	-	-	-	-	512	-
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	889	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	12.4
HCM LOS			B

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1131	-	-	-	545
HCM Lane V/C Ratio	0.016	-	-	-	0.109
HCM Control Delay (s)	8.235	0	-	-	12.4
HCM Lane LOS	A	A			B
HCM 95th %tile Q(veh)	0.049	-	-	-	0.364

Notes
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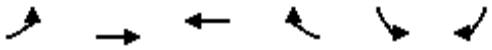


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	6	48	87	2	1	5
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.75	0.64	0.33	0.50	0.25	0.63
Growth Factor	126%	126%	126%	126%	126%	126%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	10	95	332	5	5	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	104	337	0	15	0

Intersection Summary

Intersection	
Intersection Delay, s/veh	0.5

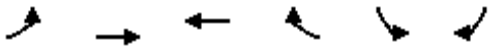
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	6	48	87	2	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	64	33	50	25	63
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	94	332	5	5	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	337	0	-	0	450	335
Stage 1	-	-	-	-	335	-
Stage 2	-	-	-	-	115	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1222	-	-	-	567	707
Stage 1	-	-	-	-	725	-
Stage 2	-	-	-	-	910	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1222	-	-	-	562	707
Mov Capacity-2 Maneuver	-	-	-	-	562	-
Stage 1	-	-	-	-	725	-
Stage 2	-	-	-	-	902	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	10.7
HCM LOS			B

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1222	-	-	-	651
HCM Lane V/C Ratio	0.008	-	-	-	0.023
HCM Control Delay (s)	7.97	0	-	-	10.7
HCM Lane LOS	A	A			B
HCM 95th %tile Q(veh)	0.025	-	-	-	0.071

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	5	55	90	4	1	4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.63	0.78	0.35	0.33	0.25	0.50
Growth Factor	126%	126%	126%	126%	126%	126%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	10	89	324	15	5	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	99	339	0	15	0

Intersection Summary

Intersection	
Intersection Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	5	55	90	4	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	63	78	35	33	25	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	89	324	15	5	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	339	0	-	0	441	332
Stage 1	-	-	-	-	332	-
Stage 2	-	-	-	-	109	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1220	-	-	-	574	710
Stage 1	-	-	-	-	727	-
Stage 2	-	-	-	-	916	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1220	-	-	-	569	710
Mov Capacity-2 Maneuver	-	-	-	-	569	-
Stage 1	-	-	-	-	727	-
Stage 2	-	-	-	-	908	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	10.6
HCM LOS			B

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1220	-	-	-	656
HCM Lane V/C Ratio	0.008	-	-	-	0.023
HCM Control Delay (s)	7.975	0	-	-	10.6
HCM Lane LOS	A	A			B
HCM 95th %tile Q(veh)	0.025	-	-	-	0.071

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	62	15	2	94	8	1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.70	0.63	0.50	0.38	0.50	0.25
Growth Factor	126%	126%	126%	126%	126%	126%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	112	30	5	312	20	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	142	0	0	317	25	0

Intersection Summary

Intersection	
Intersection Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	62	15	2	94	8	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	63	50	38	50	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	112	30	5	312	20	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	142	0	449	127
Stage 1	-	-	-	-	127	-
Stage 2	-	-	-	-	322	-
Follow-up Headway	-	-	2.218	-	3.518	3.318
Pot Capacity-1 Maneuver	-	-	1441	-	568	923
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	735	-
Time blocked-Platoon, %	-	-		-		
Mov Capacity-1 Maneuver	-	-	1441	-	566	923
Mov Capacity-2 Maneuver	-	-	-	-	566	-
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	732	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.1
HCM LOS			B

Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	613	-	-	1441	-
HCM Lane V/C Ratio	0.041	-	-	0.003	-
HCM Control Delay (s)	11.1	-	-	7.507	0
HCM Lane LOS	B			A	A
HCM 95th %tile Q(veh)	0.128	-	-	0.011	-

Notes
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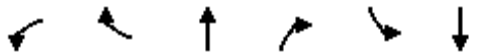

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	1	12	92	7	23	70
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.25	0.60	0.35	0.35	0.82	0.80
Growth Factor	126%	126%	126%	126%	126%	126%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	5	25	331	25	35	110
Shared Lane Traffic (%)						
Lane Group Flow (vph)	30	0	356	0	0	145

Intersection Summary

Intersection	
Intersection Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	1	12	92	7	23	70
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	25	60	35	35	82	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	25	331	25	35	110

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	525	344	0	0	356	0
Stage 1	344	-	-	-	-	-
Stage 2	181	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	513	699	-	-	1203	-
Stage 1	718	-	-	-	-	-
Stage 2	850	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	497	699	-	-	1203	-
Mov Capacity-2 Maneuver	497	-	-	-	-	-
Stage 1	718	-	-	-	-	-
Stage 2	824	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.8	0	2
HCM LOS	B		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	655	1203	-
HCM Lane V/C Ratio	-	-	0.046	0.029	-
HCM Control Delay (s)	-	-	10.8	8.083	0
HCM Lane LOS			B	A	A
HCM 95th %tile Q(veh)	-	-	0.145	0.091	-

Notes
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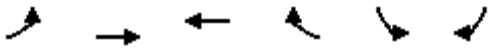

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	2	26	23	9	10	4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	126%	126%	126%	126%	126%	126%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	3	36	32	12	14	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	39	44	0	19	0

Intersection Summary

Intersection	
Intersection Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	2	26	23	9	10	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	36	32	12	14	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	44	0	-	0	79	38
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	41	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1564	-	-	-	924	1034
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	981	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1564	-	-	-	922	1034
Mov Capacity-2 Maneuver	-	-	-	-	922	-
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	979	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	8.9
HCM LOS			A

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1564	-	-	-	951
HCM Lane V/C Ratio	0.002	-	-	-	0.02
HCM Control Delay (s)	7.306	0	-	-	8.9
HCM Lane LOS	A	A			A
HCM 95th %tile Q(veh)	0.005	-	-	-	0.062

Notes
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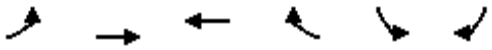

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	2	23	20	2	1	10
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.50	0.52	0.38	0.50	0.25	0.83
Growth Factor	126%	126%	126%	126%	126%	126%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	5	56	66	5	5	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	61	71	0	20	0

Intersection Summary

Intersection	
Intersection Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	2	23	20	2	1	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	50	52	38	50	25	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	56	66	5	5	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	71	0	-	0	135	69
Stage 1	-	-	-	-	69	-
Stage 2	-	-	-	-	66	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1529	-	-	-	859	994
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	957	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1529	-	-	-	856	994
Mov Capacity-2 Maneuver	-	-	-	-	856	-
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	954	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	8.8
HCM LOS			A

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1529	-	-	-	956
HCM Lane V/C Ratio	0.003	-	-	-	0.021
HCM Control Delay (s)	7.362	0	-	-	8.8
HCM Lane LOS	A	A			A
HCM 95th %tile Q(veh)	0.01	-	-	-	0.065

Notes
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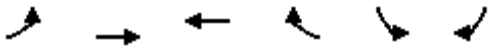

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	5	17	34	3	9	18
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.25	0.48	0.41	0.25	0.25	0.25
Growth Factor	126%	126%	126%	126%	126%	126%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	25	45	104	15	45	91
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	70	119	0	136	0

Intersection Summary

Intersection	
Intersection Delay, s/veh	4.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	5	17	34	3	9	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	25	48	41	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	45	104	15	45	91

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	120	0	-	0	207	112
Stage 1	-	-	-	-	112	-
Stage 2	-	-	-	-	95	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1468	-	-	-	781	941
Stage 1	-	-	-	-	913	-
Stage 2	-	-	-	-	929	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1468	-	-	-	768	941
Mov Capacity-2 Maneuver	-	-	-	-	768	-
Stage 1	-	-	-	-	913	-
Stage 2	-	-	-	-	913	-

Approach	EB	WB	SB
HCM Control Delay, s	2.7	0	9.9
HCM LOS			A

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1468	-	-	-	875
HCM Lane V/C Ratio	0.017	-	-	-	0.156
HCM Control Delay (s)	7.495	0	-	-	9.9
HCM Lane LOS	A	A			A
HCM 95th %tile Q(veh)	0.052	-	-	-	0.549

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	24	9	1	53	8	2
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.50	0.75	0.25	0.50	0.50	0.25
Growth Factor	126%	126%	126%	126%	126%	126%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	60	15	5	134	20	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	75	0	0	139	30	0

Intersection Summary

Intersection	
Intersection Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	24	9	1	53	8	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	50	75	25	50	50	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	15	5	134	20	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	76	0	212	68
Stage 1	-	-	-	-	68	-
Stage 2	-	-	-	-	144	-
Follow-up Headway	-	-	2.218	-	3.518	3.318
Pot Capacity-1 Maneuver	-	-	1523	-	776	995
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	883	-
Time blocked-Platoon, %	-	-		-		
Mov Capacity-1 Maneuver	-	-	1523	-	773	995
Mov Capacity-2 Maneuver	-	-	-	-	773	-
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	879	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	9.5
HCM LOS			A

Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	835	-	-	1523	-
HCM Lane V/C Ratio	0.036	-	-	0.003	-
HCM Control Delay (s)	9.5	-	-	7.372	0
HCM Lane LOS	A			A	A
HCM 95th %tile Q(veh)	0.113	-	-	0.01	-

Notes
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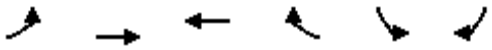


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	10	41	85	14	17	9
Confl. Peds. (#/hr)				4		
Confl. Bikes (#/hr)						
Peak Hour Factor	0.69	0.61	0.30	0.25	0.50	0.69
Growth Factor	126%	126%	126%	126%	126%	126%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	18	85	357	71	43	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	103	428	0	59	0

Intersection Summary

Intersection	
Intersection Delay, s/veh	1.5

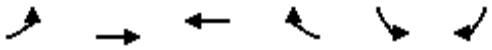
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	10	41	85	14	17	9
Conflicting Peds, #/hr	0	0	0	4	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	61	30	25	50	69
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	85	357	71	43	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	428	0	-	0	513	392
Stage 1	-	-	-	-	392	-
Stage 2	-	-	-	-	121	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1131	-	-	-	521	657
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	904	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1131	-	-	-	512	657
Mov Capacity-2 Maneuver	-	-	-	-	512	-
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	889	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	12.4
HCM LOS			B

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1131	-	-	-	545
HCM Lane V/C Ratio	0.016	-	-	-	0.109
HCM Control Delay (s)	8.235	0	-	-	12.4
HCM Lane LOS	A	A			B
HCM 95th %tile Q(veh)	0.049	-	-	-	0.364

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	6	48	87	2	1	5
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.75	0.64	0.33	0.50	0.25	0.63
Growth Factor	126%	126%	126%	126%	126%	126%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	10	95	332	5	5	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	104	337	0	15	0

Intersection Summary

Intersection	
Intersection Delay, s/veh	0.5

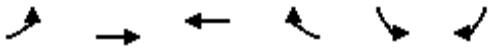
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	6	48	87	2	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	64	33	50	25	63
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	94	332	5	5	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	337	0	-	0	450	335
Stage 1	-	-	-	-	335	-
Stage 2	-	-	-	-	115	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1222	-	-	-	567	707
Stage 1	-	-	-	-	725	-
Stage 2	-	-	-	-	910	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1222	-	-	-	562	707
Mov Capacity-2 Maneuver	-	-	-	-	562	-
Stage 1	-	-	-	-	725	-
Stage 2	-	-	-	-	902	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	10.7
HCM LOS			B

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1222	-	-	-	651
HCM Lane V/C Ratio	0.008	-	-	-	0.023
HCM Control Delay (s)	7.97	0	-	-	10.7
HCM Lane LOS	A	A			B
HCM 95th %tile Q(veh)	0.025	-	-	-	0.071

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	28	54	83	11	2	16
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.63	0.78	0.35	0.33	0.25	0.50
Growth Factor	126%	126%	126%	126%	126%	126%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	56	87	299	42	10	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	143	341	0	50	0

Intersection Summary

Intersection	
Intersection Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	28	54	83	11	2	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	63	78	35	33	25	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	56	87	299	42	10	40

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	341	0	-	0	519	320
Stage 1	-	-	-	-	320	-
Stage 2	-	-	-	-	199	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1218	-	-	-	517	721
Stage 1	-	-	-	-	736	-
Stage 2	-	-	-	-	835	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1218	-	-	-	492	721
Mov Capacity-2 Maneuver	-	-	-	-	492	-
Stage 1	-	-	-	-	736	-
Stage 2	-	-	-	-	795	-

Approach	EB	WB	SB
HCM Control Delay, s	3.2	0	10.9
HCM LOS			B

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1218	-	-	-	660
HCM Lane V/C Ratio	0.046	-	-	-	0.076
HCM Control Delay (s)	8.098	0	-	-	10.9
HCM Lane LOS	A	A			B
HCM 95th %tile Q(veh)	0.144	-	-	-	0.247

Notes
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	84	15	2	99	8	1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.70	0.63	0.50	0.38	0.50	0.25
Growth Factor	126%	126%	126%	126%	126%	126%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	151	30	5	328	20	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	181	0	0	333	25	0

Intersection Summary

Intersection	
Intersection Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	84	15	2	99	8	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	63	50	38	50	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	151	30	5	328	20	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	181	0	504	166
Stage 1	-	-	-	-	166	-
Stage 2	-	-	-	-	338	-
Follow-up Headway	-	-	2.218	-	3.518	3.318
Pot Capacity-1 Maneuver	-	-	1394	-	528	878
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	722	-
Time blocked-Platoon, %	-	-		-		
Mov Capacity-1 Maneuver	-	-	1394	-	526	878
Mov Capacity-2 Maneuver	-	-	-	-	526	-
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	719	-

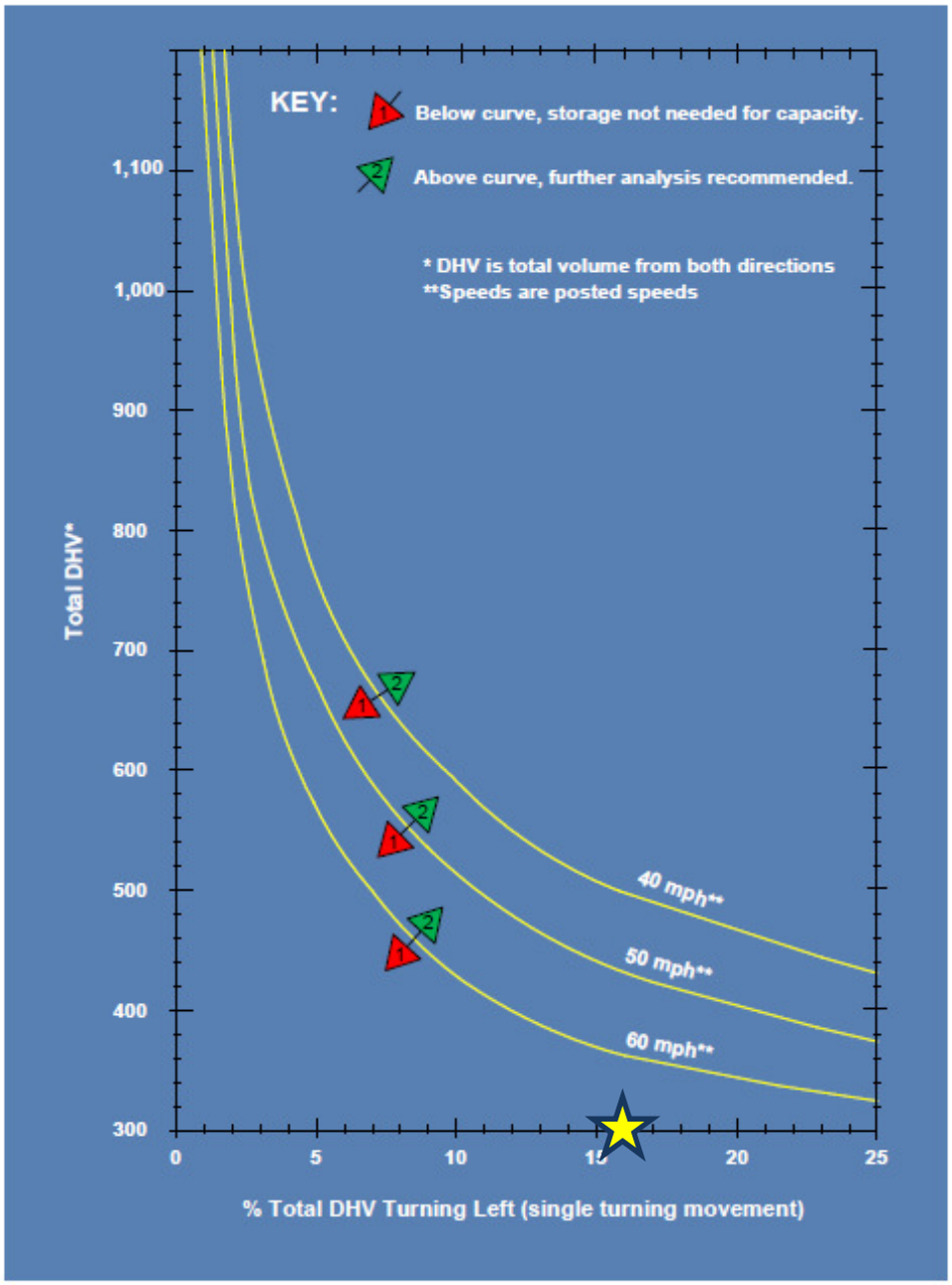
Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.6
HCM LOS			B

Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	572	-	-	1394	-
HCM Lane V/C Ratio	0.044	-	-	0.004	-
HCM Control Delay (s)	11.6	-	-	7.592	0
HCM Lane LOS	B			A	A
HCM 95th %tile Q(veh)	0.138	-	-	0.011	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

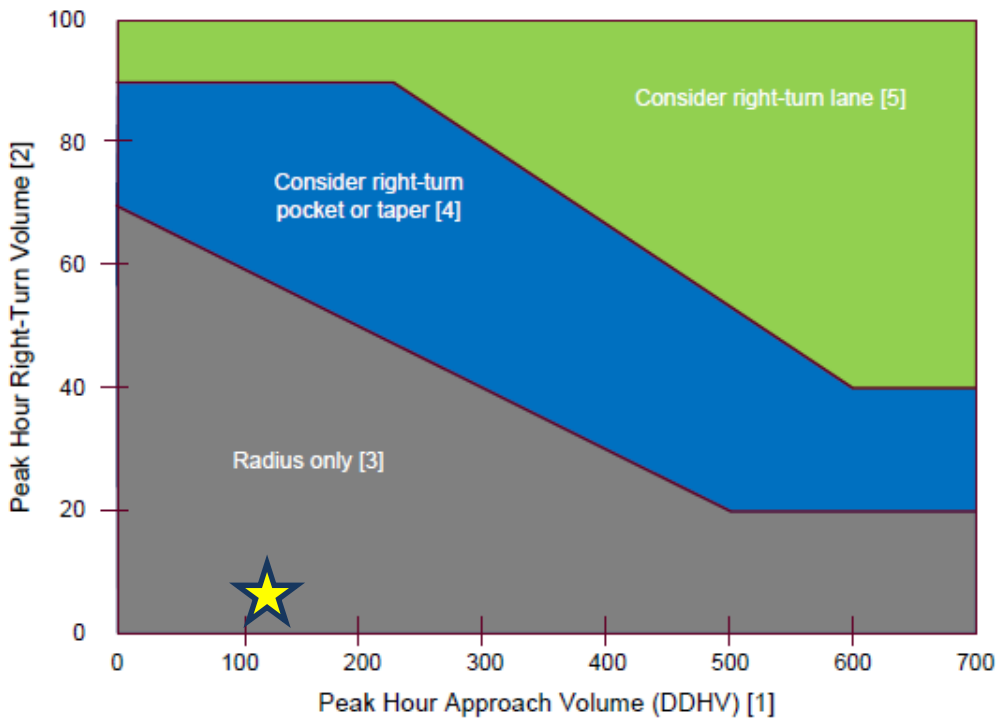
Appendix E. WSDOT Channelization Guidelines



Left-Turn Storage Guidelines: Two-Lane, Unsignalized

Exhibit 1310-7a

Intersection	Movement	Total 2037 PM peak hour volume both directions	2037 % of PM peak hour volume turning left	Meets guidelines?
Southworth/Nokomis	Eastbound Left	222 vehicles	16%	No



Notes:

[1] For two-lane highways, use the peak hour DDHV (through + right-turn).
For multilane, high-speed highways (posted speed 45 mph or above), use the right-lane peak hour approach volume (through + right-turn).

[2] When all three of the following conditions are met, reduce the right-turn DDHV by 20:

- The posted speed is 45 mph or below
- The right-turn volume is greater than 40 VPH
- The peak hour approach volume (DDHV) is less than 300 VPH

[3] For right-turn corner design, see Exhibit 1310-6.

[4] For right-turn pocket or taper design, see Exhibit 1310-12.

[5] For right-turn lane design, see Exhibit 1310-13.

Right-Turn Lane Guidelines
Exhibit 1310-11

Intersection	Movement	2037 PM peak hour approach volume	2037 PM peak hour right turn volume	Meets guidelines?
Southworth/Nokomis	Westbound Right	119 vehicles	14 vehicles	No

Appendix F. Clear Zone Inventory

Kitsap County Department of Public Works - Traffic Division
614 Division Street, MS-26, Port Orchard, WA 98366

Design Clear Zone Inventory

Project Title	HARPER ESTUARY							
Road ID	Road Name: NOKOMIS		Reference Point: SE Southworth Road		Milepost: 0.00	ADT	Design Speed	Date: 2/27/14

Item No.	Min. Design Clear Zone (ft)	Distance From Reference Point	Distance From Traveled Way: Left	Distance From Traveled Way: Right	Description	Recommended Corrective Actions
1		131	8'		RETAINING WALL 38'	
2		239		6.5'	U/P	
3		395		3.5'	U/P	
4		498	1		CONCRETE BOLLARDS	
5		499		4	U/P	
6		618		5	U/P	
7		723		7.5	FENCE - WOOD - 113'	
8		729	4		CONCRETE MAILBOX	
9		762		4.5	U/P	
10		933	3.5		U/P	
11		934		5.5	U/P	
12		1165		4.5	U/P	
13		1192		5.5	FENCE - WOOD - 68'	
14		1290		4	U/P	
15		1389	10	7	CULVERT	
16		1425		7	TREE	
17		1439		6	STUMP	
18		1439	3.5		FENCE - WOOD - 72'	
19		1474	5.5		~~ROCK WALL 2'H~~ SHRUBS - 82'	

Kitsap County Department of Public Works - Traffic Division
614 Division Street, MS-26, Port Orchard, WA 98366

Design Clear Zone Inventory

Project Title								
Road ID	Road Name		Reference Point		Milepost	ADT	Design Speed	Date

Item No.	Min. Design Clear Zone (ft)	Distance From Reference Point	Distance From Traveled Way		Description	Recommended Corrective Actions
			Left	Right		
20		1471		~~4974~~ 5	U/P	
21		1548	1		CONCRETE BOLLARDS	
22		1625		9.5	TREE	
23		1644		6	U/P	
24		1707		9	TREE (IN SHRUB)	
25		1822		8.5	FENCE - WOOD - 62'	
26		1836		4	U/P	
27		1895		7	TREE (IN SHRUB)	
28		1942		5	U/P	

Appendix G. Engineer Estimate

UNIT PRICE ESTIMATES FOR TYPICAL ITEMS ASSOCIATED WITH SMALLER SCALE ROAD IMPROVEMENT PROJECTS

Nokomis Road Widening with 3-ft gravel shoulders

KITSAP COUNTY — SECTION

STATE OF WASHINGTON — LENGTH: 0.400 miles

PREPARED BY: — DATE: March 10, 2014

NO.	QUANT.	UNIT	STDITM#	ITEM	UNIT COST	AMOUNT
		L.S.	1	MOBILIZATION	10%	$16,397.00
	0.75	ACRE	25	CLEARING AND GRUBBING	$18,000.00	$13,500.00
	4300	L.F.	N.S.	SAW CUT AC PAVEMENT	$5.00	$21,500.00
	120	S.Y.	N.S.	PULVERIZATION	$6.00	$720.00
	550	C.Y.	310	ROADWAY EXCAVATION INCL. HAUL	$24.00	$13,200.00
	5	TON	1083	STREAMBED GRAVEL	$70.00	$350.00
	5	TON	1086	QUARRY SPALLS	$50.00	$250.00
	700	TON	5100	CRUSHED SURFACING BASE COURSE	$30.00	$21,000.00
	400	TON	5120	CRUSHED SURFACING TOP COURSE	$38.00	$15,200.00
	350	TON	5767	HMA CLASS 1/2 INCH PG 64-22	$100.00	$35,000.00
		TON	N.S.	COMMERCIAL HMA FOR APPROACH	$180.00	$0.00
	0.75	ACRE	6414	SEEDING, FERTILIZING, AND MULCHING	$5,000.00	$3,750.00
	1	EST.	6490	EROSION WATER POLLUTION CONTROL	$5,000.00	$5,000.00
	400	HR	6979	TRAFFIC CONTROL LABOR	$45.00	$18,000.00
	1	L.S.	7003	PROGRESS SCHEDULE TYPE B	$2,000.00	$2,000.00
	1	L.S.	7490	TRIMMING AND CLEANUP	$3,000.00	$3,000.00
	30	EACH	7562	MAILBOX SUPPORT TYPE 1	$350.00	$10,500.00
	1	L.S.	7736	SPCC PLAN	$1,000.00	$1,000.00
				ITEM TOTAL		**$180,367.00**
				PRELIMINARY ENGINEERING	35.00%	$63,128
				CONSTRUCTION ENGINEERING / CONTINGENCIES	50.00%	$90,183.50
				COUNTY FORCE WORK	$3,000.00	$3,000.00
				ESTIMATED PROJECT TOTAL		**$336,678.95**

UNIT PRICE ESTIMATES FOR TYPICAL ITEMS ASSOCIATED WITH SMALLER SCALE ROAD IMPROVEMENT PROJECTS

Olympiad Cul-de-sac

KITSAP COUNTY | SECTION

STATE OF WASHINGTON | LENGTH:

PREPARED BY: | DATE: March 10, 2014

NO.	QUANT.	UNIT	STDITM#	ITEM	UNIT COST	AMOUNT
		L.S.	1	MOBILIZATION	10%	$4,986.00
	0.5	ACRE	25	CLEARING AND GRUBBING	$18,000.00	$9,000.00
	120	L.F.	N.S.	SAW CUT AC PAVEMENT	$5.00	$600.00
	0	S.Y.	N.S.	PULVERIZATION	$6.00	$0.00
	50	C.Y.	310	ROADWAY EXCAVATION INCL. HAUL	$24.00	$1,200.00
		TON	1083	STREAMBED GRAVEL	$70.00	$0.00
		TON	1086	QUARRY SPALLS	$50.00	$0.00
	60	TON	5100	CRUSHED SURFACING BASE COURSE	$30.00	$1,800.00
	20	TON	5120	CRUSHED SURFACING TOP COURSE	$38.00	$760.00
	50	TON	5767	HMA CLASS 1/2 INCH PG 64-22	$100.00	$5,000.00
		TON	N.S.	COMMERCIAL HMA FOR APPROACH	$180.00	$0.00
	0.5	ACRE	6414	SEEDING, FERTILIZING, AND MULCHING	$5,000.00	$2,500.00
	1	EST.	6490	EROSION WATER POLLUTION CONTROL	$5,000.00	$5,000.00
	400	HR	6979	TRAFFIC CONTROL LABOR	$45.00	$18,000.00
	1	L.S.	7003	PROGRESS SCHEDULE TYPE B	$2,000.00	$2,000.00
	1	L.S.	7490	TRIMMING AND CLEANUP	$3,000.00	$3,000.00
	0	EACH	7562	MAILBOX SUPPORT TYPE 1	$350.00	$0.00
	1	L.S.	7736	SPCC PLAN	$1,000.00	$1,000.00
				ITEM TOTAL		**$54,846.00**
				PRELIMINARY ENGINEERING	35.00%	$19,196
				CONSTRUCTION ENGINEERING / CONTINGENCIES	50.00%	$27,423.00
				COUNTY FORCE WORK	$3,000.00	$3,000.00
				ESTIMATED PROJECT TOTAL		**$104,465.10**