CITY EXHIBIT LIST

HEARING DATE: Thursday, January 19, 2023, at 9:00 a.m. FILE NUMBER: HEX2022-024 (SV 124.1426) FILE NAME: MultiCare Health System, Petitioner

EXHIBIT NUMBER	EXHIBIT DESCRIPTION	SUBMITTED BY	Α	Е	W	COMMENT
EX. C-1	Preliminary Report	City of Tacoma, Real Property Services ("COT, RPS")	x			
EX. C-2	Aerial Maps (2)	COT, RPS	X			
EX. C-3	Plat Map (Map of New Tacoma)	COT, RPS	X			
EX. C-4	Petitioner Parcel & Ownership Map	COT, RPS	X			
EX. C-5	Petitioner Resubmittal Cover Letter	COT, RPS	X			
EX. C-6	Transportation Impact Analysis	COT, RPS	X			
EX. C-7	Traffic Engineering/Signal & Street Lighting via email along with Memo with Requirements and Estimating Form	COT, RPS	X			
EX. C-8	Tacoma Power/Click! Network & Tacoma Water Comments via email	COT, RPS	X			
EX. C-9	ES Engineering – Comments via email	COT, RPS	X			
EX. C-10	Puget Sound Energy – Comments via email	COT, RPS	X			
EX. C-11	Lumen – Comments via email	COT, RPS	X			

A = Admitted

W = Withdrawn

CITY EXHIBIT LIST

HEARING DATE: Thursday, January 19, 2023, at 9:00 a.m. FILE NUMBER: HEX2022-024 (SV 124.1426) FILE NAME: MultiCare Health System, Petitioner

EXHIBIT NUMBER	EXHIBIT DESCRIPTION	SUBMITTED BY	A	E	W	COMMENT
EX. C-12	RPS/In-Lieu Fee – In-lieu fee amount of \$1,514.00 (Ptn. of South 4 th St.) & \$1,566.21 (Ptn. of S "L" Street) via email	COT, RPS	X			
EX. C-13	PW/Traffic Engineering – No objection with Advisory Comments via email	COT, RPS	X			
EX. C-14	ES Solid Waste – No objection with Advisory Comment via email	COT, RPS	X			
EX. C-15	Tacoma Fire – No objection with Advisory Comment via email	COT, RPS	X			
EX. C-16	PDS – No objection with Advisory Comment via email	COT, RPS	X			
EX. C-17	CED – No objection via email	COT, RPS	X			
EX. C-		COT, RPS				
EX. C-		COT, RPS				
EX. C-		COT, RPS				
EX. C-		COT, RPS				

KEY A = Admitted E = Excluded W = Withdrawn

PRELIMINARY REPORT

PREPARED FOR THE HEARING EXAMINER BY REAL PROPERTY SERVICES

For the Hearing to be Held Thursday, January 19, 2023 at 9:00 AM

PETITIONER: MULTICARE HEALTH SYSTEM

A. SUMMARY OF REQUEST:

Real Property Services has received a petition to vacate a portion of South L Street, lying north of South 5th Street, and a portion of South 4th Street, lying westerly of South L Street, to facilitate a Multicare Health System redevelopment project. The area is shown on the attached map, Exhibit 2.

B. GENERAL INFORMATION:

1. Legal Description of Vacation:

THAT PORTION OF SOUTH L STREET AND SOUTH 4TH STREET IN THE SOUTHEAST QUARTER, OF THE SOUTHWEST QUARTER, OF SECTION 32, TOWNSHIP 21 NORTH, RANGE 3 EAST, WILLAMETIE MERIDIAN, CITY OF TACOMA, PIERCE COUNTY, WASHINGTON; SAID PORTIONS BEING DESCRIBED AS FOLLOWS:

SOUTH L STREET

THAT PORTION OF SOUTH L STREET LYING BETWEEN AND ADJACENT TO LOTS 3 THROUGH 12, BLOCKS 423 AND 424, MAP OF NEW TACOMA, WASHINGTON TERRITORY, RECORDED FEBRUARY 3, 1875.

AND

SOUTH 4TH STREET

THAT PORTION OF SOUTH 4th STREET LYING BETWEEN THE NORTH EXTENSION OF THE WEST LINE OF THE EASTERLY 10 FEET OF THE ALLEY VACATED IN ORDINANCE NO. 2773, SAID NORTH EXTENSION TO INTERSECT WITH THE NORTH LINE OF SOUTH 4th STREET, AND THE NORTH EXTENSION OF THE EAST LINE OF BLOCK 424, MAP OF NEW TACOMA, WASIHINGTON TERRITORY, RECORDED FEBRUARY 3, 1875, TO INTERSECT WITH THE NORTH LIN'E OF SOUTH 4th STREET.

EXHIBIT C-1

FILE NO. 124.1426

RECEIVED JANUARY 11, 2023 HEARING EXAMINER



2. Notification:

9.22.060 NOTICE OF PUBLIC HEARING The Public Works Department shall cause a 30-day notice to be given of the pendency of the petition by written notice posted in three of the most public places in the City, a like notice in a conspicuous place on the street or alley sought to be vacated, a like notice in a newspaper of general circulation in the City, and a like notice to the legal property owners of all property abutting the right of way requested for vacation as enumerated on the applicant's vacation petition, and to any other interested parties of record. In addition to posting notices of the hearing, the Public Works Department shall mail a copy of the notice to all owners and occupants of the property which lies within 300 feet of the street or alley to be vacated. The said notice shall contain the statement that a petition has been filed to vacate the street or alley described in the notice, together with a statement of the time and place fixed for the hearing of the petition.

In all cases where the proceeding is initiated by the City Council without a petition having been signed by the owners of more than two-thirds of the property abutting upon the part of the street or alley sought to be vacated, notice shall be sent as provided above. Failure to send notice by mail to any such property owner where the current address for such property owner is not a matter of public record shall not invalidate any proceedings in connection with the proposed street vacation.

C. PUBLIC NOTICE:

Real Property Services in conjunction with the City of Tacoma Clerk's office issued the following public notice:

The Public Hearing Notices were posted on December 15, 2022, and the yellow public notice signs were posted on December 16, 2022:

- 1. Placed a yellow public notice sign 130 feet west of the northwest corner of South 4th Street and South L Street.
- Placed a yellow public notice sign at the northeast corner of South 5th Street and South L Street.
- 3. Public notice memo placed into the glass display case located on the first floor of the Municipal building abutting the Finance Department.
- 4. Public notice memo advertised on the City of Tacoma web site at address: <u>https://www.cityoftacoma.org/cms/one.aspx?objectId=2283</u>
- 5. Public Notice advertised in the Daily Index newspaper.
- 6. Public Notice mailed to all parties of record within the **300** feet of vacation request.
- 7. Public Notice advertised on Municipal Television Channel 12.

D. PURPOSE OF REQUEST:

The Petitioner plans on acquiring the portions of South L Street and South 4th Street to facilitate a Multicare Health System redevelopment project.

E. HISTORY:

The City acquired the South L Street and the South 4th Street rights of way in the Map of New Tacoma, W.T., according to plat filed for record February 3, 1875 in the Office of the County Auditor.

F. PHYSICAL LAND CHARACTERISTICS:

Both the South L Street and South 4th Street rights of way are 80 feet wide, paved with asphalt, and include concrete sidewalk, curb, and gutter, and parallel parking. South L Street has planter strips on both sides with grass or gravel, and trees. Each side of South L Street also includes a driveway. South 4th Street only has a planter strip on the north side of the right of way with grass or gravel and trees. The south side of South 4th Street has a sidewalk and driveways that allow access to a parking lot.

G. APPLICABLE SECTIONS OF THE OFFICIAL CODE OF THE CITY OF TACOMA:

9.22.010 PETITION TO VACATE AUTHORIZED: The owners of an interest in any real estate abutting on any street or alley who may desire to vacate any street or alley, or any part thereof, shall petition to the City Council to make vacation in the manner hereafter provided in this chapter and pursuant to RCW 35.79 or the City Council may itself initiate by Resolution such vacation procedure. The City Council shall require the petitioners to compensate the City in an amount which equals one-half of the appraisal value of the area vacated; provided that if the street or alley has been a public right of way for 25 years or more, the City shall be compensated in an amount equal to the full appraised value of the area vacated; provided that when the vacation is initiated by the City or the City Council deems it to be in the best interest of the City, all or any portion of such compensation may be waived. Except as provided below, one-half of the revenue received hereunder shall be devoted to the acquisition, improvement, and maintenance of public open space land and one-half may be devoted to transportation projects and the management and maintenance of other City owned lands and unimproved rights-of-way.

In the case of vacations of rights-of-way in the tide flats area, defined as easterly of the Thea Foss Waterway (inclusive of the Murray Morgan Bridge), northerly of State Route 509 and westerly of Marine View Drive, the total revenue received hereunder shall be devoted to transportation projects in the tide flats area.

9.22.040 PUBLIC'S RIGHT TO TRAVEL – UTILITIES: Vacation of any portion of a street that is designated as an arterial under Section 11.05.490 of the Municipal Code shall be of a minor nature only and shall not unreasonably limit the public's right to travel upon said street or interfere with the ancillary right to occupy said street for utility purposes.

CRITERIA: Section 9.22.070 of the Official Code of the City of Tacoma. The following criteria have been considered:

- 1. That the vacation will provide a public benefit and/or will be for a public purpose.
- 2. That the right-of-way vacation shall not adversely affect the street pattern or circulation of the immediate area or the community as a whole.
- 3. That the public need shall not be adversely affected.
- 4. That the right-of-way is not contemplated or needed for future public use.
- 5. That no abutting owner becomes landlocked or his access will not be substantially impaired; i.e., there must be an alternative mode of ingress and egress, even if less convenient.
- 6. That vacation of right-of-way shall not be in violation of RCW 35.79.035

Regarding the above Criteria, Real Property Services finds the following:

- 1. The vacation is a public benefit because it places the property on the tax rolls and facilitates expansion of health care services to the community.
- 2. City of Tacoma Traffic Engineering has been consulted regarding this petition and does not object.
- 3. The petition has been considered by City staff and outside quasi-governmental agencies and it does not adversely affect the public need; and
- 4. The right of way is not needed for future public use.
- 5. No abutting owner becomes landlocked nor will their access be substantially impaired.
- 6. The vacated area is not close to a body of water as contemplated under RCW 35.79.035.

H. ADDITIONAL INFORMATION:

The area to be vacated has not been assessed for sanitary sewers and is subject to a Connection Charge In-Lieu-of-Assessment per T.M.C. 12.08.350. Should the petitioner wish to clear this item from title, please contact Public Works Department, Real Property Services, for the assessment amount. Please note that the ordinance establishing the rate of assessment is updated every few years, and the amount quoted may increase in the future. When the petitioner has submitted a development plan, an in lieu of amount will be computed.

I. PROJECT RECOMMENDATIONS:

As part of the City's review process for street vacation petitions, notice of this application was mailed to various City departments as well as many outside quasi-governmental agencies. These agencies, as noted below, have provided comments and recommended conditions to the Real Property Services Division. These comments, where appropriate, have been incorporated in the "Recommended Conditions of Approval" section of this preliminary report.

Preliminary Report – Exhibit 1 Aerial Maps (2) – Exhibit 2 Plat Map (Map of New Tacoma) – Exhibit 3

Petitioner Parcel and Ownership Map – Exhibit 4 Petitioner Resubmittal Cover Letter – Exhibit 5 Petitioner – Transportation Impact Analysis – Exhibit 6

Recommended Conditions

Payment of Fees

Traffic Engineering/Signal & Street Lighting – Memo with Requirement & Estimating Form - Exhibit 7 Tacoma Power/ Click! Network/Tacoma Water – Easement Reservation Requirements – Exhibit 8 ES Engineering – Easement Reservation – Exhibit 9 Puget Sound Energy – Easement Request - Exhibit 10 Lumen – Easement request and advisory comment – Exhibit 11

Advisory Comments

<u>RPS (LID) – In-Lieu Fee</u> \$1,514.40 (Portion of South 4th St.) and \$1,566.21 (Portion of South L Street) - Exhibit 12 Traffic Engineering – No Objection and Advisory Comment - Exhibit 13 ES Solid Waste - No Objection with Advisory Comment – Exhibit 14 Tacoma Fire– No Objection with Advisory Comment– Exhibit 15 PDS – No Objection with Advisory Comment – Exhibit 16 CED – No Objection – Exhibit 17

J. RECOMMENDED CONDITIONS OF APPROVAL:

Should this street vacation request be approved, the Real Property Services Division recommends that the following conditions be made conditions of approval for this street vacation petition.

1. PAYMENT OF FEES

The petitioner shall compensate the City in an amount equal to the full appraised value of the area vacated. One-half of the revenue received shall be devoted to the acquisition, improvement and maintenance of public open space land and one-half may be devoted to transportation projects and /or management and maintenance of other City owned lands and unimproved rights-of-way. *TMC 9.22.010*

2. <u>PW/TRAFFIC ENGINEERING & SAFETY</u>

Please contact Vicki Marsten at (253) 591-5556 regarding Traffic Engineering's comments.

- a. Public Works Traffic Signal/Streetlighting will require that the streetlights on the attached exhibit ("Exhibit 1") will be disconnected from the City's streetlighting system by the applicant within 6 months of the approval of the street vacation; and
- b. The City shall be compensated (see Estimating Form) for the assets within the vacated area.
- c. The applicant will notify the City of Tacoma Traffic Signal/Streetlight Shop, 253-591- 5287 to coordinate the disconnection of the lighting within the vacated area from the City's system. Until such time that this work is completed, the City shall operate and maintain the lighting system and shall have complete access to the system.

3. TACOMA POWER & WATER

Please contact Greg Muller, Senior Real Property Officer, at (253) 337-3164 regarding Power & Water's comments:

a. Tacoma Power will require an easement reservation over the east 20 feet, together with the south 20 feet, of South L Street as proposed for vacation.
 This easement will protect existing and future underground power lines and above ground pad mounted equipment to serve multiple parcels on the east side of South L St.

Note: Although Tacoma Power HFC will not require a separate easement reservation, they wish to bring to petitioner/developer's attention customer-owned conduit that crosses under South L Street – please see attached response with map.

b. Tacoma Water will require easements for all water facilities in South 4th Street and South L Street as follows:

The southerly 50 feet of proposed vacate of South L Street, as well as the easterly 40 feet of the proposed vacate of South L Street; and

Southerly 20 feet of the proposed vacate of South 4th Street.

Note: The easement in South 4th Street will not be required if customer chooses to abandon the water main prior to street vacation.

Tacoma Water easements to include the following requirements:

- a) Property Owner/Developer will need to maintain clearances from Tacoma Water's facilities.
- b) Maintain a minimum 10' of clearance from any mains, and a minimum 5' of horizontal clearance and minimum 1' of vertical clearance from any hydrants.
- c) If existing Tacoma Water facilities need to be relocated or adjusted, they will be relocated by Tacoma Water at the Property Owner/Developer expense. and
- d) Tacoma Water facilities must remain accessible at all times. Any damage to Tacoma Water facilities will be repaired by Tacoma Water crews at the expense of the Property Owner/Developer.

4. <u>ENVIRONMENTAL SERVICES (ES)</u> Please contact Rod Rossi at (253) 502-2127 regarding ES' comments.

- a. ES has no objections to the vacation with the understanding that an easement will need to be reserved within the City ordinance for the street vacation.
- b. ES has an asset, SAP #6263833, within the proposed vacation. The surface water segment is a 10-inch line. The easement will include access for the maintenance and/or repair of the assets within the proposed vacate area.

5. PUGET SOUND ENERGY (PSE)

Please contact Megan Tuche at (253) 495-1427 regarding PSE' comments.

PSE has no objection to the vacate, however, an easement for its 4 inch intermediate pressure gas mains will be required within the proposed vacate areas of South 4th Street and South L Street.

6. <u>LUMEN</u>

Please contact Rob Bair at (253) 393-5384 regarding Lumen's comments.

- a. Lumen is okay with the vacate area on S 4th St as the conduits are owned by MBCH and our cable only serves their property and will be revamped in this remodel effort.
- b. It's the S L Street vacate that will require easements for our existing MH vaults and conduit systems. Below is a rough sketch on your map of how our conduit path is routing along S L Street as it passes north to Division. If needed I can forward more detailed plans from MBCH that note our structure locations. In the map I turned on existing vacates which I assume must already account for our conduit structures when MBCH had originally routed our cables into their Utilidor.

Note: I have been working with Robin Fry at WSP and MBCH for almost a year however he did reach out to me about two months ago to relay that there was design changes that would allow for Lumen to maintain our existing conduit system along S L Street as it continues north into a Utilidor structure in one of their buildings (#311). The conduits pass through the basement level of the building and connect into vaults on the Division Ave ROW. I have not been able to reconnect with him in the past month but will continue to follow other leads.

K. ADVISORY COMMENTS:

- 7. <u>Real Property Services (RPS) In-Lieu</u>
 - a. Please contact Britany Avila at (253) 591-5277 regarding RPS' In-Lieu comments.
 - b. An In-Lieu amount of \$1,514.40 (Portion of South 4th St.) and \$1,566.21 (Portion of South L Street) and is due for sanitary sewer.

The amount is not required to be paid at this time; however, if the Petitioner chooses not to pay, it will be an obligation on title and the In-lieu amount may increase.

8. <u>NO OBJECTION WITH ADVISORY COMMENTS:</u>

No objection with advisory comment was received from PW Traffic Engineering (memo); Environmental Services, Solid Waste; Tacoma Fire; PDS, and CED

ATTACHMENT: Vacation Jacket containing all pertinent maps and papers.

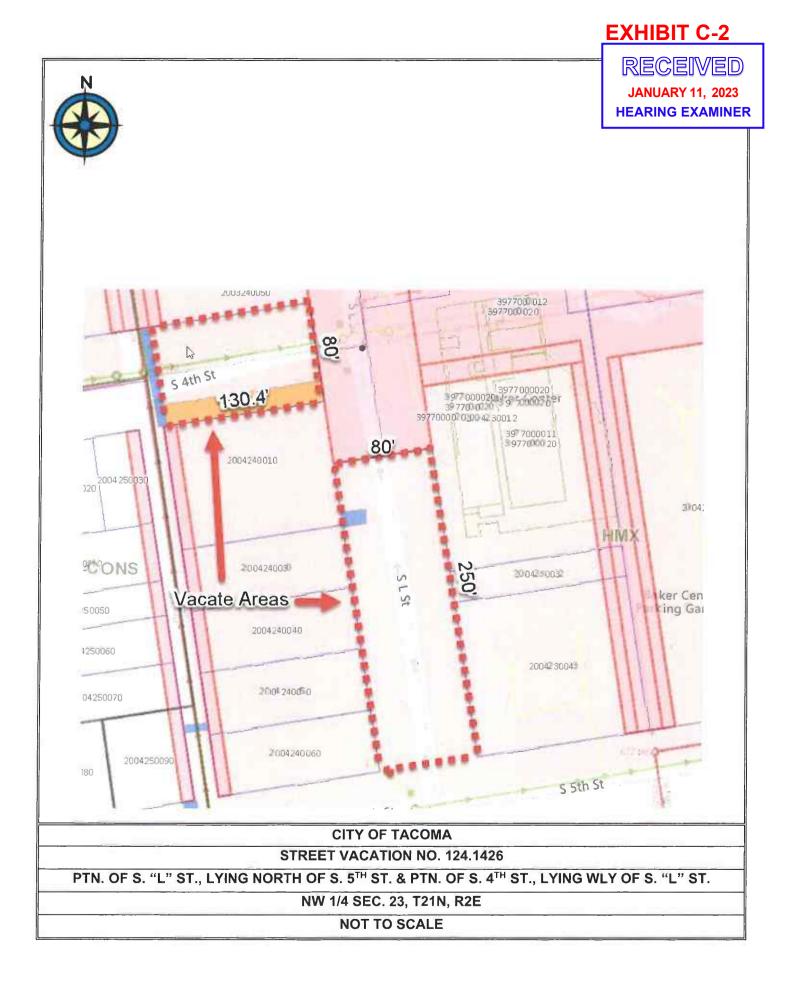
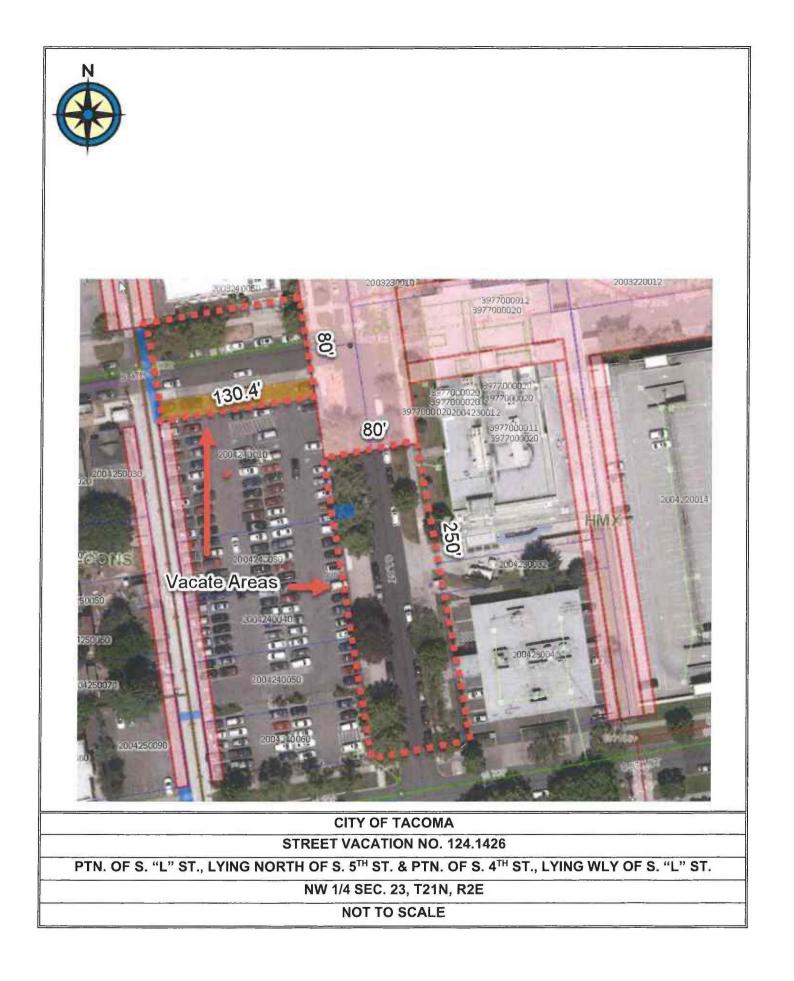


Exhibit C-2





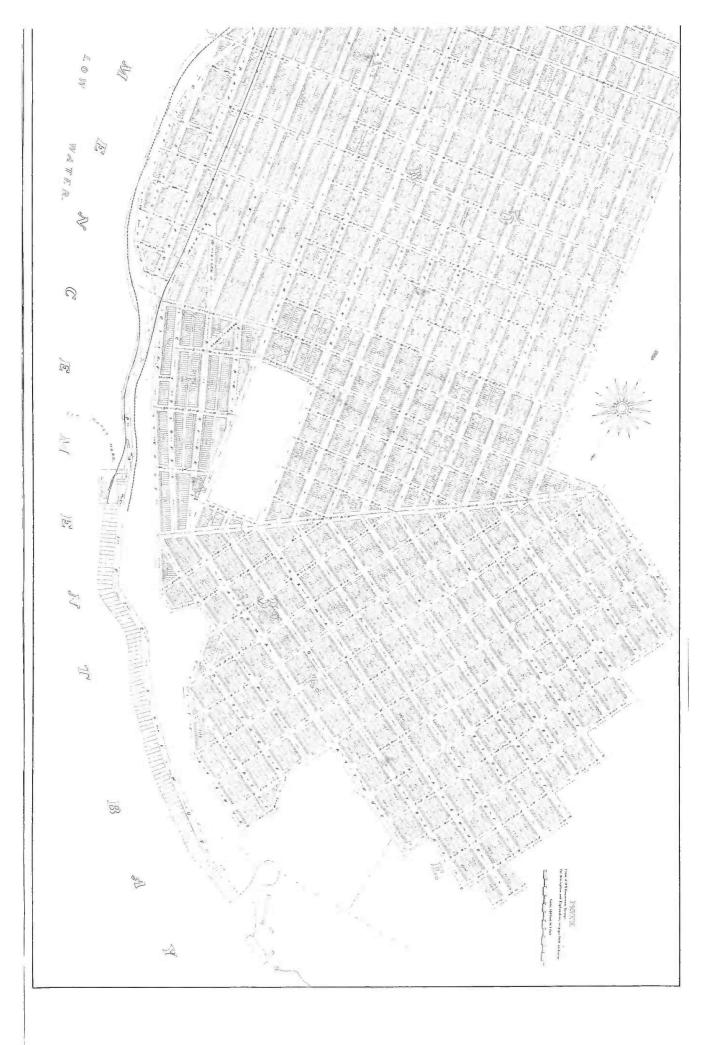
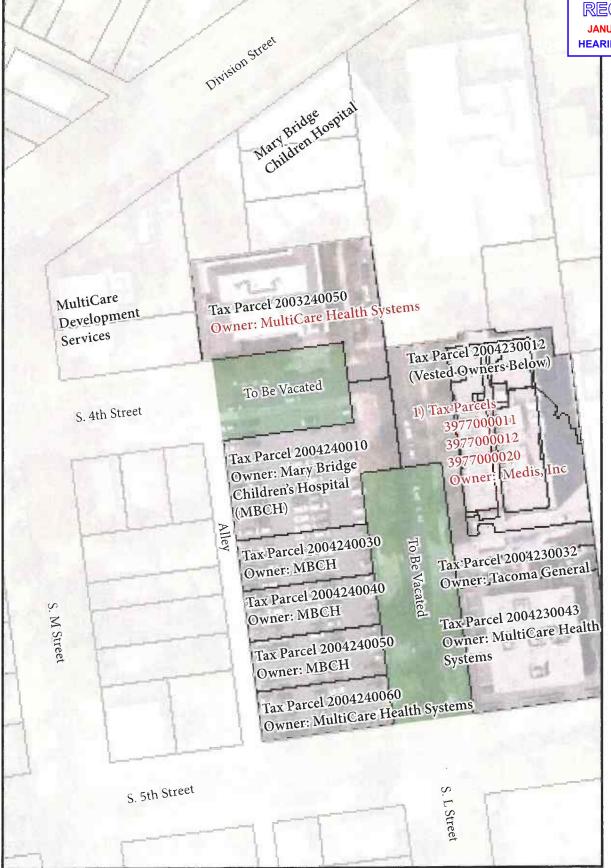


EXHIBIT C-4





Parcels and Ownership Exhibit

S. 4th Street and S. L Street Vacations Mary Bridge Children's Hospital, Tacoma, WA Revised 2022-06-28





RECEIVED JANUARY 11, 2023 HEARING EXAMINER

August 3, 2022

Troy Stevens, MSML Sr. Real Estate Specialist City of Tacoma, Public Works 747 Market Street, Suite 408 Tacoma, WA 98402

Project:	New Mary Bridge Children's Hospital, AHBL No. 2200431.30
	4th Street and L Street Right of Way Vacation
Subject:	Revisions and Resubmittal

Dear Troy:

At this time we are requesting re-activation of City review of the vacation of portions of 4th Street and L Street right of way This letter will summarize the redesigned Mary Bridge Children's Hospital (MBCH) project and the proposed circulation associated with our request to vacate portions of 4th Street and L Street right of way. This resubmittal is provided concurrent with the resubmittal of the MBCH Redevelopment Conditional Use Permit (CUP) (LU21-0192) and a new application for a MultiCare Campus Staff Garage CUP to support the existing use. Please note that <u>there is no change to the areas requested to be vacated; therefore, there is no change to the previously provided legal description and exhibit of the requested vacated areas.</u> Also note that detailed information on the project, street vacation and circulation changes is provided in the Revised Transportation Impact Analysis prepared by Transpo dated July 2022 and included with this resubmittal.

Redevelopment Plans

MultiCare is in the design process of redeveloping the parcels located adjacent to the proposed street vacations for use as a new state-of-the art Mary Bridge Children's Hospital Campus. The existing Mary Bridge Children's Hospital will be moved across the street from its current location within Tacoma General Hospital into a new five story, 96-bed pediatric hospital building, replacing the existing Mary Bridge Out-Patient Center, Jackson Hall Medication Center and Garage, the Church of Jesus Christ Latter-day Saints (which has been demolished), and surface parking. Two new parking garages will be added for visitors (also referred to as the A Lot Garage), and existing MultiCare staff (also referred to as L Lot Garage) who currently park either on-street or at existing parking facilities to be demolished. The Children's Health Center West building will remain and will be incorporated into the new Children's Hospital and in a future phase a 100,000 SF Medical Office Building to the west and adjacent to Division Street. See Figure 1, below for a depiction of the Overall Campus Site Plan.

Civil Engineers

Structural Engineers

Landscape Architects

Community Planners

Land Surveyors

Neighbors

TACOMA

2215 North 30th Street Suite 300 Tacoma, WA 98403-3350 253.383.2422 =EL

www.ahbl.com



Mary Bridge Children's Hospital Redevelopment August 3, 2022 2200431.30 Page 2 of 8



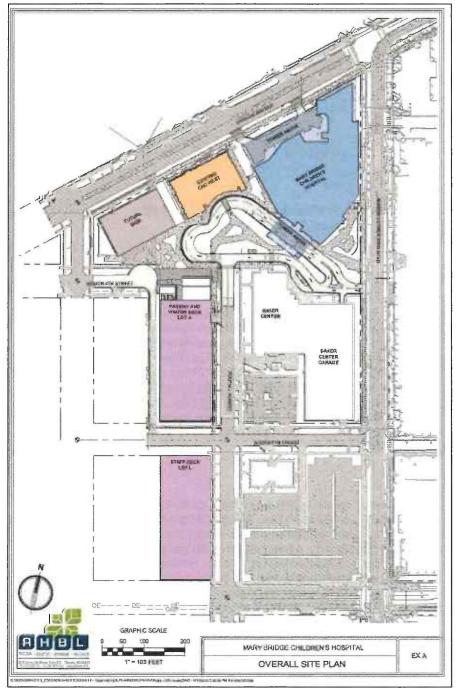


Figure 1 - Overall Campus Site Plan



Mary Bridge Children's Hospital Redevelopment August 3, 2022 2200431.30 Page 3 of 8



Requested Street Vacations

Redevelopment of the parcels requires the proposed vacation of S 4th Street between S L Street and the existing alley to accommodate construction of the proposed Visitor Garage and the new hospital central plant. Additionally, the project includes vacation of S L Street between S 4th Street and S 5th Street to accommodate two-way travel (S L Street currently operates as one-way northbound). The two segments of right-of-way in this vacation currently dead-end at a previously vacated intersection. *The segments of the requested street vacations are the same as originally described and depicted in our application submitted in May 2021.* See Figure 2.

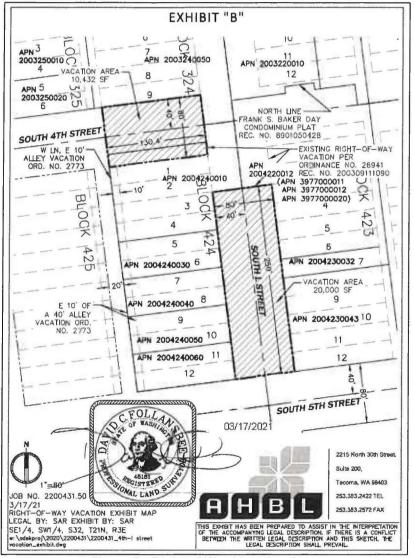


Figure 2 - Right of Way Vacation Area



Mary Bridge Children's Hospital Redevelopment August 3, 2022 2200431.30 Page 4 of 8



There has been one change in ownership of the adjacent parcels. This resubmittal includes a revised Parcel Ownership Exhibit and a new signature form for the newly acquired parcel.

Existing Circulation

Both S 4th Street and S L Street public rights-of-way currently end at the property lines of property owned by the proponents in this street vacation petition (portions of which were acquired from previous street vacations). Currently, the S L Street and S 4th Street segments to be vacated are used to access MultiCare properties including the surface parking lot located at tax parcels 2004240010, 2004240030 - 060, the Frank S. Baker Center, the Pulse Heart Institute Vascular Services and Baker Center truck and refuse access located easterly of S. L Street. The Mary Bridge Children's Outpatient Center and the Frank S. Baker Center currently use the private street access from MLK, Jr Way. See Figure 3 – Existing Circulation for a depiction of current access and circulation.

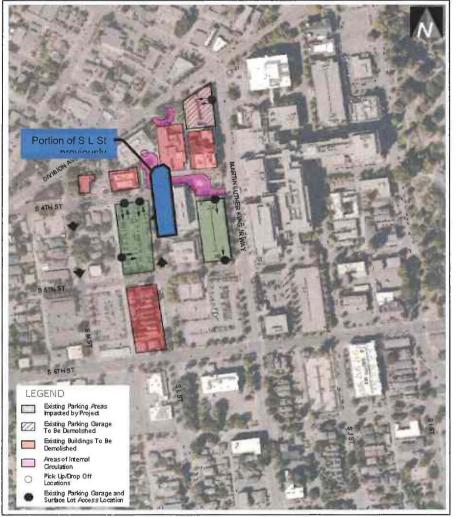


Figure 3 - Existing Circulation



Mary Bridge Children's Hospital Redevelopment August 3, 2022 2200431.30 Page 5 of 8



Proposed Circulation

Changes to overall site circulation will occur as a result of the campus redevelopment, street vacations, relocated parking access points and/or parking circulation adjustments, and relocated pick-up/drop-off and loading areas. The vacations will alter circulation by relocating the current northbound and westbound through connection between S 5th Street and S M Street to the alley located west of S L Street, which will maintain a connection to the portion of S 4th Street (west of the project area) that will remain open as public right of way. Circulation to and from the proposed MBCH and the new proposed Visitor Garage (A lot Garage) will be improved for the neighborhood by allowing S L Street to convert to a two-way private access.

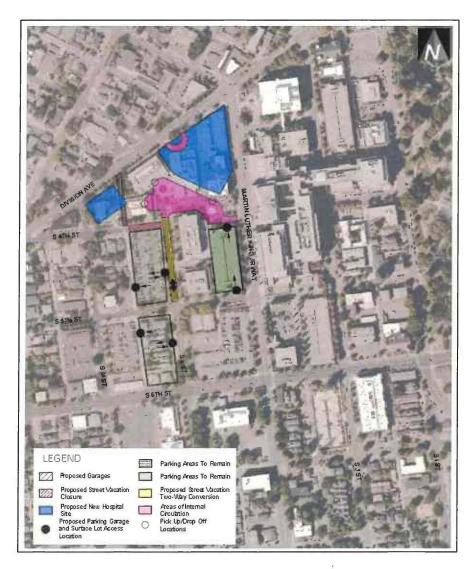


Figure 4 - Proposed Circulation Exhibit



Mary Bridge Children's Hospital Redevelopment August 3, 2022 2200431.30 Page 6 of 8



Access to the redeveloped hospital campus will continue to be from MLK, Jr Way and S 5th Street with additional ambulance access and truck access from Division Avenue and the existing alley. Additionally, a public access to the Emergency Department will be located along Division Avenue.

Access to the Church of Latter-day Saints, located north of the S. 4th Street segment, is no longer required because the church has been demolished and this parcel is to be incorporated into the redevelopment plans for the MultiCare campus. See Figure 4 – Proposed Circulation Exhibit for a depiction of proposed access and circulation.

Public Benefit

The Street Vacation proposal provides a public benefit as follows:

- The design of the proposed access to MBCH, including drop off area and garage access serves to keep visitors off the public streets and from driving through the neighborhood.
- It allows for a change in circulation pattern that wouldn't otherwise occur without the vacation. This includes the conversion of L Street from one way to two-way in the segment adjacent to the east of the new visitor garage.
- Without the street vacation and circulation changes the delay at the MLK Jr Way and 5th Street intersection would be worse. As provided in the Revised TIA, the eastbound approach of MLK Jr Way/5th Street operates at LOS E under existing conditions and is projected to operate at LOS F under future without-project conditions. Additionally, queues are projected to extend beyond the existing Baker Garage egress, making it difficult for vehicles to exit the garage. The intersection is expected to continue operating at LOS F under future with-project conditions (with 102 seconds of delay), but the delay would be significantly higher (212 seconds) if the existing Baker Garage circulation was maintained. Additionally, queues would continue to extend beyond the garage egress point, increasing the likelihood that vehicles would turn right out of the Baker Garage and travel through the neighborhood.

Additional details of the proposal include the following:

- All requested/required easements will be provided including power, telephone/fiber optic, and water
- The existing Baker Street Garage access is proposed to change to exit to the north at S 4th Street and enter from S 5th Street. The reverse in circulation of the existing Baker Garage is beneficial for two primary reasons, as described below, and strongly supported by the technical transportation analysis and hospital administration.
 - 1. Under existing conditions, inbound access to the garage is provided at the northern end of the garage. The garage access is located off the internal hospital driveway approximately 50 feet from MLK Jr Way, with inbound traffic needing to yield to vehicles exiting or traveling eastbound along the internal hospital driveway. Occasionally, eastbound queues at MLK Jr Way block the inbound garage access, creating issues within the private hospital driveway, which can lead to spill-back issues along MLK Jr Way. Alternatively, the proposed inbound garage access off 5th Street results in a right turn into the



Mary Bridge Children's Hospital Redevelopment August 3, 2022 2200431.30 Page 7 of 8

r · · · ·



garage from MLK Jr Way, such that vehicles traveling into the Baker Garage do not need to yield to cross traffic. This results in less potential for impact to MLK Jr Way than the existing conditions.

 Providing the egress to the Baker Garage along the internal hospital driveway, as opposed to 5th Street, helps alleviate the amount of hospital traffic using 5th Street during the PM peak hour and, in turn, limits the overall potential impact to neighborhood streets.

In short, the proposed configuration for the Baker Garage is less impactful to MLK Jr Way and neighborhood traffic patterns than the current configuration.

- The Visitor Garage (A Lot Garage) will provide egress only to the alley and primary
 egress and ingress via L Street. The egress along the alley will provide is expected to
 be secondary to the L Street access. As such, it is expected that L Street will process
 the majority of vehicular traffic into and out of the A Lot Garage. Traffic along the alley
 will not increase significantly compared to existing conditions given that (1) the existing
 surface lot currently allows access and egress directly to the alley, and (2) the public
 turnaround on 4th Street allows traffic to avoid the use of the alley.
- The project team has prepared a design that would include a public turnaround on south 4th street and at the hospital entry. We have coordinated with City staff and have designed a turnaround that meets City requirements.
- MultiCare agrees to operate and maintain the streetlights along South L Street. We understand there may be a cost for purchasing the streetlighting equipment.
- A lighting study is being prepared and will be submitted to the City. Additional streetlights and pedestrian scale lighting will be installed, as indicated necessary by the lighting study.
- The solid waste provider will access the refuse/recycling facilities via South L Street, where a turnaround area is provided. This is depicted in Figure 5, below and illustrated on the MBCH CUP drawings.



Mary Bridge Children's Hospital Redevelopment August 3, 2022 2200431.30 Page 8 of 8





Figure 5 - Solid Waste Access

We have been working with the other departments throughout the Mary Bridge Children's Hospital project and this street vacation request and believe that the project is ready to have the HEX hearing scheduled. If you have any questions, please call me at (253) 383-2422.

Sincerely,

Lisa Klein, AICP Associate Principal

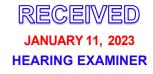
LK/lsk

c: David Stokes and Pilar Jones - CBRE Dan McKinney - Transpo Group David Nason, AHBL

Q:\2020\2200431\30_PLN\Working_Files\Street Vacation\Resubmittal July 2022\20220721 Ltr (Resub-Tacoma) 2200431.30.docx



EXHIBIT C-6



Transportation Impact Analysis

MARY BRIDGE CHILDREN'S HOSPITAL

Prepared for: THA Consulting

July 2022

Prepared by:



12131 113th Avenue NE, Suite 203 Kirkland, WA 98034-7120 Phone: 425-821-3665 Fax: 425-825-8434 www.transpogroup.com

20207.00

© 2022 Transpo Group

Exhibit C-6

July 2022

i

Table of Contents

Introduction	.1
Project Description	
Study Scope	3
Existing & Future Without-Project Conditions	.9
Street Network	9
Non-Motorized Facilities	9
Transit Service	0
Traffic Volumes 1	0
Traffic Operations 1	15
Traffic Safety 1	6
Project Impacts1	17
Trip Generation	
Trip Distribution 1	
Traffic Volumes 1	
Traffic Operations Impact	27
Parking Analysis	
Findings and Recommendations	30

Appendix

Appendix A: Detailed Traffic Counts
Appendix B: LOS Definitions
Appendix C: LOS Worksheets
Appendix D: Trip Generation Calculations
Appendix E: Signal Warrant Analyses

Figures

MultiCare Campus Overview	4
Existing Site Conditions	5
Proposed Site Conditions	6
Preliminary Site Plan	7
Site Vicinity and Study Intersections	8
Existing Weekday Peak Hour Traffic Volumes	13
Future (2025) Without-Project Weekday PM Peak Hour Traffic Volumes	14
Trip Distribution	20
Net New MBCH/MOB Trip Assignment at Study Intersections	21
Net New MBCH/MOB Trip Assignment at Driveways	22
Total Change in Traffic Volumes at Study Intersections	23
Total Change in Traffic Volumes at Driveways	24
Future (2025) With-Project PM Peak Hour Traffic Volumes	25
Future (2025) With-Project PM Peak Hour Parking Access Traffic Volumes	26
	MultiCare Campus Overview Existing Site Conditions Proposed Site Conditions Preliminary Site Plan Site Vicinity and Study Intersections Existing Transportation Network Existing Weekday Peak Hour Traffic Volumes Future (2025) Without-Project Weekday PM Peak Hour Traffic Volumes Trip Distribution Net New MBCH/MOB Trip Assignment at Study Intersections Net New MBCH/MOB Trip Assignment at Driveways Total Change in Traffic Volumes at Study Intersections Total Change in Traffic Volumes at Driveways Future (2025) With-Project PM Peak Hour Traffic Volumes Future (2025) With-Project PM Peak Hour Traffic Volumes Future (2025) With-Project PM Peak Hour Traffic Volumes

Tables

Table 1.	Study Area Existing Street Network Summary	. 9
Table 2.	Existing Transit Service	10
Table 3.	Peak Parking Occupancy Comparison	11
Table 4.	Summary of Intersection Data Sources and Adjustments	11
Table 5.	Existing & Future Without-Project PM Peak Hour Intersection LOS Summary	15
Table 6.	Three-Year Collision Summary – 2017 to 2019	16
Table 7.	Estimated Weekday Vehicle Trip Generation	18
Table 8.	Future Without-Project and With-Project PM Peak Hour Intersection LOS	
	Summary	27
Table 9.	Future With-Project Site Access PM Peak Hour Intersection LOS Summary	29
Table 10.	Code Required Parking Supply	29

ii

Introduction

This transportation impact analysis (TIA) identifies potential traffic-related impacts associated with the proposed Mary Bridge Children's Hospital (MBCH), a medical office building, two (2) new parking garages with approximately 2,000 square feet of retail space along the ground floor, and associated changes to circulation patterns throughout the MultiCare Campus. As necessary, mitigation measures were identified that would offset or reduce significant transportation-related impacts that the project may have on the surrounding transportation system.

Project Description

The MultiCare Campus is located in Tacoma, Washington and generally bounded by S I Street to the east, S 6th Avenue to the south, S M Street/S L Street to the west, and Division Avenue to the north. The proposed project is located on the west side of the campus. Figure 1 depicts the overall MultiCare Campus and the extents of the proposed project.

This analysis evaluates the cumulative impacts associated with the proposed MBCH facility and medical office building as well as accounting for the new parking garages and circulation changes proposed. The new parking garages will serve existing and future visitors and employees of the MultiCare Campus, including the proposed MBCH and medical office buildings. The staff parking garage is under a separate permit and could proceed prior to the remaining development. A full build-out year of 2025 is anticipated and was assumed as the horizon year for this analysis.

As detailed below, the overall project replaces several existing buildings and parking areas with MBCH, a medical office building and two (2) parking garages with approximately 2,000 square feet of retail space along the ground floor. Changes to overall site circulation will occur as a result of street vacations, relocated parking access points and/or parking circulation adjustments, and relocated pick-up/drop-off and loading areas. Figure 2 and Figure 3 summarize the existing and proposed site conditions, respectively. Figure 4 shows the preliminary site plan.

Development Program

The proposed MultiCare Campus expansion includes the construction of the new MBCH, a new medical office building, and two (2) new parking garages. The proposed MBCH would include a total of 96 beds and the medical office building would be 100,000 square feet. In addition, 2,066 square feet of commercial space would be located along the ground-floor of the new parking garages. It is conservatively assumed that these spaces are occupied by retail uses; however, these spaces may ultimately be occupied by lower activity uses.

To provide space for the new facilities, several buildings and associated parking areas will be removed, as outlined below:

- Jackson Hall, which includes approximately 46,000 square feet of medical office space and a 210-space parking garage
- CHC East, which includes approximately 46,200 square feet of clinic space
- A 18,900 square foot medical office building with 15 parking spaces
- A 12,000 square foot church¹

While the church has been demolished to date, the church was still in operation and generating traffic when traffic counts were collected.



- The 146-space A Parking Lot
- 9 single-family dwelling units

Parking

The two (2) proposed parking garages provide a total of 835 spaces which will serve existing and future visitors and employees. It is anticipated that the new MBCH Visitor Garage (visitor garage) will consist of approximately 480 parking spaces and will replace the existing A Lot, which consists of 146 parking spaces. It is anticipated that the new MultiCare Campus Staff Garage (staff garage) will consist of approximately 355 parking spaces and will be bounded by S 6th Avenue to the south, S 5th Street to the north, S L Street to the east and an existing alley to the west.

Site Circulation

Circulation throughout the project area is anticipated to change as a result of street vacations, relocated parking access points and/or parking circulation adjustments, and relocated pick-up/drop-off and loading areas. The analysis contained herein reflects the associated circulation changes described below.

Street Vacations

The project includes the following street and alley vacations including the following:

- Closure of S 4th Street between S L Street and the existing alley to accommodate construction of the proposed visitor garage and the central utility plant for the new hospital.
- Vacation of S 4th Street between S M Street and the existing alley to accommodate loading activity and access to the visitor garage.
- Closure of the private alley between S 4th Street and Division Avenue to accommodate the proposed medical office building.
- Vacation of S L Street between S 4th Street and S 5th Street to accommodate twoway travel (S L Street currently operates as one-way northbound).

Parking Access

As stated, several parking garages and lots will be removed, while two (2) new parking garages will be constructed. The following highlights the changes to parking access throughout the project area. The existing and proposed parking access points are lighted on Figure 2 and Figure 3, respectively:

- A Lot/Visitor Garage: The existing A Lot has three access points: two along S 4th Street and one along the alley. The new visitor garage, which will replace the A Lot, is proposed to have two site access points: an outbound only driveway along the alley and a full access driveway along S L Street.
- **Baker Garage**: The Baker Garage will maintain its two access locations. The internal circulation of the garage will be reversed such that the inbound only access is along S 5th Street and the outbound only access is along the internal MultiCare driveway. This circulation change addresses existing safety and operational issues at the north end of the garage.

Under existing conditions, the garage access is located from the MultiCare driveway approximately 50 feet from MLK Jr Way, with inbound traffic needing to yield to vehicles exiting of traveling eastbound along the MultiCare driveway. This can lead to spill back issues along MLK Jr Way. Alternatively, the proposed inbound access from



5th Street results in a right turn into the garage from MLK Jr Way such that vehicles traveling into the Baker Garage do not net to yield to cross traffic. Providing egress along the MultiCare driveway also helps alleviate the amount of hospital traffic using 5th Street during the PM peak hour and helps limit impacts to neighborhood streets.

• Staff Garage: The staff garage is proposed to have two site access locations: an outbound only driveway along the alley and a full access driveway along S L Street. This access scheme provides the most optimal circulation by allowing direct egress to S 6th Avenue via the alley. This access scheme also helps limit the amount of vehicular traffic along S 5th Street and at the intersection of S 5th Street / S L Street, which is expected to have higher pedestrian activity as a result of the new garage.

Pick-Up/Drop-Off

All patient pick-up/drop-off activity will be located within the reconfigured internal drop-off area accessible from MLK Jr Way and S L Street. With the conversion of L Street to two-way north of S 5th Street, patients and visitors will have the ability to efficiently travel between the pick-up/drop-off areas and visitor garage, as needed.

Ambulance and Loading Access

Ambulance drop-off will be located along Division Avenue and loading docks will be accessible from Division Avenue and the vacated section of S 4th Street. As such, emergency vehicles and heavy vehicles will have convenient access to arterial streets.

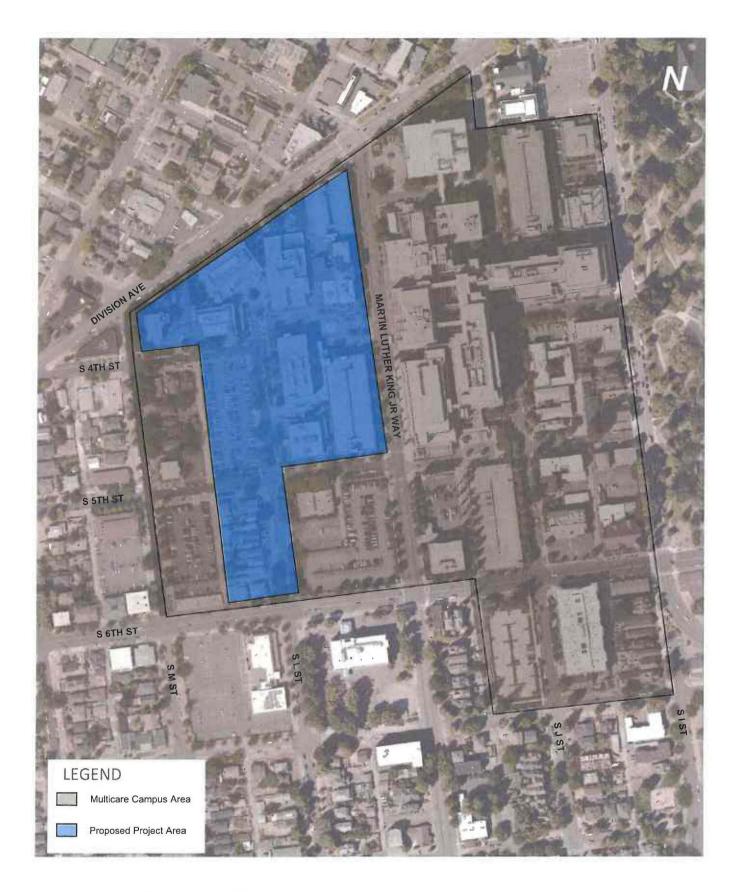
Study Scope

The scope of this analysis was coordinated with City of Tacoma staff. Based on anticipated travel patterns for project traffic, nine (9) intersections were included within the study area, in addition to all future parking access points as shown on Figure 5.

- 1. MLK Jr Way / Division Avenue
- 2. Alley / S 4th Street
- 3. MLK Jr Way / MultiCare Driveway
- 4. Alley / S 5th Street
- 5. S L Street / S 5th Street
- 6. MLK Jr Way / S 5th Street
- 7. Alley / S 6th Street
- 8. S L Street / S 6th Street
- 9. MLK Jr Way / S 6th Street

Traffic volume forecasts and adjustments were made to reflect impacts of the ongoing COVID-19 pandemic and active construction/road closures along MLK Jr Way. A combination of historic counts and new counts were utilized to estimate typical conditions, which is described in more detail in the Traffic Volumes section of this report.

This report includes a description of conditions in the vicinity of the project site, including the roadway network, existing and future without-project (2025) peak hour traffic volumes, traffic operations, traffic safety, non-motorized facilities, and transit service. Future (2025) with-project conditions were evaluated and then compared to future without-project conditions to identify the relative impacts of the proposed project on the surrounding transportation system.



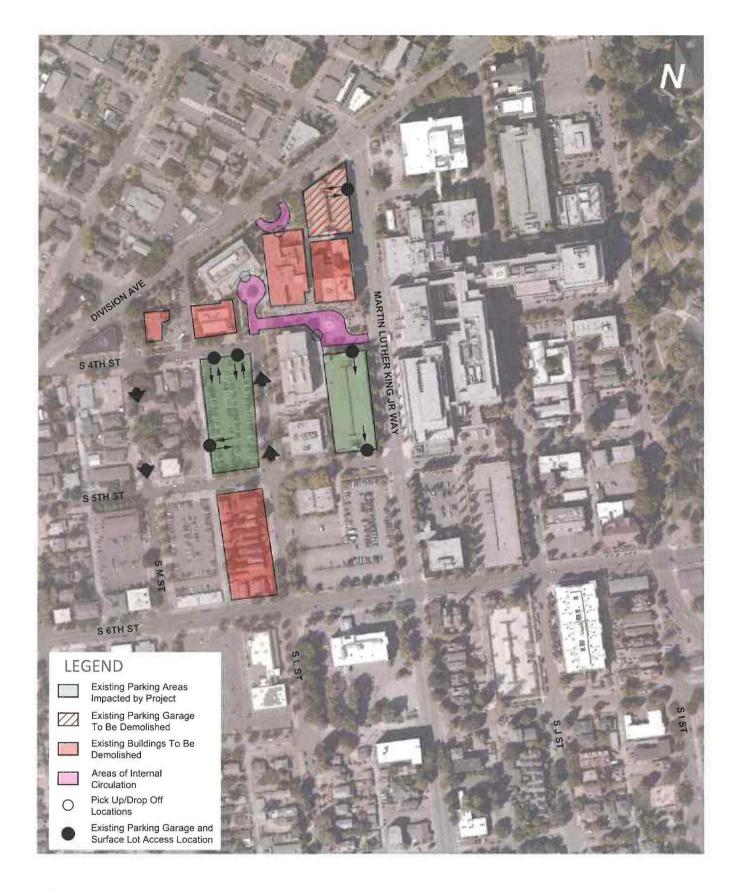
Multicare Campus Overview

Mary Bridge Children's Hospital

FIGURE

transpogroup 7

Jale Le Mar 2007 M L'1212 TH LE MAG LEE MAGES 1 31 THE S-Onder Hilling Co. A Source 1



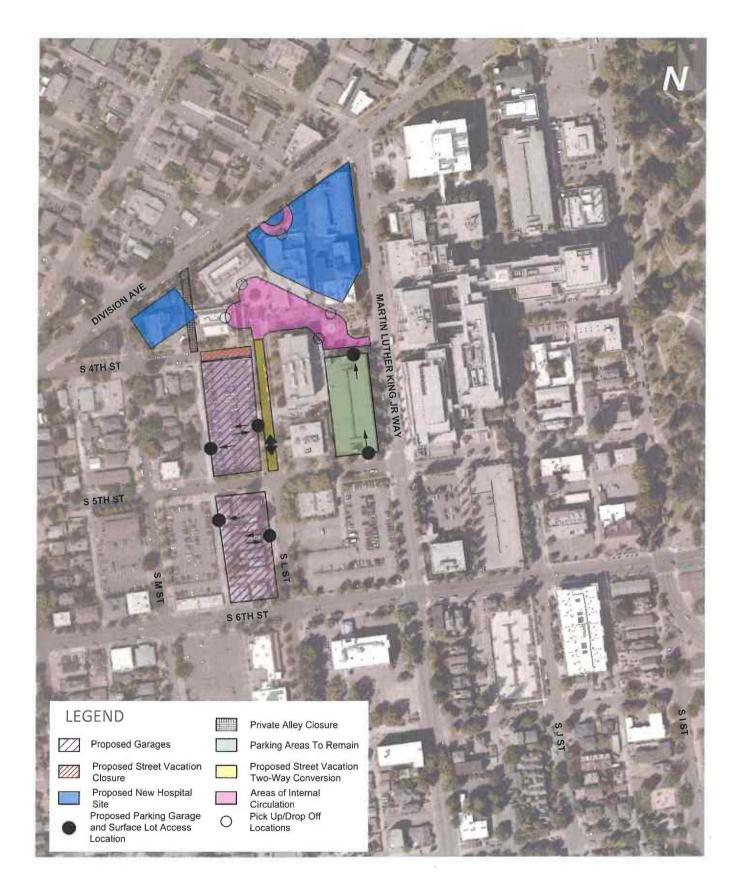
Existing Site Conditions

FIGURE

2

Mary Bridge Children's Hospital





Proposed Site Conditions

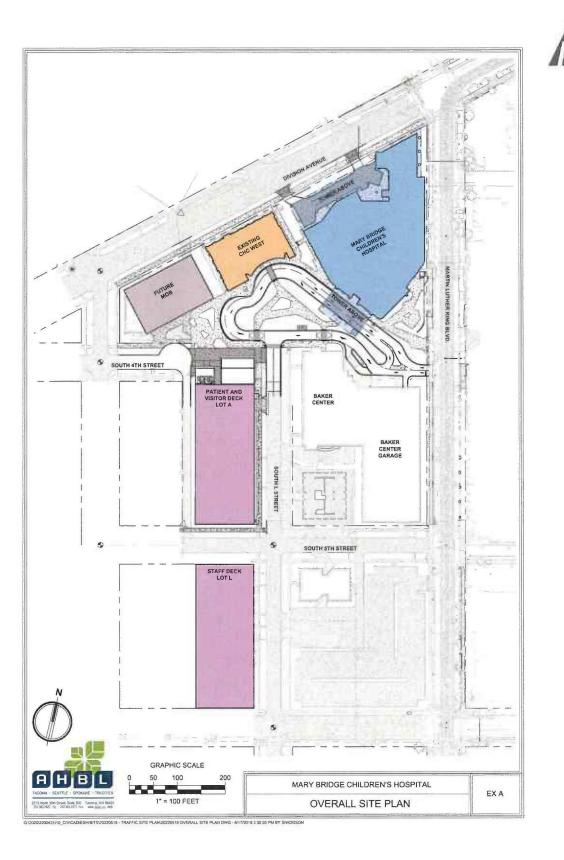
Mary Bridge Children's Hospital

FIGURE

3

transpogroup

and is constituent on the term of the second states and a constituent of the second states of



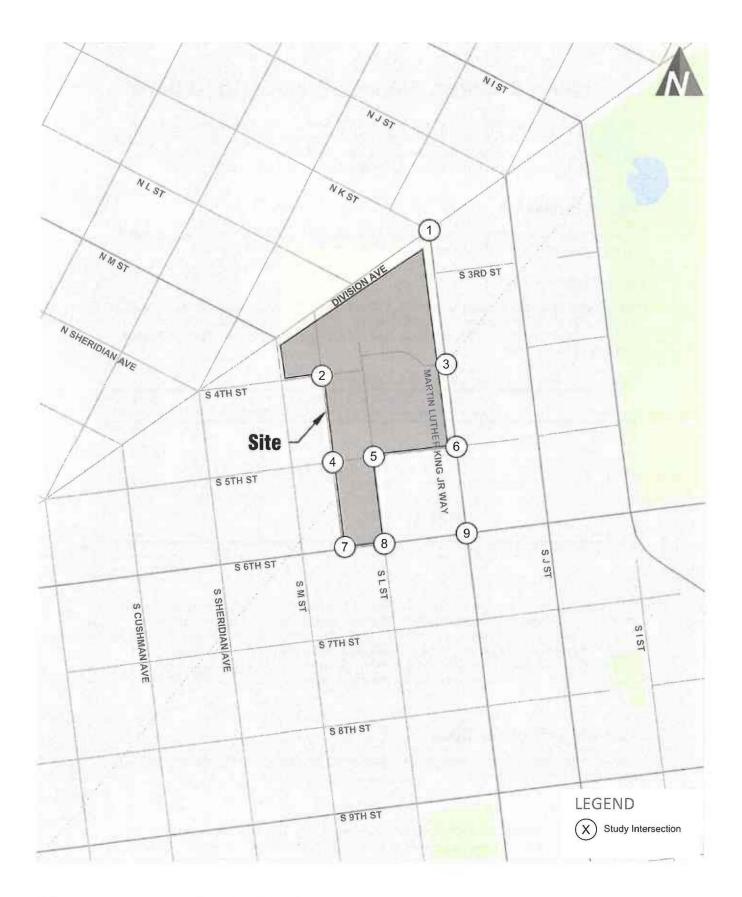
Preliminary Site Plan

FIGURE

Mary Bridge Children's Hospital

transpogroup





Site Vicinity and Study Intersections

Mary Bridge Children's Hospital

transpogroup al 28 a Turn Malam

FIGURE 5

Existing & Future Without-Project Conditions

This section describes both existing and future (2025) without-project conditions within the study area. Study area characteristics are provided for the roadway network and are followed by sections describing planned improvements, existing and forecast without-project traffic volumes, traffic operations, traffic safety, non-motorized facilities, and transit service.

Street Network

The following section describes the existing street network within the vicinity of the proposed project and any anticipated changes resulting from planned improvements.

Existing Inventory

The existing roadway characteristics in the proposed project vicinity are described in detail in Table 1 and shown on Figure 6. As noted in the figure, at the time of this study light rail construction activity limited MLK Jr Way to southbound travel only between Division Avenue and S 5th Street.

Table 1. Study Area Existing Street Network Summary						
Roadway	Arterial Classification ¹	Posted Speed Limit	Number of Travel Lanes	Parking?	Sidewalks?	Bicycle Facilities?
Division Avenue	Minor Arterial	30 mph	3	Yes	Yes	No
MLK Jr Way	Collector	25 mph	3	Yes	Yes	No
N K Street	Local Road	25 mph	2	Yes	Yes	No
S 4th Street	Local Road	25 mph	2	Yes	Yes	No
S 5th Street	Local Road	25 mph	2	Yes	Yes	No
S 6th Avenue	Principal Arterial	25 mph	2	Yes	Yes	No
S L Street	Collector	25 mph	2	Yes	Yes	No

Planned Improvements

Based on a review of the City of Tacoma's DRAFT Six-Year Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026, one planned improvement, the Tacoma Link Extension Project, was identified within the project area. The project is currently under construction and expected to be complete prior to completion of the proposed development. The roadway design and operations along MLK Jr Way were taken into account as part of this review and analysis; however, future traffic signal timings are still in development.

Non-Motorized Facilities

The following describes the existing and future planned pedestrian and bicycle conditions within the project vicinity.

Pedestrians

Sidewalks are provided along all streets in the project vicinity, with MLK Jr Way and 6th Avenue designated as pedestrian streets. Marked crosswalks and ADA-compliant curb ramps are provided at the majority of study intersections. Additionally, a mid-block crossing with flashing beacons is located along MLK Jr Way just north of the MultiCare driveways, and curb extensions have been constructed at the intersection of MLK Jr Way and S 5th Street.



Bicycles

There are currently no bicycle facilities within the project vicinity; however, the Tacoma Transportation Master Plan identifies future bicycle lanes along 6th Avenue and S I Street, as well as a bike boulevard along S J Street.

Transit Service

The following describes the existing and future planned transit conditions within the project vicinity.

Existing

Transit service in the study area is operated by Pierce Transit. There are two bus routes adjacent to the project site (Route 1 and 11). Route 1 stops are located along S 6th Avenue and Route 11 stops are located along Division Avenue. Table 2 summarizes the bus routes that operate in the project vicinity.

Table 2.	Existing Transit Service				
Route	Area Served	Approximate Operating Hours	AM and PM Peak headway		
1	Roy "Y" Park and Ride to Tacoma Community College TC	Mon-Fri: 4:00 a.m. to 11:30 p.m. Sat: 6:45 a.m. to 9:45 p.m. Sun: 7:45 a.m. to 9:45 p.m.	15 Minutes		
11	10th & Commerce TC - Zone E to Pt Defiance Ferry Terminal	Mon-Fri: 6:25 a.m. to 7:30 p.m. Sat: 8:00 a.m. to 6:00 p.m. Sun: 11:00 a.m. to 5:00 p.m.	30 Minutes		

Future

As mentioned previously, light rail will serve the project in the future as part of the Tacoma Link Extension Project. A light rail stop location will be located directly adjacent to the project site along MLK Jr Way, between Division Avenue and S 5th Street.

Traffic Volumes

Existing traffic volumes were developed through utilizing a combination of existing and historic data to replicate a non-pandemic existing condition. The applied methodology is detailed below and summarized in Table 4.

Given that travel patterns are currently impacted by the ongoing COVID-19 pandemic, and many hospital employees are working remotely, adjustments were made to existing traffic counts to account for these impacts. Additionally, construction is underway along MLK Jr Way as part of the Tacoma Link Extension Project resulting in road closures. As such, historic counts along MLK Jr Way were used in lieu of new counts, as provided by the City of Tacoma. The locations of available historic counts are illustrated in Figure 6. These counts were grown by 1 percent annually to represent 2020 conditions, based on coordination with the City and historical traffic growth. Existing turning movement counts were_collected in December 2020 for intersections and driveways where historic data was not available and adjusted to account for non-pandemic conditions as described below.

To account for the temporary changes to hospital travel patterns and inherently lower levels of vehicle traffic during the pandemic and light rail construction, volume adjustments were made to counts collected in December 2020 based on the following methodology:



Step 1: Driveway Adjustments

To address COVID-related decreases in traffic to and from the hospital, parking garage/lot occupancy data was collected in December 2020 and compared to garage/lot occupancy data collected by Walker Parking Consultants in 2019. It was found that the majority of garages/lots had a lower occupancy than the previous year. Driveway counts were subsequently grown at each garage or lot based on the difference between 2019 and 2020 peak occupancy. Results of the occupancy comparison are shown in Table 3. Additional trips were distributed through the network based on the trip distribution assumptions outlined in the Project Impacts section of this report.

Table 3. Peak Parking Occupancy Comparison

Parking Location	Historic (2019) Peak Parking Occupancy ¹	Observed (2020) Peak Parking Occupancy
Jackson Hall Garage	50%	22%
Baker Garage	78%	55%
A Lot	100%	95%
L Lot	100%	100%

1. Parking occupancy data collected by Walker Parking Consultants

Step 2: Additional Adjustments

To address additional COVID- and construction-related volume impacts, historic intersection counts along MLK Jr Way (grown by 1 percent annually to represent 2020 conditions) were compared to the December 2020 counts (after Step 1 adjustments were made). It was found that adjusted 2020 traffic volumes were approximately 33 percent lower than anticipated as a result of pandemic- and construction-related impacts. December 2020 counts were grown accordingly to represent "typical' non-pandemic conditions².

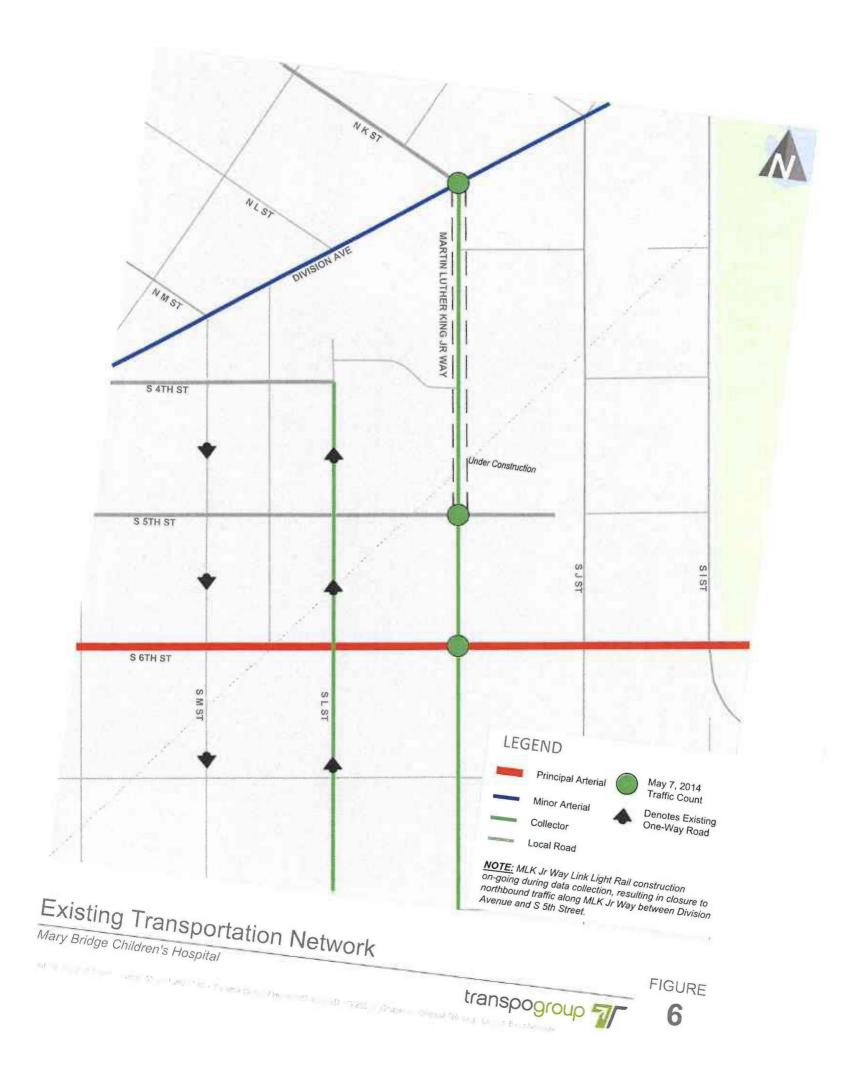
Table 4. Summary of Inters	ection Data Sources and Adj	ustments
Study Intersection	Baseline Data Source	Adjustment Methodology to Non- Pandemic 2020 Conditions
MLK Jr Way/N K St & Division Ave		
MLK Jr Way/S 5th Street	May 2014 (City of Tacoma)	1% annual growth applied
MLK Jr Way & S 6th Ave		
Alley/S 4th Street		
Alley/S 5th Street		Driveways: Volumes increased per parking occupancy comparison
MLK Jr Way/MultiCare Driveway	December 2020 (Transpa)	parming comparing) comparison
S L Street/S 5th Street	December 2020 (Transpo)	All Other Intersections: Additional
S L Street/S 6th Avenue		driveway trips distributed through the intersections; COVID adjustment applied
Existing Parking Access Points		intersections, covid adjustment applied

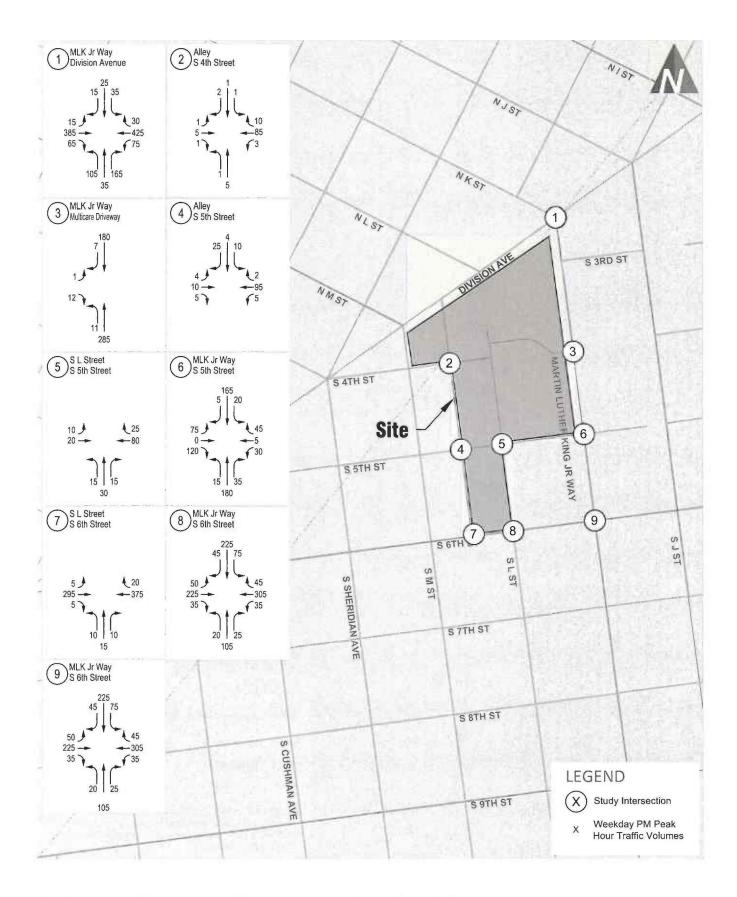
The existing adjusted PM peak hour volumes are summarized in Figure 7. Detailed traffic counts are provided in Appendix B.

Future without-project volumes were estimated by applying an annual growth rate of 1 percent per year to existing volumes to forecast 2025 without-project conditions. Future (2025) without-project traffic volumes are summarized in Figure 8.

² Adjustment factors were adjusted as necessary to improve volume balancing between the study area intersections.







Existing Weekday Peak Hour Traffic Volumes

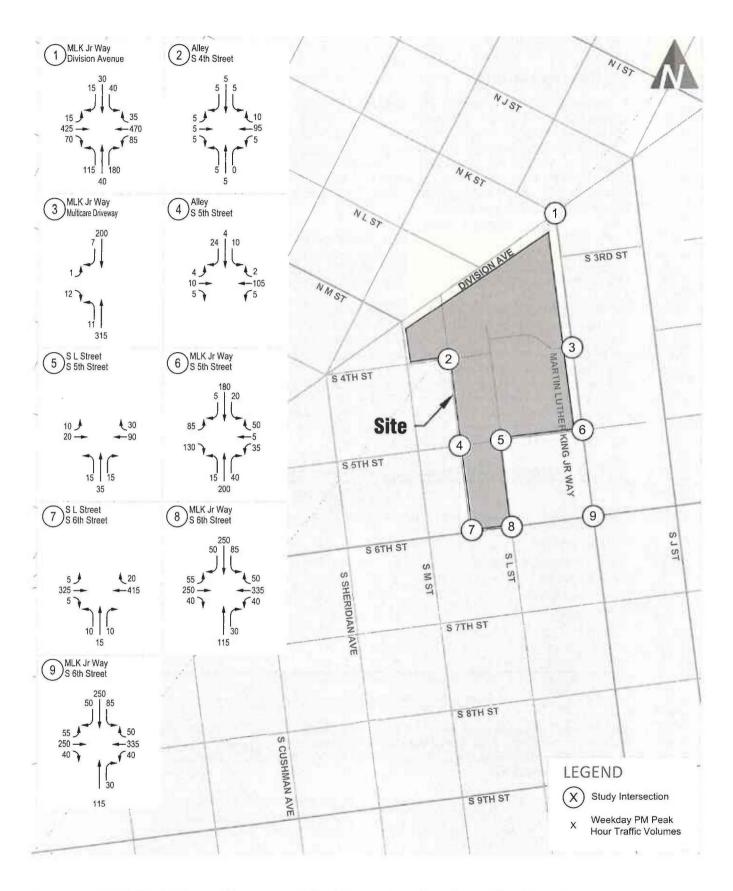
Mary Bridge Children's Hospital

transpogroup

FIGURE

7

[4] J. C. A. M. D. C. Thomas, and A. J. S. C. S. M. Wei and T. S. C. R. B. M.



Future (2025) Without-Project Weekday Peak Hour Traffic Volumes FIGURE

8

transpogroup

Mary Bridge Children's Hospital

e costi d'ilz in faurater d'ilà e d'il considerad'Il sub Berner d'

Traffic Operations

The operational characteristics of an intersection are determined by calculating the intersection level of service (LOS). Weekday PM peak hour traffic operations for existing and without-project conditions were evaluated at the study intersections based on the procedures identified in the *Highway Capacity Manual* (HCM 6th Edition) and were evaluated using Synchro 11. At signalized and all-way stop-controlled intersections, LOS is measured in average control delay per vehicle and is typically reported for the intersection as a whole. At side-street stop-controlled intersections, LOS is measured in delay per vehicle and reported for the worst operating movement.

Traffic operations for an intersection can be described alphabetically with a range of levels of service (LOS A through F), with LOS A indicating free-flowing traffic and LOS F indicating extreme congestion and long vehicle delays. Appendix C contains a detailed explanation of LOS criteria and definitions. The City of Tacoma has a LOS D standard.

Existing and future without-project traffic operation results at the study intersections are summarized in Table 5. Detailed LOS worksheets for each intersection analysis are included in Appendix D. Traffic control, and intersection channelization was maintained between existing and future (2025) without-project conditions with the exception of changes at two intersections due to implementation of the Link Extension project. Based on the streetcar plans shared by the City, protected/permitted left turn phasing was added along Division Avenue at the intersection of MLK Jr Way/N K Street & Division Avenue. At the MLK Jr Way & S 6th Avenue intersection, northbound left-turn movements were restricted, eastbound/westbound left-turn lanes were added and protected/permitted left turn phasing was assumed for all permitted left turn movements.

.

.....

. . . .

	2	020 Existin	g	2025	Without-P	roject
Intersection	LOS ¹	Delay ²	WM ³	LOS	Delay	WM
1. MLK Jr Way/N K St & Division Ave	В	10.4		В	17.6	-
2. Alley/S 4th Street	В	10.4	NB	В	10.7	NB
3. MLK Jr Way/MultiCare Driveway	В	11.0	EB	В	11.3	EB
4. Alley/S 5th Street	В	10.6	SB	В	10.7	SB
5. S L Street/S 5th Street	В	11.8	EB	В	12.0	EB
6. MLK Jr Way/S 5th Street	E	40.7	EB	F	59.8	EB
7. Alley/S 6th Ave	В	12.4	SB	В	13.0	SB
8. S L St/S 6th Ave	В	12.6	NB	В	13.3	NB
9. MLK Jr Way & S 6th Ave	В	15.0	-	С	24.1	-

1. Level of Service (A – F) as defined by the Highway Capacity Manual (HCM), 6th Edition)

2. Average delay per vehicle in seconds.

. . .

3. Worst movement reported for unsignalized intersections. Not applicable for all-way stop-controlled intersections.

As shown in Table 5, all study intersections currently operate at LOS B or better during the PM peak hour with the exception of the MLK Jr Way/S 5th Street intersection, which operates at LOS E. This intersection does not meet the City of Tacoma's LOS D or better standard under existing conditions.

Under 2025 without-project conditions, all study intersections are anticipated to continue operating at the same LOS as existing conditions with little increase in calculated delay with the exception of the MLK Jr Way/S 5th Street and MLK Jr Way/S 6th Ave intersections. All intersections are forecast to meet LOS standards except for the MLK Jr Way/S 5th Street intersection, which degrades to LOS F.

The poor operations at the MLK Jr Way/S 5th Street intersection are primarily a result of eastbound vehicles on S 5th Street having to wait for both gaps in pedestrian and vehicle traffic along MLK Jr Way. The western crosswalk was observed to have 247 pedestrian crossings in the weekday PM peak hour. The Synchro operations software conservatively assumes that pedestrians travel across the crosswalk individually evenly spaced throughout the hour and assumes pedestrians never yield. This is likely conservatively overestimating delays given pedestrians frequently cross intersections in groups and often use caution and yield at times when vehicles are present.

Traffic Safety

Collision records for the most recent pre-pandemic three-year period were reviewed for the off-site study intersections. The most recent three-year summary of collision data from the Washington Department of Transportation (WSDOT) is for the period between January 1, 2017 and December 31, 2019. A review of historical collisions was completed to identify potential safety issues. Table 6 summarizes the collision history at the study intersections.

	1	Number of	Collision	5	Annual	Collisions
Location	2017	2018	2019	Total	Average	per MEV ¹
1. MLK Jr Way/N K St & Division Ave	0	1	0	1	0.33	0.07
2. Alley & S 4th Street	0	0	0	0	0.00	0.00
3. MLK Jr Way & MultiCare Driveway	0	0	0	0	0.00	0.00
4. Alley & S 5th Street	0	0	0	0	0.00	0.00
5. S L Street & S 5th Street	1	0	0	1	0.33	0.64
6. MLK Jr Way & S 5th Street	1	0	0	1	0.33	0.15
7. S L St & S 6th Ave	1	0	2	3	1.00	0.56
8. MLK Jr Way & S 6th Ave	1	3	3	7	2.33	0.58

The majority of collisions resulted in property damage only. There were no reported fatalities within the study area; however, there was one pedestrian collision reported during the review period. The reported pedestrian collision occurred at the MLK Jr Way/S 6th Avenue intersection. Pedestrian volumes are high at the study intersections, which increases potential conflicts with vehicular traffic. A review of the pedestrian collision showed that it resulted during the vehicle making a permitted turning movement.

Based on this review of recent collision history near the project site, no significant patterns were identified that would indicate a potential safety issue.

Project Impacts

This section of the analysis documents the proposed project's impacts on the surrounding roadway network and study intersections. The cumulative impacts of the MultiCare Campus expansion project reflect the addition of the new MBCH, the medical office building, the demolition of existing buildings, as well as the new parking garages and related changes in access and internal circulation. As such, project impacts include net increases in traffic associated with new buildings as well as rerouting of existing trips associated with changes to circulation and access to parking. Both project trips and rerouted trips were added to background traffic to forecast potential impacts to off-site intersections.

Trip Generation

Project trip generation estimates were developed for the project were based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11h Edition, 2021. The ITE *Trip Generation Manual* is a nationally recognized and locally accepted compilation of studies used for estimating trip generation for new developments.

The proposed MBCH is projected to include a total of 96 beds, of which 84 are relocated from an existing MultiCare building and 12 are new beds. It was conservatively assumed that the existing MultiCare beds are backfilled upon construction of the new hospital resulting in a net new supply of 96 beds. In addition, the project includes the construction of a new 100,000 square foot medical office building. Within the ground floor of the new parking garages, 2,066 square feet of commercial space would be provided. It is conservatively assumed that these spaces are occupied by retail uses; however, these spaces may ultimately be occupied by lower activity uses.

To provide space for the proposed MBCH, medical office building and new parking garages, several buildings will be demolished. As outlined below, some of these existing uses will be absorbed into new or existing MultiCare buildings, while other buildings will be fully removed or relocated:

- Jackson Hall: Jackson Hall includes approximately 46,000 square feet of medical uses. Approximately 5,500 square feet of existing uses had already been located offsite at the time of data collection, approximately 26,000 square feet (the majority of which are not associated with MultiCare) are to be relocated off-site, and approximately 14,000 square feet will be relocated on-site (either in the new or existing MultiCare buildings).
- CHC East: CHC East consists of approximately 46,200 square feet of medical uses. Approximately 8,700 square feet of clinic space will be relocated off-site and approximately 37,500 square feet of space will be relocated on-site (either in new or existing MultiCare buildings).
- Medical Office Building: The existing 18,900 square foot medical office uses will be relocated regionally. The existing services provided within this building may be shifted off-site on certain days but may remain within the MultiCare campus on other days. Therefore, it is conservatively assumed that these uses are relocated on-site (either in new or existing MultiCare buildings).
- Church: The existing 12,000 square foot church will be relocated off-site.
- **Single-Family Dwelling Units**: 9 existing, occupied single-family dwelling units will be demolished.

To determine the net new trip generation for the site, trip generation for the proposed MBCH and medical office building were estimated using Land Use #610 (Hospital), Land Use #720



(Medical Office), and Land Use #822 (Strip Retail Plaza). Existing trip generation was estimated using Land Use #720 (Medical Office), Land Use #630 (Clinic), Land Use #560 (Church), and Land Use #210 (Single-Family Detached Housing). It should also be noted that an 18 percent non-auto reduction was assumed based on existing commuter patterns outlined in the 2015 *Tacoma Transportation Master Plan*.

Table 7 summarizes trip generation for each of the time periods, as well as the number of net new trips the project generates. Detailed trip generation calculations are included in Appendix D.

		Daily	AM P	eak Hour	Trips	PM P	eak Hour	Trips
Land Use	Size	Trips	In	Out	Total	Ìn	Out	Total
Proposed Use								_
Hospital	96 beds	1,758	102	39	141	54	108	162
Medical Office	100 ksf	2,612	178	42	220	58	175	233
Retail	2.07 ksf	92	3	2	5	5	7	12
Subtotal		4,462	283	83	366	108	270	378
Existing Uses								
Medical Office	26 ksf	679	45	12	57	14	47	61
Clinic	8.7 ksf	272	15	5	20	8	18	26
Church	12 ksf	75	2	2	4	3	2	5
Single-Family Residential	9 du	70	2	2	4	3	3	6
Subtotal		1,096	64	21	85	28	70	98
Net New Vehicle Trips		3,366	219	62	281	80	200	280

1. ksf = 1,000 square feet; du = dwelling units

As shown in Table 7, the proposed project is anticipated to generate approximately 4,462 daily trips, 366 weekday AM peak hour gross trips and 378 weekday PM peak hour gross trips. It is anticipated to generate 3,366 net new daily trips, 281 net new weekday AM peak hour trips and 280 net new weekday PM peak hour trips.

Trip Distribution

Travel patterns to and from the site for project-generated traffic were estimated based on a review of existing travel patterns, planned improvements and OnTheMap census data. OnTheMap is a web-based mapping and reporting application, which shows where workers are employed and where they live based on census data. The OnTheMap census data was reviewed for the number of people that work within a quarter-mile radius of the proposed project. The zip codes were evaluated to determine if a person would be more likely to travel to the zip code via vehicle or by other means. Trips from zip codes closer to the proposed project site or in more transit-oriented locations are more likely to use transit, walk, bike, or other non-single occupancy vehicle (SOV) modes. Zip codes outside the city limits and/or further from the site are more likely to drive.

Figure 9 illustrates the vehicle trip distribution within the study area. The weekday PM peak hour trips were assigned to the study area based on these travel patterns as well as internal circulation and parking access points. In conjunction with the proposed street vacations, it was assumed that S 4th Street is vacated and closed between S L Street and the existing alley to accommodate construction of the proposed visitor garage and that the private alley between S 4th Street and Division Avenue is closed to accommodate construction of the



medical office building. Additionally, it was assumed that S L Street between S 4th Street and S 5th Street is vacated in order to accommodate two-way travel (S L Street currently operates as one-way northbound).

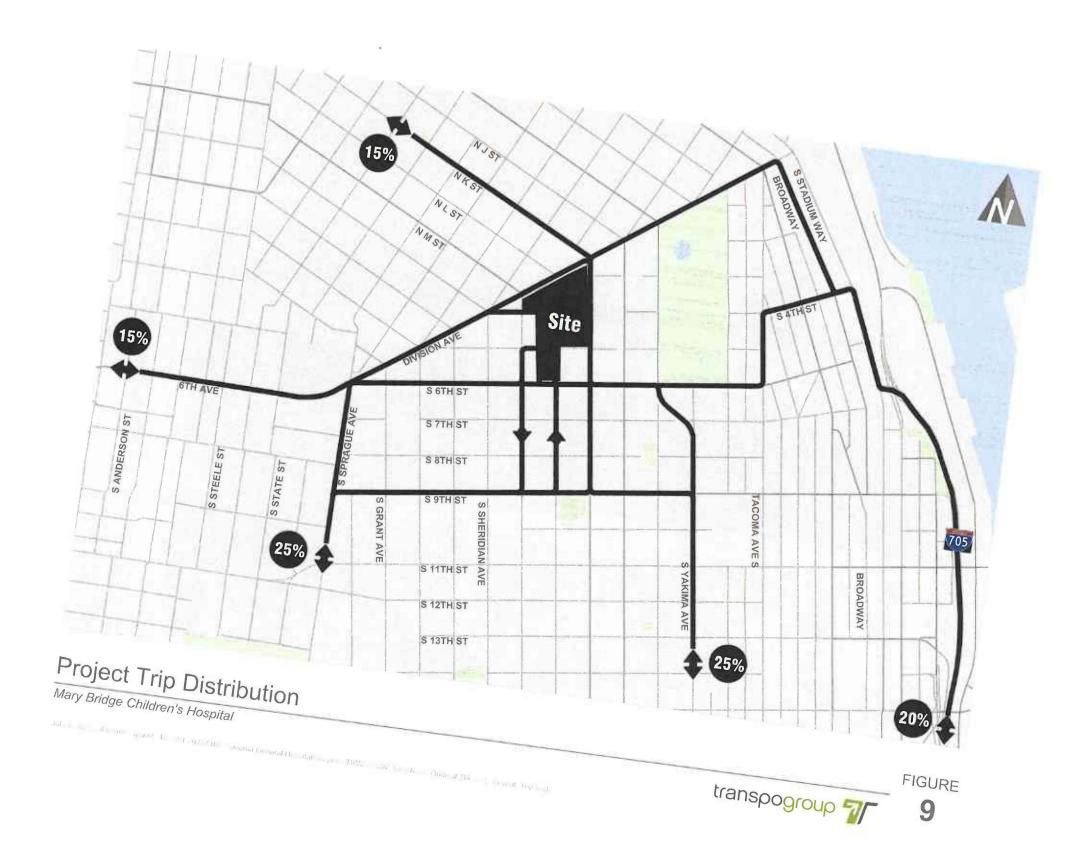
In accessing the site, vehicles may travel to one of several different parking access points. The new visitor garage is proposed to have two site access points: an outbound only driveway along the alley and a full access driveway along S L Street. The Baker Garage is proposed to maintain the same access locations; however, the internal circulation of the garage will be reversed such that the inbound only access is along the S 5th Street and the outbound only access is along the internal MultiCare driveway. The staff garage is proposed to have two site access locations: an outbound only driveway along the alley and a full access driveway along S L Street.

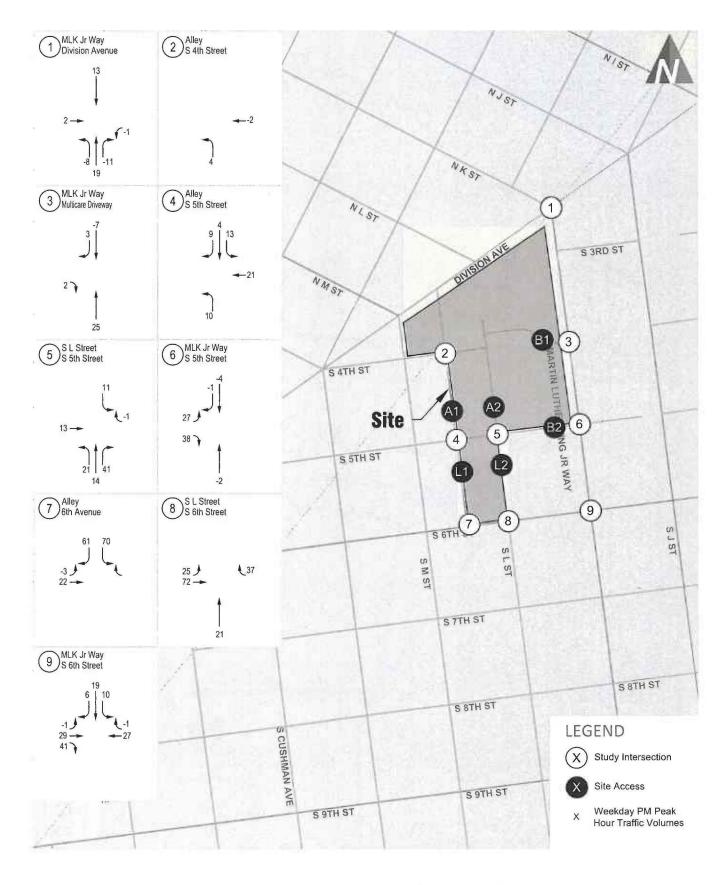
In addition to project-generated traffic, trips were rerouted from the existing parking areas to be demolished, to the nearest future parking garage or existing parking area. Additionally, existing traffic was rerouted to account for the proposed street vacations and changes to roadway circulation.

Traffic Volumes

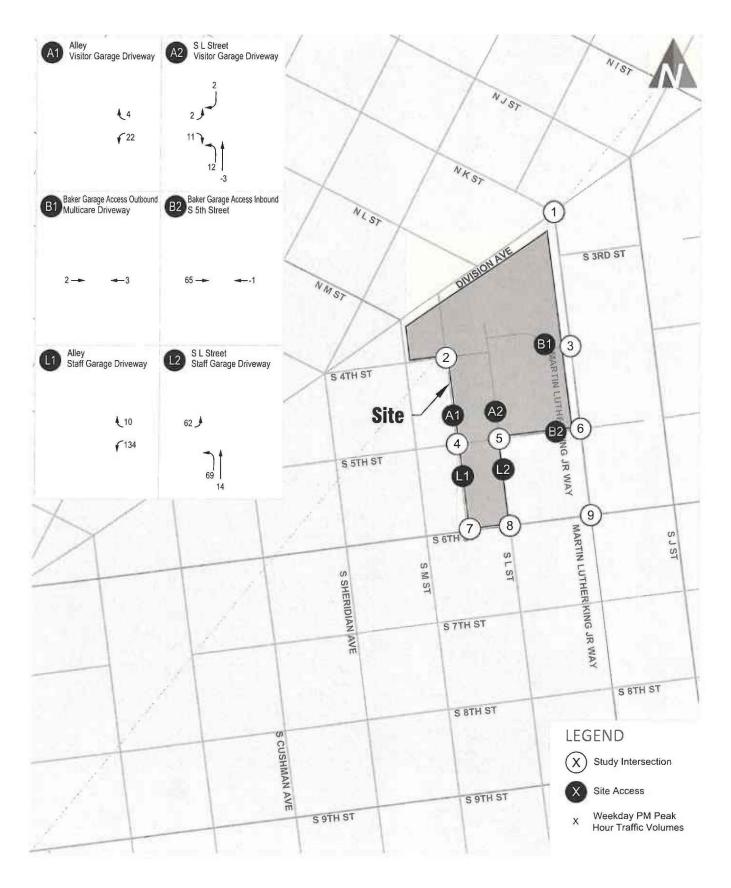
To determine future with-project volumes, project trips were added to the future withoutproject volumes. As discussed previously, project-related trips include traffic generated by the proposed buildings, diverted trips from existing parking areas to new parking areas, and rerouted trips associated with street vacations or circulation adjustments. These trips were distributed through the network as described in the previous section. Figure 10 and Figure 11 show trip assignment for the net new MBCH and medical office building trips at the study intersections and parking access intersections, respectively; Figure 12 and Figure 13 show the total change in traffic volumes between future without- and with-project conditions at the study intersections and parking access intersections, respectively, inclusive of net new MBCH and medical office building trips, diverted trips and rerouted trip.

The resulting future volumes with the added project trips are shown in Figure 14. The future with-project driveway volumes are shown in Figure 15.



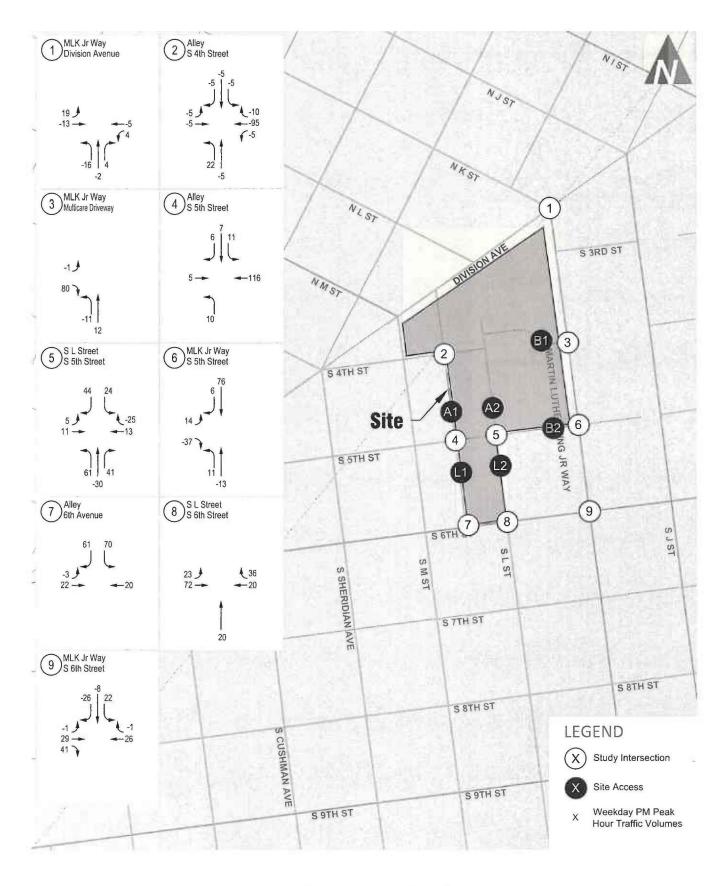


Net New Project Trip Assignment at Study Intersections FIGURE 10 Mary Bridge Children's Hospital transpogroup 7

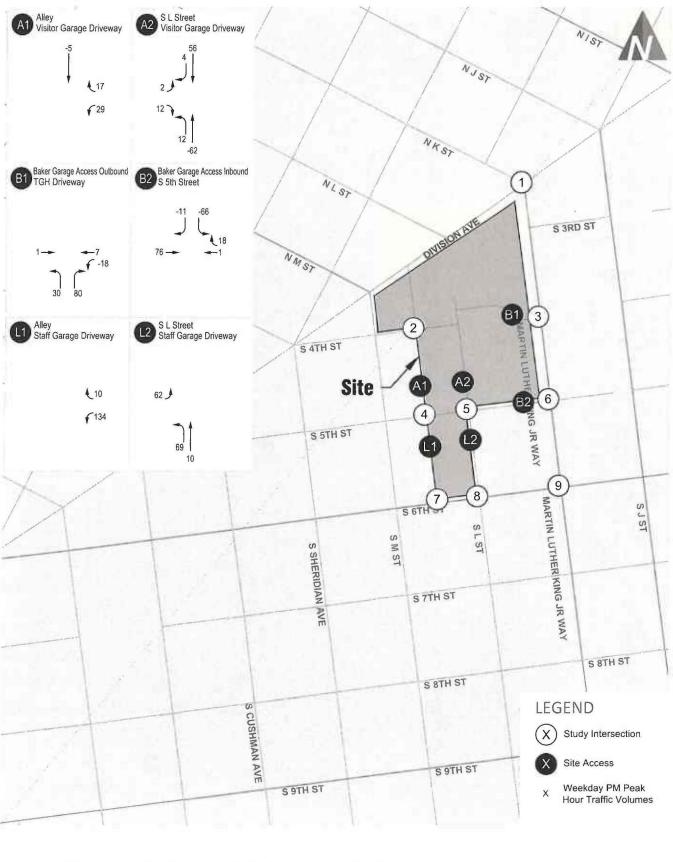


Net New Project Trip Assignment at Parking Access Point FIGURE 11 transpogroup 7

Mary Bridge Children's Hospital



Total Change in Traffic Volumes at Study Intersections FIGURE 12 Mary Bridge Children's Hospital transpogroup 7

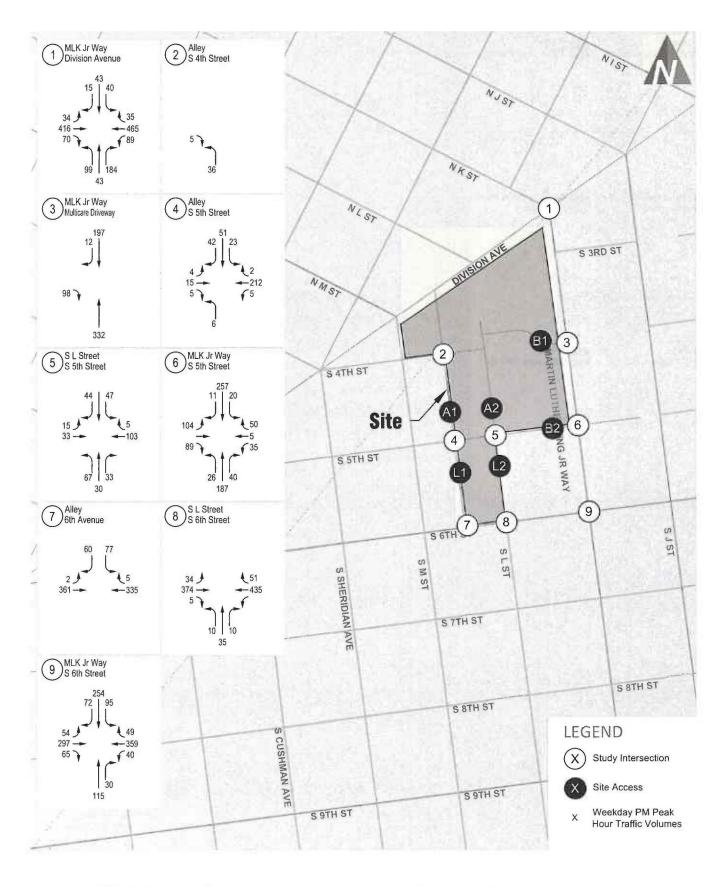


Total Change in Traffic Volumes at Driveways Mary Bridge Children's Hospital transpogroup

a the left of the marker like she big to for a marker of the

FIGURE

13



Future (2025) With-Project Weekday Peak Hour Traffic Volumes

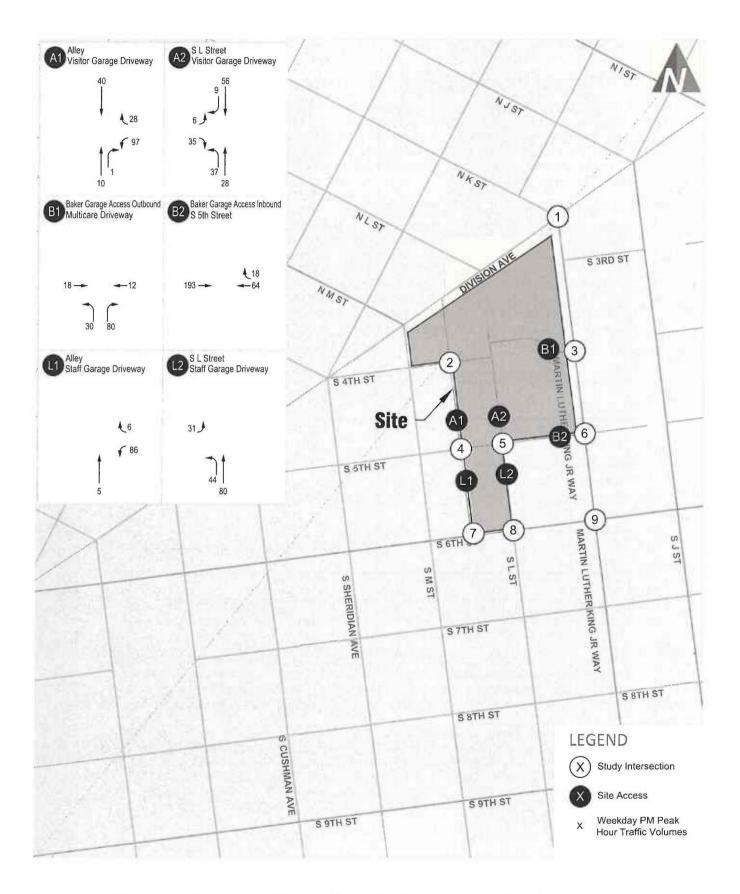
Mary Bridge Children's Hospital

transpogroup

FIGURE

14

al, the displacement of a set of the set of



Future (2025) With-Project PM Peak Hour Parking Access Traffic Volumes FIGURE

Mary Bridge Children's Hospital

transpogroup

15

Management of the second se

Traffic Operations Impact

A future (2025) with-project level-of-service analysis was conducted for the weekday PM peak hour to analyze traffic impacts of the proposed project based on the assumptions outlined in the previous section. The same methodologies were applied and all intersection parameters such as channelization and intersection control were consistent with those used in the evaluation of future without-project conditions, with the exception of the Alley/S 4th Street and S L Street/S 5th Street.

The Alley/S 4th Street intersection currently operates as two-way stop-controlled with freeflowing traffic along 4th Street. With the closures of S 4th Street east of the Alley and the private alley north of 4th Street, the intersection is effectively eliminated resulting in an "L" curve from 4th Street to the Alley. The intersection of S L Street/S 5th Street currently operates as two-way yield-controlled with free-flowing traffic along S L Street. With the conversion of S L Street to two-way operations between S 4th and 5th Street, it is proposed that the intersection operates as two-way stop-controlled with free-flowing traffic along S 5th Street. A comparison of future (2025) without-project and future with-project weekday PM peak hour traffic operations are summarized in Table 8. Detailed LOS worksheets are provided in Appendix D.

Table 8.	Future Without-Project and With-Project PM Peak Hour Intersection LOS Summary	
----------	---	--

	2025	Without-P	roject	202	5 With-Pro	ject	
Intersection	LOS ¹	Delay ²	WM ³	LOS	Delay	WM	
1. MLK Jr Way/N K St & Division Ave	В	17.6	-	В	17.9	-	
2. Alley/S 4th Street ⁴	В	10.7	NB	-	-	-	
3. MLK Jr Way/MultiCare Driveway	В	11.3	EB	в	12.3	EB	
4. Alley/S 5th Street	В	10.7	SB	С	16.5	NB	
5. S L Street/S 5th Street⁵	В	12.0	EB	С	17.0	SB	
6. MLK Jr Way/S 5th Street	F	59.8	EB	F	110.9	EB	
7. Alley/S 6th Ave	В	13.0	SB	С	18.2	SB	
8. S L St/S 6th Ave	В	13.3	NB	С	15.9	NB	
9. MLK Jr Way & S 6th Ave	С	24.1	÷	С	24.9	-	

1. Level of Service (A – F) as defined by the Highway Capacity Manual (HCM), 6th Edition)

2. Average delay per vehicle in seconds.

3. Worst movement reported for unsignalized intersections. Not applicable for all-way stop-controlled intersections.

4. Intersection effectively eliminated under 2025 with-project conditions, with the closure of S 4th Street.

 Intersection assumed as two-way stop-controlled, with free-flowing traffic along S 5th Street, with the conversion of S L Street two-way operations between S 4th and 5th Street.

With the addition of project generated traffic, all study intersections would continue to operate at LOS C or better, with the exception of the MLK Jr Way/S 5th Street intersection. With the addition of the proposed project, the MLK Jr Way/S 5th Street intersection is forecast to continue to operate at LOS F with an increase in delay of approximately 51 seconds.

While delay at the intersection of MLK Jr Way/S 5th Street is expected to increase, the site circulation has been designed in such a way to minimize impacts at this intersection. By reversing the flow of the Baker Garage and providing egress to the alley from the proposed staff garage, the eastbound volumes at MLK Jr Way/S 5th Street actually decrease as compared to the without-project conditions. The increase in delay is primarily a result of additional north-south traffic along MLK Jr Way in combination with the high pedestrian volumes at this intersection.

MLK Jr Way/S 5th Street

As stated previously, the poor eastbound operations at the MLK Jr Way/S 5th Street intersection are primarily a result from eastbound vehicles on S 5th Street having to wait for both gaps in pedestrian and vehicle traffic along MLK Jr Way. The western crosswalk was observed to have 247 pedestrian crossings in the weekday PM peak hour. The Synchro operations software conservatively assumes that pedestrians travel across the crosswalk individually evenly spaced throughout the hour and assumes pedestrians never yield. This is likely conservatively overestimating delays given pedestrians frequently cross intersections in groups and often use caution and yield at times when vehicles are present.

Given the poor calculated operations, further analysis was completed to determine if additional improvements such as a traffic signal would be warranted. A signal warrant analysis was completed at the MLK Jr Way/S 5th Street intersection based on methodologies outlined in the Manual on Uniform Traffic Control Devices (MUTCD) to evaluate the need for a traffic signal. The MUTCD provides criteria related to traffic volumes and safety for warranting a traffic signal that are recommended be met before a traffic signal would be considered. To estimate the four-hour and eight-hour signal warrants, weekday PM peak hour volumes at the intersection were extrapolated using distribution data from National Cooperative Highway Research Program (NCHRP) Report 365.

Based on the MUTCD signal warrant analysis, the intersection does not meet the peak-hour, four-hour and eight-hour signal warrants under future (2025) with-project conditions. Signal warrant analysis worksheets are provided in Appendix E.

Given that a traffic signal is not warranted at MLK Jr Way/S 5th Street, pedestrian improvements are proposed at the intersection of S 5th Street/S L Street to encourage more pedestrians, particularly those parking in the new staff garage, to use S L Street as a primary pedestrian pathway. S L Street provides a direct pedestrian route to the new MBCH as well as the Baker Center. By shifting approximately 25 percent of the pedestrian activity at MLK Jr Way/S 5th Street to S 5th Street/S L Street, the westbound vehicular delay at the intersection of MLK Jr Way/S 5th Street would decrease to be consistent with that projected in the without-project conditions.

To encourage this shift in pedestrian activity, pedestrian improvements between the proposed parking garages and the campus are proposed along the S L Street corridor. This includes frontage and sidewalk improvements along S L Street and improvements to the intersection of S 5th Steet/S L Street that include the installation of an all-way stop controlled for vehicular traffic and curb bulb extensions to decrease pedestrian crossing distances and reduce conflicts between pedestrians and vehicles. Additionally, the reversal of flow for the Baker Garage will eliminate vehicles from that garage exiting onto S 5th Street.

Parking Access Operations Analysis

Weekday PM peak hour traffic operations for future with-project conditions were evaluated at parking access locations based on the procedures identified in the Highway Capacity Manual (HCM 6th) (6th Edition) and were evaluated using the Synchro 11 software program. The PM future with-project site access operations are shown in Table 9.



Table 9. Future With-Project Site Acc	our Intersection LOS	Summary			
Intersection	LOS ¹	Delay ²	WM ³		
A1. Alley/Visitor Garage Driveway	А	9.3	WB		
A2. S L Street /Visitor Garage Driveway	А	8.7	EB		
B1. Baker Garage Outbound/MultiCare Dwy	А	8.9	NB		
B2. Baker Garage Inbound/S 5th St	-	-	-		
L1. Alley/Staff Garage Driveway	В	10.1	WB		
L2. S L Street /Staff Garage Driveway	А	9.2	EB		

1. Level of Service (A - F) as defined by the Highway Capacity Manual (HCM), 6th Edition)

2. Average delay per vehicle in seconds.

3. Worst movement reported for unsignalized intersections. Not applicable for all-way stop-controlled intersections.

As shown in Table 9, the site access locations are forecast to operate at LOS B or better under future (2025) with-project conditions.

Parking Compliance

The following sections describe the proposed parking supply and code requirements of the proposed project.

Supply

The proposed project would include two new parking garages totaling 835 parking spaces. The visitor garage would include 480 parking spaces and the staff garage would include 355 parking spaces. These garages would directly replace two surface lots totaling 161 parking spaces. As such, the project is supplying a total of 674 net new parking spaces.

Code Requirements

Table 10 summarizes the parking code requirements for the proposed project³. As summarized, 334 parking spaces would be required based on Tacoma Municipal Code (TMC) requirements. The project would meet code requirements by supplying a total of 674 net new parking spaces.

Table 10. Code Required	Parking Supply						
		Required Parking Stalls ²					
Land Use	Size1	Rate	Required				
Hospital	96 beds	1.75 per bed	168				
Medical Office	100 ksf	3 per ksf	300				
30% Reduction ³ (per TMC 13.06.090.C.3.j(2))			-140				
Retail	2.07 ksf	2.50 per ksf	6				
Total Required Parking			334				
1 ksf = 1,000 square feet							

I. KST - 1,000 Square teet
 Tacoma Municipal Code (TMC), 13.06.090.C.3.h

The Hospital and Medical Office uses are within the Mixed Use District. Per TMC 13.06.090.C.3.j(2), parking in the Mixed Use Districts shall be 70% of the required parking identified in TMC 13.06.090.C.3.h.

³ Per TMC 13.17.020, "No parking is required for any structure in existence upon the date the Mixed-Use Center was created within which it exists (which was November 21, 1995). New development shall provide parking as required." As such, this analysis specifically addresses the parking demand of the proposed buildings and associated uses.



Findings and Recommendations

This transportation impact study summarizes the cumulative traffic impacts of the proposed MBCH and parking garages. General findings and recommendations are summarized below:

Proposed Development

- Development Program
 - The proposed MultiCare Campus expansion includes the construction of the new Mary Bridge Children's Hospital (MBCH), a 100,000 square foot medical office building, and two (2) new parking garages. The new MBCH will provide a total of 96 hospital beds. In addition, 2,066 square feet of commercial space would be located within the ground-floor of the new parking garages. It is conservatively assumed that these spaces are occupied by retail uses; however, these spaces may ultimately be occupied by lower activity uses.
 - To accommodate MBCH and the parking garages several existing buildings and parking areas will be removed, including the following:
 - Jackson Hall, which includes approximately 46,000 square feet of medical office space and a 210-space parking garage
 - CHC East, which includes approximately 46,200 square feet of clinic space
 - A 18,900 square foot medical office building with 15 parking spaces
 - A 12,000 square foot church
 - The 146-space A Parking Lot
 - 9 single-family dwelling units
- Parking
 - The new visitor garage will consist of approximately 480 parking spaces and will replace the existing A Lot, which consists of 146 parking spaces. The visitor garage is expected to serve existing and future visitors and patients.
 - The new staff garage will consist of approximately 355 parking spaces. The staff garage is expected to serve existing and future employees.
 - 15 existing parking spaces which serve the existing medical office building to be demolished will be eliminated.
 - The proposed project results in a net increase of 674 parking spaces.
- Circulation
 - The project includes the following street and alley vacations including the following:
 - Closure of S 4th Street between S L Street and the existing alley to accommodate construction of the proposed visitor garage and the central utility plant for the new hospital.
 - Vacation of S 4th Street between S M Street and the existing alley to accommodate loading activity and access to the visitor garage.
 - Closure of the private alley between S 4th Street and Division Avenue to accommodate the proposed medical office building.



- Vacation of S L Street between S 4th Street and S 5th Street to accommodate two-way travel (S L Street currently operates as oneway northbound).
- The existing A Lot has three access points: two along S 4th Street and one along the alley. The new visitor garage, which will replace the A Lot, is proposed to have two site access points: an outbound only driveway along the alley and a full access driveway along S L Street.
- The staff garage is proposed to have two site access locations: an outbound only driveway along the alley and a full access driveway along S L Street.
- The Baker Garage will maintain its two access locations. To improve access and safety at the northern end of the garage, the internal circulation of the garage will be reversed such that the inbound only access is along S 5th Street and the outbound only access is along the internal MultiCare driveway.
- All patient pick-up/drop-off activity will be located within the reconfigured internal drop-off area accessible from MLK Jr Way and S L Street
- Ambulance drop-off will be located along Division Avenue and loading docks will be accessible from Division Avenue and the vacated section of S 4th Street.

Trip Generation

• The proposed project is anticipated to generate 3,366 net new daily trips, 281 net new weekday AM peak hour trips and 280 net new weekday PM peak hour trips.

Traffic Operations

 With the addition of project trips, the off-site study intersections will continue to meet LOS standards; except for the MLK Jr Way/S 5th Street intersection, which does not meet LOS standards under existing conditions and without-project conditions. The site access points are expected to operate at LOS B or better.

MLK Jr Way/S 5th Street

- The poor operations at the MLK Jr Way/S 5th Street intersection are primarily a result
 of eastbound vehicles on S 5th Street having to wait for both gaps in pedestrian and
 vehicle traffic along MLK Jr Way. Synchro operations software assumes that
 pedestrians travel across the crosswalk individually, evenly spaced throughout the
 hour and assumes pedestrians never yield. This is likely conservatively
 overestimating delays at the intersection.
- A signal warrant analysis was performed at the intersection of MLK Jr Way/S 5th Street. The intersection is not anticipated to meet the one-hour, four-hour or eight-hour signal warrants under future (2025) with-project conditions.
- Pedestrian improvements, including frontage improvements along S L Street and the installation of an all-way stop and curb bulb extensions at the intersection of S 5th Street/S L Street, are proposed to encourage pedestrians to use S L Street as a primary pedestrian pathway. By shifting approximately 25 percent of the pedestrian activity at MLK Jr Way/S 5th Street to S 5th Street/S L Street, the westbound vehicular delay at the intersection of MLK Jr Way/S 5th Street would decrease to be consistent with that projected under the without-project conditions.



Appendix A: Detailed Traffic Counts

Prepared for: CH2M HILL

Traffic Count Consultants, Inc.

INT 08

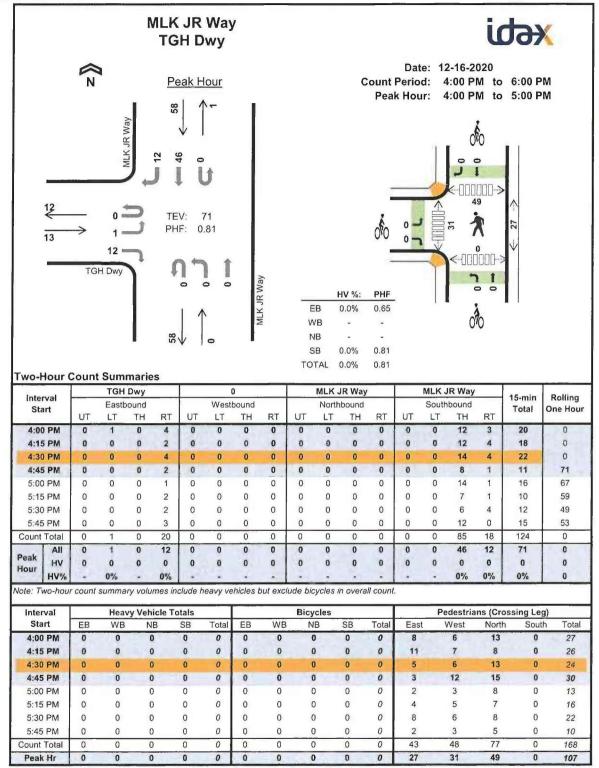
INT 09 INT 10 INT 11 INT 12 2 10

CH2M14046M_12p

E.

					Alle 4th											id	Э	
			1	<u>P</u> €	eak H	<u>Hour</u> ∿∽					C		Date Perioc k Hou	1: 4	2-16-2 4:00 P 4:00 P	M to	6:00 P 5:00 P	
59 5		0 1 3 1 5 4th St		ן דד פו רב אין		84 0.66 1 1		S 4th 3 10 57 3 0	<	B B	HV %: 0.0% 1.4%	PHF 0.42 0.60						ojo
		_	.	S.	V	9	-		NI SI TOT	в	0.0% 0.0% 1.2%	0.75 0.38 0.66						
Two-Hour	Coun	S 4t	h St	es			h St				lley				ley		15-min	Rolling
Two-Hour Interval Start		S 4t Eastb	h St bound	-	 UT	West	bound	RT	UT	North	bound	RT		South	bound	RT	15-min Total	Rolling One Hour
Interval	UT	S 4t	h St	RT 0 1	UT 0 0		All and a second second	RT 6 1	UT 0 0			RT 0 0	UT 0 0			RT 0 1		-
Interval Start 4:00 PM	UT 0	S 4t Eastb LT 1	h St bound TH 2	RT 0	0	West LT 1	bound TH 22	6	0	North LT 0	nbound TH 0	0	UT 0	South LT 0	ibound TH 0	0	Total	One Hou 0
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	UT 0 0 0 0 0 0 0	S 4t Eastb LT 0 0 0 1 0	h St bound TH 2 0 0 1 1 1 0	RT 0 1 0 0 0	0 0 0 0 0 0	Westl LT 1 0 1 1 0	22 11 21 3 8 1	6 1 1 2 1 2	0 0 0 0 0	North LT 0 1 0 0 0 0	nbound TH 2 1 2 1 0	0 0 0 0 0	UT 0 0 0 0 0	South LT 0 1 0 0 0 0	1 1 1 1 1	0 1 0 0 0	Total 32 18 24 10 14 4	One Hou 0 0 84 66 52
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	UT 0 0 0 0 0	S 4t Eastb LT 0 0 0 1	h St bound TH 2 0 0 1 1	RT 0 1 0 0 0	0 0 0 0 0	Westl LT 1 0 1 1	0000000 TH 22 11 21 3 8	6 1 1 2 1	0 0 0 0	North LT 0 1 0 0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 0 0 0	UT 0 0 0 0 0	South LT 0 1 0 0 0	nbound TH 0 0 0 1 1	0 1 0 0 0	Total 32 18 24 10 14	One Hou 0 0 0 84 66
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total	UT 0 0 0 0 0 0 0 0 0 0 0 0	S 4t Eastb LT 0 0 0 1 0 1 1 1 4	h St bound TH 2 0 1 1 1 0 3 3 3 10	RT 0 1 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	Westl LT 1 0 1 1 0 0 0 0 0 4	22 11 21 3 8 1 5 6 77	6 1 1 2 1 2 3 1 17	0 0 0 0 0 0 0 0 0 0	North LT 0 1 0 0 0 0 0 0 0 1	10000000000000000000000000000000000000	0 0 0 0 0 0 0 0 0	UT 0 0 0 0 0 0 0 0 0 0	South LT 0 0 0 0 0 0 0 0 1	10000000000000000000000000000000000000	0 1 0 0 0 0 0 0 0 0 1	Total 32 18 24 10 14 4 13 13 128	One Hou 0 0 84 66 52 41 44 0
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Peak Hour Hv	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S 4tt Eastb LT 0 0 0 1 1 0 1 1 1 4 1 0 0%	h St bound TH 0 0 1 1 0 3 3 10 3 0 0%	RT 0 1 0 0 0 0 0 0 0 1 1 1 0 %	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Westl LT 1 1 0 1 1 1 0 0 0 0 4 3 0 0%	Dound TH 22 11 21 3 8 1 5 6 77 57 1 2%	6 1 1 2 1 2 3 1 17 10 0 0%	0 0 0 0 0 0 0 0 0 0 0 0 0 0	North LT 0 0 1 0 0 0 0 0 0 0 1 1 0 0%	1bound TH 2 1 2 1 0 0 2 8 5 0 0%	0 0 0 0 0 0 0 0 0 0 0 0 0	UT 0 0 0 0 0 0 0 0 0 0 0 0 0	South LT 0 0 0 0 0 0 0 0	10000000000000000000000000000000000000	0 1 0 0 0 0 0 0	Total 32 18 24 10 14 4 13 13	One Hou 0 0 84 66 52 41 44
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Peak HU HV% tote: Two-ho	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S 4tt Eastb LT 1 0 0 1 1 1 1 4 1 0 0%	h St bound TH 2 0 0 1 1 1 0 3 3 10 3 0 0% ary volu	RT 0 1 0 0 0 0 0 0 0 1 1 0 0%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Westl LT 1 1 0 1 1 1 0 0 0 0 4 3 0 0%	Dound TH 22 11 21 3 8 1 5 6 77 57 1 2%	6 1 1 2 1 2 3 1 17 10 0 0%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North LT 0 0 1 0 0 0 0 0 0 0 0 1 1 0 0%	1bound TH 2 1 2 1 0 0 2 8 5 0 0%	0 0 0 0 0 0 0 0 0 0 0 0 0	UT 0 0 0 0 0 0 0 0 0 0 0 0 0	South LT 0 1 0 0 0 0 0 0 1 1 0 0%	bound TH 0 0 1 1 1 1 1 0 4 1 0 0%	0 1 0 0 0 0 0 0 0 1 1 1 0 0%	Total 32 18 24 10 14 4 13 13 128 84 1 1%	One Hou 0 0 84 66 52 41 44 0 0 0 0 0 0
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Peak Hour HV% tote: Two-ho	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S 4tt Eastb LT 1 0 0 1 1 1 4 1 0 0% 5 summe Hea	h St Doound TH 2 0 0 1 1 0 3 3 10 3 0 0% ary volu	RT 0 1 0 0 0 0 0 1 1 0 0%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Westl LT 1 0 1 1 0 0 0 4 3 0 0% heavy v	Dound TH 22 11 21 3 8 1 5 6 77 57 1 2% ehicles	6 1 1 2 1 2 3 1 17 10 0 0% but exc	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North LT 0 0 1 0 0 0 0 0 0 1 1 0 0% 0% Ccycless	10000000000000000000000000000000000000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	South LT 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	bound TH 0 0 1 1 1 1 1 0 4 1 0 0%	0 1 0 0 0 0 0 0 1 1 0 0%	Total 32 18 24 10 14 4 13 128 84 1 1% Dessing Le	One Hou 0 0 84 66 52 41 44 0 0 0 0 0 0 0
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Peak Hour Hvy tote: Two-ho	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S 4tt Eastb LT 1 0 0 1 1 1 1 4 1 0 0%	h St TH 2 0 0 1 1 0 3 3 0 0% 0% Vy Veh N	RT 0 1 0 0 0 0 0 0 1 1 0 0% 1 1 0 0% 1 1 0% 1 1 0% 1 0% 1 0% 1 0% 1 0% 1 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Westl LT 1 1 0 1 1 1 0 0 0 0 4 3 0 0%	Dound TH 22 11 21 3 8 1 5 6 77 57 1 2%	6 1 1 2 1 2 3 1 17 10 0 0%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North LT 0 0 1 0 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0	1bound TH 2 1 2 1 0 0 2 8 5 0 0%	0 0 0 0 0 0 0 0 0 0 0 0 0	UT 0 0 0 0 0 0 0 0 0 0 0 0 0	South LT 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	bound TH 0 0 1 1 1 1 1 0 4 1 0 0%	0 1 0 0 0 0 0 0 0 1 1 1 0 0%	Total 32 18 24 10 14 4 13 128 84 1 1% Dessing Le	One Hou 0 0 84 66 52 41 44 0 0 0 0 0 0 0 0 0
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Peak Hour Hvy tote: Two-ho	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S 4tt Eastb LT 1 0 0 1 1 1 4 1 0 0% 5 summe Hea WB	h St TH 2 0 0 1 1 0 3 3 0 0% 10 3 0 0% Vy Veh N	RT 0 1 0 0 0 0 0 1 1 0 0%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Westl LT 1 1 0 1 1 1 0 0 0 4 3 0 0 % heavy v	22 11 21 3 8 1 5 6 77 57 1 2% ehicles	6 1 1 2 3 1 17 10 0 % but exc	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North LT 0 0 1 0 0 0 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 2 1 0 0 0 0	1bound TH 2 1 2 1 0 0 2 8 5 0 0% 5 0 0% 5 8 5 0 0% 5 8 5 8 5 8 5 0 0%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	South LT 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	bound TH 0 0 1 1 1 1 1 1 0 4 1 0 0%	0 1 0 0 0 0 0 0 1 1 0 0%	Total 32 18 24 10 14 4 13 128 84 1 1% Possing Legan Source	One Hou 0 0 84 66 52 41 44 0 0 0 0 0 0 0 0 0 0
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Peak Hour Hvy tote: Two-ho Interval Start 4:00 PM	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S 4tt Eastb LT 1 0 0 1 1 1 4 1 0 0% 5 summe Hea WB 0	h St Double of the second of	RT 0 1 0 0 0 0 0 1 1 0 0% 0 1 1 0 0% 0%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Westl LT 1 1 0 1 1 1 0 0 0 4 3 0 0 % heavy v	Cound TH 22 11 21 3 8 1 5 6 77 57 1 2% EB 0	6 1 1 2 3 1 17 10 0 % but exc	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North LT 0 0 1 0 0 0 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 5 2 5 3	bound TH 2 1 2 1 0 0 2 8 5 0 0% 5 5 0 0% 5 8 5 0 0% 5 8 5 0 0% 5 8 5 0 0% 5 8 5 0 0% 5 8 5 0 0% 5 9% 5 9% 5 9% 5 9% 5 9% 5 9% 5	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	South LT 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	bound TH 0 0 1 1 1 1 1 1 0 4 1 0 0%	0 1 0 0 0 0 0 0 1 1 0 0%	Total 32 18 24 10 14 4 13 13 128 84 1 1% Possing Le 5 Source 2	One Hou 0 0 84 66 52 41 44 0 0 0 0 0 0 0 0 0 0 0 16
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Hour HV% tote: Two-ho Interval Start 4:00 PM 4:15 PM	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S 4tt Eastb LT 1 0 0 1 1 1 4 1 0 0% 5 summe Hea WB 0 1	h St Double of the second of	RT 0 1 0 0 0 0 0 1 1 0 0% 1 1 0 0% 0 1 1 0% 0% 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Westl LT 1 1 0 1 1 1 0 0 0 4 3 0 0 4 3 0 0 % heavy v	Cound TH 22 11 21 3 8 1 5 6 77 57 1 2% EB 0 0	6 1 1 2 3 1 17 10 0 % but exc	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North LT 0 0 1 0 0 0 0 0 0 0 1 1 0 0% ccycles 3	bound TH 2 1 2 1 0 0 2 8 5 0 0 2 8 5 0 0% 5 5 0 0% 5 8 5 0 0% 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	South LT 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	bound TH 0 0 1 1 1 1 1 1 0 4 1 0 0%	0 1 0 0 0 0 0 0 1 1 0 0%	Total 32 18 24 10 14 4 13 13 128 84 1 1% Possing Le 5 Source 2 0	One Hou 0 0 84 66 52 41 44 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Hour HV% tote: Two-ho Interval Start 4:00 PM 4:15 PM 4:30 PM	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S 4tt Eastb LT 1 0 0 1 1 1 4 1 0 0% 5 summe WB 0 1 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0	h St bound TH 2 0 0 1 1 0 3 3 0 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	RT 0 1 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Westl LT 1 1 0 1 1 0 0 0 4 3 0 0 0 4 3 0 0 % heavy v Total 0 1 0 1 0	Document TH 22 11 21 3 8 1 5 6 77 57 1 2% EB 0 0 0 0 0 0 0	6 1 1 2 3 1 17 10 0 % but exc	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North LT 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bbound TH 0 2 1 2 1 0 2 3 5 0 0% 6 in ove SB 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	South LT 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	bound TH 0 0 1 1 1 1 1 1 1 0 4 1 0 0% 0% 0%	0 1 0 0 0 0 0 0 0 1 1 0 0% North 8 3 0 1	Total 32 18 24 10 14 4 13 128 84 1 1% Possing Le 5 South 2 0 1 0 0 0 0	One Hou 0 0 84 66 52 41 44 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Hour HV% Iote: Two-hol Interval Start 4:00 PM 4:15 PM 4:30 PM 4:30 PM 4:30 PM 5:00 PM 5:00 PM 5:15 PM	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S 4tt Eastb LT 1 0 0 1 1 1 4 1 0 0% 5 summe WB 0 1 0 0 0 0 0 0 0 0 0	h St bound TH 2 0 0 1 1 0 3 3 0 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	RT 0 1 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Westl LT 1 1 0 1 1 0 0 0 4 3 0 0 4 3 0 0 4 3 0 0 0 4 3 0 0 0 7 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Document TH 22 11 21 3 8 1 5 6 77 57 1 2% EB 0 0 0 0 0 0 0 0 0 0	6 1 1 2 3 1 17 10 0 % but exc	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North LT 0 0 1 0 0 0 0 0 0 0 1 1 0 0% ccycles 3	bbound TH 0 2 1 2 1 0 2 3 5 0 0% 6 SB 0 0% 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	South LT 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	bound TH 0 0 1 1 1 1 1 1 1 0 4 1 0 0% 0% 0%	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	Total 32 18 24 10 14 4 13 128 84 1 1% Source 0 1 0 0 0 0 0 0 0	One Hou 0 0 84 66 52 41 44 0 0 0 0 0 0 0 0 0 0 1 4 5 2 1 4 5 1 4 5 1 4 5 1 1 1 1 1 1 1 1 1 1 1 1 1
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Peak Hour HV HV% Iote: Two-ho Interval Start 4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:00 PM 5:30 PM	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S 4t Eastb LT 1 0 0 1 1 1 1 4 1 0 0% * summa * WB 0 1 1 0 0 0 0 1 0 0 0 1	h St bound TH 2 0 0 1 1 1 0 3 3 10 3 0 0% 9% 9% N N 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	RT 0 1 0 0 0 0 0 1 1 0 0% 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Westl LT 1 1 0 1 1 0 0 0 4 3 0 0 0 4 3 0 0 0 4 3 0 0 0 4 5 7 1 0 0 0 0 7 0 0 0 0 2	Document TH 22 11 21 3 8 1 5 6 77 57 1 2% EB 0 0 0 0 0 0 0 0 0 0 0 0	6 1 1 2 3 1 17 10 0 % but exc	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North LT 0 0 1 0 0 0 0 0 0 0 1 1 0 0% ccycles 3	bbound TH 0 2 1 2 1 0 2 3 5 0 0% 5 0% 5 0% 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	UT 0 0 0 0 0 0 0 0 0 0 0 0 0	South LT 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	bound TH 0 0 1 1 1 1 1 1 1 0 4 1 0 0% 0% 0% 0%	0 1 0 0 0 0 0 1 1 0 0%	Total 32 18 24 10 14 4 13 128 84 1 1% 5 5 5 0 1 0 0 0 1 1 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1	One Hou 0 0 84 66 52 41 44 0 0 0 0 0 0 0 0 0 0 1 4 5 1 4 5 1 4 5 1
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Hour HV% Iote: Two-hol Interval Start 4:00 PM 4:15 PM 4:30 PM 4:30 PM 4:30 PM 5:00 PM 5:00 PM 5:15 PM	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S 4tt Eastb LT 1 0 0 1 1 1 4 1 0 0% 5 summe WB 0 1 0 0 0 0 0 0 0 0 0	h St bound TH 2 0 0 1 1 1 0 3 3 10 3 0 0% 10 3 0 0% N VV Veh N	RT 0 1 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Westl LT 1 1 0 1 1 0 0 0 4 3 0 0 4 3 0 0 4 3 0 0 0 4 3 0 0 0 7 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Document TH 22 11 21 3 8 1 5 6 77 57 1 2% EB 0 0 0 0 0 0 0 0 0 0	6 1 1 2 3 1 17 10 0 % but exc	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North LT 0 0 1 0 0 0 0 0 1 1 0 0% ccycles 3	bbound TH 0 2 1 2 1 0 2 3 5 0 0% 5 0% 5 0% 5 0% 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	South LT 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	bound TH 0 0 1 1 1 1 1 1 1 0 4 1 0 0% 0% 0%	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	Total 32 18 24 10 14 4 13 128 84 1 1% Source 0 1 0 0 0 0 0 0 0	One Hou 0 0 84 66 52 41 44 0 0 0 0 0 0 0 0 0 0 1 4 5 2 1 4 5 1 4 5 1 4 5 1 1 1 1 1 1 1 1 1 1 1 1 1

Later and		S 4t	n St	_	-	S 4t	h St			All	ey			Al	ley			
Interval Start		Eastb	ound			West	bound	6		North	bound			South	bound		15-min Total	Rolling One Hour
Start	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	тн	RT	UT	LT	TH	RT	Total	One nour
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	105	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0
	0 Count	0 Sumi	0 narie	0 Is - Bi	0 kes	0	1	0	0	0	0	0	0	0	0	0	1	0
Peak Hour		Sumr S 4tl	marie n St			S 4t	h St	0		All	ey	0	0	AI	ley	0		1
	Count	Sum S 4tl Eastb	narie n St ound	s - Bi	kes	S 4t West	h St			All	ey bound			All South	ley bound		1 15-min Total	Rolling
wo-Hour (Interval Start	Count	Sum S 4tl Eastb	marie n St ound	e s - Bi RT	kes LT	S 4t Westt T	h St bound H	RT	LT	All Northt Ti	ey bound H	RT	LT	All South T	l ey bound H	RT	15-min Total	Rolling One Hour
wo-Hour (Interval Start 4:00 PM	Count LT 0	Sum S 4ti Eastb Th 0	marie n St ound H	es - Bi RT 0	kes LT	S 4t Westt T	h St bound H	RT 0	LT	All Northt Ti	ey bound H	RT 0	LT	All South T	ley bound H	RT 0	15-min Total 0	Rolling One Hour 0
wo-Hour (Interval Start 4:00 PM 4:15 PM	LT 0 0	Sum S 4ti Eastb TH 0 0	marie n St ound H	RT 0 0	LT 0	S 4t West T	h St bound H	RT 0 0	LT 0 0	All Northb TI 0 0	ey bound H	RT	LT 0 0	All South T	ley bound H D	RT 0 0	15-min Total	Rolling One Hour
Interval Start 4:00 PM 4:15 PM 4:30 PM	Count LT 0	Sum S 4ti Eastb Th 0	marie n St ound H	es - Bi RT 0	kes LT	S 4t Westt T	h St bound H	RT 0	LT	All Northt Ti	ey bound H	RT 0	LT	All South T	ley bound H D	RT 0	15-min Total 0	Rolling One Hour 0
Interval Start 4:00 PM 4:15 PM	LT 0 0	Sum S 4ti Eastb TH 0 0	marie n St ound H	RT 0 0	LT 0	S 4t West T	h St bound H	RT 0 0	LT 0 0	All Northb TI 0 0	ey bound H	RT 0 0	LT 0 0	All South T	ley bound H D	RT 0 0	15-min Total 0 0	Rolling One Hour 0 0
Interval Start 4:00 PM 4:15 PM 4:30 PM	LT 0 0	Sum S 4ti Eastb TH 0 0 0	marie n St ound H	es - Bi RT 0 0	kes LT 0 0	S 4t Westt T	h St bound H D D	RT 0 0	LT 0 0	All Northt TI 0 0	ey cound H))	RT 0 0 0	LT 0 0 0	All South T	ley bound H D D D	RT 0 0 0	15-min Total 0 0 0	Rolling One Hour 0 0 0
Wo-Hour (Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM	LT 0 0 0	Sum S 4til Eastb Th 0 0 0 0 0	marie n St ound H	RT 0 0 0	kes LT 0 0 0	S 4t West T	h St bound H D D D	RT 0 0 0	LT 0 0 0	All Northt TI 0 0 0	ey bound H))))	RT 0 0 0	LT 0 0 0	All South T	ley bound H D D D D D	RT 0 0 0 0	15-min Total 0 0 0 0	Rolling One Hour 0 0 0
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	LT 0 0 0 0 0	Sum S 4th Eastb Th 0 0 0 0 0 0 0 0 0 0	marie n St ound H	RT 0 0 0 0 0	LT 0 0 0 0 0	S 4t Westt T	h St bound H D D D D D D	RT 0 0 0 0 0	LT 0 0 0 0 0	All Northt TI 0 0 0 0 0 0 0 0 0 0 0	ey cound H)))))	RT 0 0 0 0 0 0	LT 0 0 0 0 0	All South T	ley bound H D D D D D D D D	RT 0 0 0 0 0 0	15-min Total 0 0 0 0 0	Rolling One Hour 0 0 0 0
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	Count LT 0 0 0 0 0 0 0 0	Sum S 4ti Eastb TH 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	marie n St ound H	RT 0 0 0 0 0 0 0	LT 0 0 0 0 0 0	S 4t Westt T	h St bound H D D D D D D	RT 0 0 0 0 0 0 0	LT 0 0 0 0 0 0 0	All Northt TI 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ey bound H))))))	RT 0 0 0 0 0 0 0	LT 0 0 0 0 0 0	All South T	ley bound H D D D D D D D D D	RT 0 0 0 0 0 0 0	15-min Total 0 0 0 0 0 0	Rolling One Hour 0 0 0 0 0 0
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	Count LT 0 0 0 0 0 0 0 0 0	Sum S 4tt Eastb TH 0 0 0 0 0 0 0 0 0 0 0 0 0	marie n St ound H	RT 0 0 0 0 0 0 0 0	LT 0 0 0 0 0 0 0 0	S 4t Westt T	h St bound H D D D D D D D D D D	RT 0 0 0 0 0 0 0 0	LT 0 0 0 0 0 0 0 0 0	All Northb TI 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ey cound H)))))))	RT 0 0 0 0 0 0 0 0	LT 0 0 0 0 0 0 0 0	All South T	ley bound H D D D D D D D D D D D D	RT 0 0 0 0 0 0 0 0 0	15-min Total 0 0 0 0 0 0 0 0 0	Rolling One Hour 0 0 0 0 0 0 0 0



Interval		TGH	rGH Dwy			-	0			MLK J	R Way			MLK J	R Way		40.00	
Start		Easth	bound		Westbound				Northbound				Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	Total	One Hour
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Bikes

in the second se		TGH Dwy	y		0		M	K JR W	ay	M	LK JR W	ay		-
Interval Start	E	Eastboun	d	V	Vestbour	d	N	orthbour	nd	S	outhbour	nd	15-min Total	Rolling One Hour
otart	LT	ТН	RT	LT	ТН	RT	LT	TH	RT	LT	TH	RT	Ford	One nour
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

					Alle 5th											ic	b	
		7		_	eak H	lour No					C		Dat Perio k Hou	d:		M to	6:00 F	
85	>	0 4 6 1 S 5th St		J . Te	↓ 7 1 1 1 1 1 1 1 1			S 5th	E V N	EB VB VB SB		000 PHF 0.69 0.65 - 0.63 0.65			9	1 		010
	0								10	TAL	0.0%	0.65						
Two-Hour	Coun			s					_									
Two-Hour Interval Start		S 51 East	th St bound			West	th St bound	PT		Nort	illey hbound тн	PT		Sout	lley hbound тн	PT	15-min Total	Rolling One Hour
Interval	UT	S 5	th St		UT	-	-939-224 15 16	RT 0	UT 0		-	RT 0	UT			RT 6		-
Interval Start	UT	S 5t East LT	th St bound TH	RT		West LT	bound TH	10 N.W.		Nort LT	hbound TH		100.00	Sout LT	hbound TH		Total	One Hour
Interval Start 4:00 PM 4:15 PM 4:30 PM	UT 0 0	S 5t East LT 0 1 2	th St bound TH 2 0 2	RT 0 1 0	0 0 0	West LT 1 0 1	tbound TH 17 12 23	0 1 1	0 0 0	Nort LT 0 0 0	hbound TH 0 0 0	0 0 0	0 0 0	Sout LT 3 3 3	hbound TH 0 2 2	6 4 10	Total 29 24 44	One Hour 0 0
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM	UT 0 0 0	S 51 East LT 0 1 2 1	th St bound TH 2 0 2 2 2	RT 0 1 0 0	0 0 0 0	West LT 1 0 1 0	17 17 12 23 9	0 1 1 0	0 0 0	Nort LT 0 0 0	hbound TH 0 0 0	0 0 0 0	0 0 0 0	Sout LT 3 3 3 1	hbound TH 0 2 2 0	6 4 10 4	Total 29 24 44 17	One Hour 0 0 114
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	UT 0 0 0 0 0	S 51 East LT 0 1 2 1 1	th St bound TH 2 0 2 2 2 2	RT 0 1 0 0 0	0 0 0 0 0	West LT 1 0 1 0 0	tbound TH 17 12 23 9 14	0 1 1 0 0	0 0 0 0 0	Nort LT 0 0 0 0 0	hbound TH 0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	Souti LT 3 3 3 1 2	hbound TH 0 2 2 0 1	6 4 10 4 3	Total 29 24 44 17 23	One Hour 0 0 114 108
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	UT 0 0 0 0 0 0 0	S 55 Eastl LT 0 1 2 1 1 0	th St bound TH 2 0 2 2 2 1	RT 0 1 0 0 0 0	0 0 0 0 0 0	West LT 1 0 1 0 0 0	bound TH 17 12 23 9 14 16	0 1 0 0 1	0 0 0 0 0	Norti LT 0 0 0 0 0 0 0	hbound TH 0 0 0 0 0 0	0 0 0 0 0 1	0 0 0 0 0 0	Sout LT 3 3 3 1 2 1	hbound TH 0 2 2 0 1 2	6 4 10 4 3 6	Total 29 24 44 17 23 28	One Hour 0 0 114 108 112
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	UT 0 0 0 0 0 0 0 0 0	S 51 East LT 0 1 2 1 1 0 1	th St bound TH 2 0 2 2 2 1 1	RT 0 1 0 0 0 0 0	0 0 0 0 0 0 0 0	West LT 1 0 0 0 0 0	bound TH 17 12 23 9 14 16 17	0 1 0 0 1 1	0 0 0 0 0 0 0	Norti LT 0 0 0 0 0 0 0 0	hbound TH 0 0 0 0 0 0 0 0 0	0 0 0 0 1 0	0 0 0 0 0 0 0	South LT 3 3 3 1 2 1 1 1	hbound TH 0 2 2 0 1 2 0 1 2 0	6 4 10 4 3 6 4	Total 29 24 44 17 23 28 25	One Hour 0 0 114 108 112 93
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	UT 0 0 0 0 0 0 0 0 0 0 0	S 51 East LT 0 1 2 1 1 0 1 0 1 0	th St bound TH 2 0 2 2 1 1 1 1	RT 0 1 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	West LT 1 0 0 0 0 0 0 0 0	bound TH 17 12 23 9 14 16 17 9	0 1 0 0 1 1 2	0 0 0 0 0 0 0 0	Norti LT 0 0 0 0 0 0 0 0 0 0 0	hbound TH 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 1 0 0	0 0 0 0 0 0 0 0	South LT 3 3 1 2 1 1 1 1	hbound TH 0 2 0 1 2 0 0 0 0	6 4 10 4 3 6 4 1	Total 29 24 44 17 23 28 25 14	One Hour 0 0 114 108 112 93 90
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total	UT 0 0 0 0 0 0 0 0 0 0 0 0	S 5 East LT 0 1 2 1 1 0 1 0 1 0 6	th St bound TH 2 0 2 2 1 1 1 1 1	RT 0 1 0 0 0 0 0 0 0 0 1	0 0 0 0 0 0 0 0 0 0	West LT 1 0 0 0 0 0 0 0 0 0 2	bound TH 17 12 23 9 14 16 17 9 117	0 1 0 0 1 1 2 6	0 0 0 0 0 0 0 0 0	Nort LT 0 0 0 0 0 0 0 0 0 0 0 0 0	hbound TH 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 1 0 0 1 0 0	0 0 0 0 0 0 0 0 0 0	South LT 3 3 3 1 2 1 1 1 1 1 5	hbound TH 0 2 0 1 2 0 1 2 0 0 0 7	6 4 10 4 3 6 4 1 38	Total 29 24 44 17 23 28 25 14 204	One Hour 0 0 114 108 112 93 90 0
Interval Start 4:00 PM 4:15 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 5:45 PM Count Total Peak AI HV	UT 0 0 0 0 0 0 0 0 0 0 0 0 0	S 5 East LT 0 1 2 1 1 0 1 0 1 0 6 4	th St bound TH 2 0 2 2 2 1 1 1 1 1 1 6	RT 0 1 0 0 0 0 0 0 0 1 1	0 0 0 0 0 0 0 0 0 0 0 0	West LT 1 0 0 0 0 0 0 0 0 2 2 2	bound TH 17 12 23 9 14 16 17 9 117 61	0 1 1 0 1 1 2 6 2	0 0 0 0 0 0 0 0 0 0 0	Nort LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	hbound TH 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 1 0 0 1 0 0	0 0 0 0 0 0 0 0 0 0 0 0	South LT 3 3 1 2 1 1 1 1 1 5 10	hbound TH 0 2 0 1 2 0 1 2 0 0 7 7 4	6 4 10 4 3 6 4 1 38 24	Total 29 24 44 17 23 28 25 14 204 114	One Hour 0 0 114 108 112 93 90 0 0 0
Interval Start 4:00 PM 4:15 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 5:45 PM Count Total Peak AI HV	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S 5 East LT 0 1 2 1 1 0 1 0 1 0 6	th St bound TH 2 0 2 2 1 1 1 1 1	RT 0 1 0 0 0 0 0 0 0 0 1	0 0 0 0 0 0 0 0 0 0	West LT 1 0 0 0 0 0 0 0 0 0 2	bound TH 17 12 23 9 14 16 17 9 117	0 1 0 0 1 1 2 6	0 0 0 0 0 0 0 0 0	Nort LT 0 0 0 0 0 0 0 0 0 0 0 0 0	hbound TH 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 1 0 0 1 0 0	0 0 0 0 0 0 0 0 0 0	South LT 3 3 3 1 2 1 1 1 1 1 5	hbound TH 0 2 0 1 2 0 1 2 0 0 0 7	6 4 10 4 3 6 4 1 38	Total 29 24 44 17 23 28 25 14 204	One Hour 0 0 114 108 112 93 90 0
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Peak Hour HV%	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S 55 East LT 0 1 2 1 1 0 1 0 1 0 6 4 0 0%	th St bound TH 2 0 2 2 2 1 1 1 1 1 1 6 0 0%	RT 0 1 0 0 0 0 0 0 0 1 1 0 %	0 0 0 0 0 0 0 0 0 0 0 0 0 0	West LT 1 0 0 0 0 0 0 0 2 2 0 0%	bound TH 17 12 23 9 14 16 17 9 117 61 0 0%	0 1 1 0 0 1 1 2 6 2 0 %	0 0 0 0 0 0 0 0 0 0 0 0 0 0	Nort LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	hbound TH 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 1 0 0 1 0 0 0 0 -	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	South LT 3 3 1 2 1 1 1 1 5 10 0	hbound TH 0 2 0 1 2 0 1 2 0 0 7 7 4 0	6 4 10 4 3 6 4 1 38 24 0	Total 29 24 44 17 23 28 25 14 204 114 0	One Hour 0 0 114 108 112 93 90 0 0 0 0 0
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 5:45 PM Count Total Peak Hour HV	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S 55 East LT 0 1 2 1 1 0 1 0 6 4 0 0%	th St bound TH 2 0 2 2 2 1 1 1 1 1 1 6 0 0%	RT 0 1 0 0 0 0 0 0 0 1 1 0 0%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West LT 1 0 0 0 0 0 0 0 2 2 0 0%	bound TH 17 12 23 9 14 16 17 9 117 61 0 0%	0 1 1 0 0 1 1 2 6 2 0 %	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Norti LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	hbound TH 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 1 0 0 1 0 0 0 0 -	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Soutt LT 3 3 3 1 2 1 1 1 1 1 1 5 10 0 0%	hbound TH 0 2 0 1 2 0 0 0 7 4 0 0%	6 4 10 4 3 6 4 1 38 24 0 0%	Total 29 24 44 17 23 28 25 14 204 114 0	One Hour 0 0 114 108 112 93 90 0 0 0 0 0 0 0
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 5:45 PM Count Total Peak Hour HV HV%	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S 55 East LT 0 1 2 1 1 0 1 0 6 4 0 0%	th St bound TH 2 0 2 2 1 1 1 1 1 6 0 0% ary volu	RT 0 1 0 0 0 0 0 0 0 1 1 0 0%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West LT 1 0 0 0 0 0 0 0 2 2 0 0%	bound TH 17 12 23 9 14 16 17 9 117 61 0 0%	0 1 1 0 0 1 1 2 6 2 0 %	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Nort LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	hbound TH 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 1 0 0 1 0 0 0 0 -	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Soutt LT 3 3 1 2 1 1 1 1 5 10 0 0%	hbound TH 0 2 0 1 2 0 0 0 7 4 0 0%	6 4 10 4 3 6 4 1 38 24 0 0%	Total 29 24 44 17 23 28 25 14 204 114 0 0% 0%	One Hour 0 0 114 108 112 93 90 0 0 0 0 0 0 0 0 0 0 0 0 0
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Peak Hour HV HV% Jote: Two-ho	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S 55 East LT 0 1 2 1 1 0 1 0 0 6 4 0 0% t summa	th St bound TH 2 0 2 2 1 1 1 1 1 6 0 0% ary volu vy Veh 8 N	RT 0 1 0 0 0 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West LT 1 0 0 0 0 0 0 0 0 2 2 0 0%	bound TH 17 12 23 9 14 16 17 9 117 61 0 0% rehicles	0 1 1 0 1 1 2 6 2 0 0% 5 but exe	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Norti LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	hbound TH 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Soutt LT 3 3 1 2 1 1 1 1 5 10 0 0%	hbound TH 0 2 0 1 2 0 0 1 2 0 0 7 7 4 0 0 0%	6 4 10 4 3 6 4 1 38 24 0 0%	Total 29 24 44 17 23 28 25 14 204 114 0 0% 0%	One Hour 0 0 114 108 112 93 90 0 0 0 0 0 0 0 0 0 0 0 0 0
Interval Start 4:00 PM 4:15 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total S:45 PM Count Total Peak Hour HV% Iote: Two-ho Interval Start	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S 55 East LT 0 1 2 1 1 0 1 0 6 4 0 0% t summe Hea WB	th St bound TH 2 0 2 2 1 1 1 1 1 6 0 0% ary volu vy Veh 8 N	RT 0 1 0 0 0 0 0 0 1 1 0 0% 0% 0%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West LT 1 0 0 0 0 0 0 2 2 2 0 0% heavy v	bound TH 17 12 23 9 14 16 17 9 117 61 0 0% vehicles	0 1 1 0 1 1 2 6 2 0 % 5 but exc	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Nort: LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound TH 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 1 0 1 0 0 1 0 0 - - - - - - - - -	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Soutt LT 3 3 1 2 1 1 1 1 5 10 0 0%	hbound TH 0 2 0 1 2 0 0 7 4 0 0 7 4 0 0 %	6 4 10 4 3 6 4 1 38 24 0 0%	Total 29 24 47 17 23 28 25 14 204 114 0 0%	One Hour 0 0 114 108 112 93 90 0 0 0 0 0 0 10 114 108 112 93 90 0 0 0 0 10 114 108 112 93 90 10 10 114 108 112 93 90 10 10 10 112 93 90 10 10 10 112 122 122 122 122
Interval Start 4:00 PM 4:15 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total S:30 PM 5:45 PM Count Total HV HV% Interval Start 4:00 PM	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S 55 East LT 0 1 2 1 1 0 1 0 0 6 4 0 0% t summ t WE 0	th St bound TH 2 0 2 2 1 1 1 1 1 1 6 0 0% ary volu vy Veh 8 N	RT 0 1 0 0 0 0 0 0 0 1 1 0 0% 0% 0%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West LT 1 0 0 0 0 0 0 0 0 2 2 0 0 0 0 0 2 2 0 0 7 0 7	bound TH 17 12 23 9 14 16 17 9 117 61 0 0% Center EB 0	0 1 1 0 1 1 2 6 2 0 0% 5 but exc 0 0%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Norti LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound TH 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 1 0 1 0 0 1 0 0 - - - - - - - - -	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Soutt LT 3 3 1 2 1 1 1 1 5 10 0 0%	hbound TH 0 2 0 1 2 0 0 1 2 0 0 7 4 0 0 7 4 0 0 %	6 4 10 4 3 6 4 1 38 24 0 0%	Total 29 24 44 17 23 28 25 14 204 114 0 0% 0% 0% 5	One Hour 0 0 114 108 112 93 90 0 0 0 0 0 0 10 114 108 112 93 90 0 0 0 0 10 114 108 112 93 90 10 10 114 108 112 93 90 10 10 10 112 93 90 10 10 10 112 122 122 122 122
Interval Start 4:00 PM 4:15 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Beak Hour HV% Iote: Two-ho Interval Start 4:00 PM 4:15 PM	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S 55 East LT 0 1 2 1 1 0 1 0 1 0 6 4 0 0% t summ t WE 0 0 0	th St bound TH 2 0 2 2 1 1 1 1 1 1 6 0 0% ary volu vy Veh 8 N ((RT 0 1 0 0 0 0 0 0 0 1 1 0 0% 0% 0%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West LT 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 7 0	bound TH 17 12 23 9 14 16 17 9 117 61 0 0% ethicless EB 0 0	0 1 1 0 0 1 1 2 6 2 0 0% 5 but exc 0 0%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Norti LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound TH 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 1 0 1 0 0 - - rall cour Total 0 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Soutt LT 3 3 1 2 1 1 1 1 5 10 0 0%	hbound TH 0 2 0 1 2 0 0 1 2 0 0 7 4 0 0 7 4 0 0 % 8 4 0 0 % 8 4 0 0 5	6 4 10 4 3 6 4 1 38 24 0 0%	Total 29 24 44 17 23 28 25 14 204 114 0 0% 0% 0% 5 2	One Hour 0 0 114 108 112 93 90 0 0 0 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Peak Hour HV% Iote: Two-ho Interval Start 4:00 PM 4:15 PM 4:30 PM	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S 55 East LT 0 1 2 1 1 0 1 0 1 0 6 4 0 0% t summe t summe WE 0 0 0 0	th St bound TH 2 0 2 2 1 1 1 1 1 1 6 0 0% ary volu vy Veh 8 N (((RT 0 1 0 0 0 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West LT 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound TH 17 12 23 9 14 16 17 9 117 61 0 0% EB 0 0 0 0 0	0 1 1 0 0 1 1 2 6 2 0 0% 5 but exc 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Norti LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound TH 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 1 0 0 1 0 0 1 0 0 7 7 0 1 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Soutt LT 3 3 1 2 1 1 1 1 5 10 0 0%	hbound TH 0 2 0 1 2 0 0 1 2 0 0 7 4 0 0 7 4 0 0 % 8 4 0 0 % 8 4 0 0 7 1 2 1 2 0 0 1 2 1 2 0 0 1 2 1 2 0 1 1 2 0 1 1 2 0 1 1 2 0 1 1 2 0 0 1 1 2 0 0 1 1 2 0 0 1 1 2 0 0 1 1 2 0 0 0 1 1 2 0 0 0 1 1 2 0 0 0 1 1 2 0 0 0 1 1 2 0 0 0 1 1 2 0 0 0 1 1 2 0 0 0 0	6 4 10 4 3 6 4 1 38 24 0 0% 5	Total 29 24 44 17 23 28 25 14 204 114 0 0% 0% 0% 0% 5 2 2 2 2	One Hour 0 0 114 108 112 93 90 0 0 0 0 0 0 0 0 0 0 0 0 0
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Peak HOUR AII HVW Note: Two-hol Interval Start 4:00 PM 4:15 PM 4:30 PM 4:30 PM 4:45 PM	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S 55 East LT 0 1 2 1 1 0 1 0 0 6 4 0 0% t summe WE 0 0 0 0 0 0	th St bound TH 2 0 2 2 1 1 1 1 1 6 0 0% ary volu vy Veh 8 N ((((((((((((((((((RT 0 1 0 0 0 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West LT 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound TH 17 12 23 9 14 16 17 9 117 61 0 0% 61 0 0% EB 0 0 0 0 0	0 1 1 0 0 1 1 2 6 2 0 0% 5 but exc 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Norti LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound TH 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 1 0 0 1 0 0 0 7 1 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Soutt LT 3 3 1 2 1 1 1 1 5 10 0 0%	hbound TH 0 2 0 1 2 0 0 1 2 0 0 7 4 0 0 7 4 0 0 % 8 4 8 8 8 8 8 8 8 8 8 8 8 8 8 9 8 9 8 9	6 4 10 4 3 6 4 1 38 24 0 0% 5 1	Total 29 24 44 17 23 28 25 14 204 114 0 0% 0% 0% 0% 5 2 2 0	One Hour 0 0 114 108 112 93 90 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0
Interval Start 4:00 PM 4:15 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Peak Hour HV Hour Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:30 PM	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S 55 East LT 0 1 2 1 1 0 1 0 0 6 4 0 0% t summ WE 0 0 0 0 0 0 0 0 0	th St bound TH 2 0 2 2 1 1 1 1 1 1 6 0 0% ary volu vy Veh 8 N ((((((((((())))))))))))))	RT 0 1 0 0 0 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West LT 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound TH 17 12 23 9 14 16 17 9 117 61 0 0% 61 0 0% 61 0 0 0 0 0 0 0 0 0	0 1 1 2 6 2 0 % 5 but exc 0 0 %	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Norti LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound TH 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 1 0 0 1 0 0 0 7 1 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Soutt LT 3 3 1 2 1 1 1 1 5 10 0 0%	hbound TH 0 2 0 1 2 0 0 7 4 0 0 7 4 0 0 % 8 8 8 8 8 8 8 8 8 8 9 8 9 8 9 8 9 8 9	6 4 10 4 3 6 4 1 38 24 0 0% 0%	Total 29 24 44 17 23 28 25 14 204 114 0 0% 0% 0% 0% 5 2 2 0 3	One Hour 0 0 114 108 112 93 90 0 0 0 0 0 0 0 0 0 114 108 112 93 90 0 0 0 0 0 0 0 0 114 128 129 93 90 0 0 0 0 0 0 0 0 0 0 0 0 0
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Peak HV Hour HV% kote: Two-hoil Interval Start 4:00 PM 4:15 PM 4:30 PM 4:30 PM 4:30 PM 5:00 PM 5:00 PM 5:15 PM	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S 55 East LT 0 1 2 1 1 0 1 0 1 0 1 0 1 0 1 0 0 4 0 0 0 0 0	th St bound TH 2 0 2 2 1 1 1 1 1 1 1 6 0 % ary volu vy Veh 8 N 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	RT 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West LT 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound TH 17 12 23 9 14 16 17 9 117 61 0 0% Fehicles EB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 1 1 2 6 2 0 % 5 but exc 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Norti LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	hbound TH 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 1 0 0 1 0 0 0 7 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Soutt LT 3 3 1 2 1 1 1 1 5 10 0 0%	hbound TH 0 2 0 1 2 0 0 7 4 0 0 7 4 0 0 7 4 0 0 % 8 4 5 13 4 7 6 2 2	6 4 10 4 3 6 4 1 38 24 0 0% 0%	Total 29 24 44 17 23 28 25 14 204 114 0 0% 0% 0% 0% 0% 0% 0% 0% 0%	One Hour 0 0 114 108 112 93 90 0 0 0 0 0 0 0 0 0 114 108 112 93 90 0 0 0 0 0 0 0 0 0 0 0 0 0
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Peak Hour HV Hour Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:30 PM	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S 55 East LT 0 1 2 1 1 0 1 0 0 6 4 0 0% t summ WE 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	th St bound TH 2 0 2 2 1 1 1 1 1 1 6 0 0% ary volu vy Veh 8 N ((0 0 0%	RT 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West LT 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound TH 17 12 23 9 14 16 17 9 117 61 0 0% erehicles 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 1 1 2 6 2 0 % 5 but exc 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Norti LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound TH 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 1 0 0 1 0 0 0 7 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Soutt LT 3 3 1 2 1 1 1 1 5 10 0 0%	hbound TH 0 2 0 1 2 0 0 7 4 0 0 7 4 0 0 7 4 0 0 % 8 4 5 13 4 7 6 2	6 4 10 4 3 6 4 1 38 24 0 0% 0%	Total 29 24 44 17 23 28 25 14 204 114 0 0% 0% 0% 0% 0% 0% 0% 0% 0%	One Hou 0 0 114 108 112 93 90 0 0 0 0 0 0 0 0 0 0 0 0 0

F

		S 5t	h St		1	S 51	th St			AI	ley			Al	ley		45	0.0
Interval Start		East	bound			West	bound			North	bound			South	bound		15-min Total	Rolling One Hour
otart	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	, otai	one nour
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Bikes

		S 5th St			S 5th St			Alley			Alley		45 .	
Interval Start	E	astboun	d	V	Vestboun	d	N	orthbour	nd	S	outhbour	nd	15-min Total	Rolling One Hour
otart	LT	TH	RT	LT	TH	RT	LT	ТН	RT	LT	TH	RT	rotar	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	-1	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	ο	0	0
Count Total	0	0	0	0	0	0	0	0	1	0	0	0	1	0
Peak Hour	0	0	0	0	0	0	0	0	1	0	0	0	1	0

1

					SLS 5th											ic	tə>	
		1-1		<u>P</u> و يو	eak F	<u>lour</u> ិភ្ន	ı				C		Dat Perio ik Hou	d:		M to	o 6:00 F o 5:00 F	
65 20	\rightarrow	0 6 14 0 S 5th St	JIC			43		<u>S 5th</u> 24 51 0	<u>St</u>	75 26		0 ⁶ 0			11	℃ 00->		, oʻo
Two-Hour	Coun	t Sum	marie	0 -	7	42 21		o L of	V N S	EB VB VB SB	HV %: 0.0% 1.3% 0.0% 16.7% 1.4%	PHF 0.71 0.65 0.70 0.75 0.69			21			
	1	S 51	th St	·		S 5	th St			S	L St		T	S	L St			1
Interval Start	ШТ	East	th St bound TH	RT	ит	Wes	th St tbound	RT	ит	North	L St bound TH	RT	ит	Sout	L St hbound TH	RT	15-min Total	Rolling One Hour
	UT 0			RT 0	UT		12.409 M20.972	RT 5	UT 0	-		RT 3	UT			RT 2		
Start	100.00	Eastt LT	bound TH		200	Wes LT	tbound TH	-	_	North LT	nbound TH		-	SoutI LT	hbound TH		Total	One Hour
Start 4:00 PM	0	East LT 3	bound TH 4	0	0	Wes LT 0	tbound TH 14	5	0	North LT 3	nbound TH 7	3	0	Souti LT 0	hbound TH 0	2	Total 41	One Hour
Start 4:00 PM 4:15 PM	0	Eastb LT 3 0	bound TH 4 3	Ó O	0	West LT 0 0	tbound TH 14 8	5 9	0	North LT 3 4	nbound TH 7 4	3 1	0 0	Souti LT 0	hbound TH 0 1	2 0	Total 41 30	One Hour 0 0
Start 4:00 PM 4:15 PM 4:30 PM	0 0	Eastl LT 3 0 1	bound TH 4 3 6	0 0 0	0 0 0	West LT 0 0 0	tbound TH 14 8 20	5 9 9	0 0 0	North LT 3 4 4	nbound TH 7 4 7	3 1 4	0 0 0	South LT 0 0 0	hbound TH 0 1 0	2 0 1	Total 41 30 52	One Hour 0 0
Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	0 0 0 0 0 0	Eastt LT 3 0 1 2 0 0	bound TH 4 3 6 1 4 2	0 0 0 0 0	0 0 0 0 0	West LT 0 0 0 0 0 0 0	tbound TH 14 8 20 9 11 14	5 9 9 1 7 3	0 0 0 0 0	North LT 3 4 0 3 3	1bound TH 7 4 7 3 3 3 3	3 1 4 2 1 3	0 0 0 0 0 0	South LT 0 0 2 0 0 0	hbound TH 0 1 0 0 1 1 0	2 0 1 0 0 0	Total 41 30 52 20 30 28	One Hou 0 0 143 132 130
Start 4:00 PM 4:15 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM	0 0 0 0 0 0 0 0	Eastt LT 3 0 1 2 0 0 0 0	bound TH 4 3 6 1 4 2 2	0 0 0 0 0 0 0	0 0 0 0 0 0 0	Wesi LT 0 0 0 0 0 0 0 0 0	tbound TH 14 8 20 9 11 14 15	5 9 9 1 7 3 3	0 0 0 0 0 0 0	North LT 3 4 0 3 3 3 3	nbound TH 7 4 7 3 3 3 3 2	3 1 4 2 1 3 2	0 0 0 0 0 0 0	South LT 0 0 2 0 0 0 0 0	hbound TH 0 1 0 0 1 0 0 0	2 0 1 0 0 0 0	Total 41 30 52 20 30 28 27	One Hou 0 0 143 132 130 105
Start 4:00 PM 4:15 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 5:45 PM	0 0 0 0 0 0 0 0 0	Eastt LT 3 0 1 2 0 0 0 0 0 0	bound TH 4 3 6 1 4 2 2 2	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	Wesi LT 0 0 0 0 0 0 0 0 0 0 0	tbound TH 14 8 20 9 11 14 15 8	5 9 1 7 3 3 6	0 0 0 0 0 0 0 0	North LT 3 4 0 3 3 3 3 3 3	nbound TH 7 4 7 3 3 3 3 2 8	3 1 2 1 3 2 0	0 0 0 0 0 0 0 0	South LT 0 0 2 0 0 0 0 0 1	hbound TH 0 1 0 0 1 0 0 0 0 0	2 0 1 0 0 0 0 0	Total 41 30 52 20 30 28 27 28 27 28	One Hou 0 0 143 132 130 105 113
Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 5:45 PM	0 0 0 0 0 0 0 0 0 0 0	Eastt LT 3 0 1 2 0 0 0 0 0 0 0 0	bound TH 4 3 6 1 4 2 2 2 2 2	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	Wesi LT 0 0 0 0 0 0 0 0 0 0 0	tbound TH 14 8 20 9 11 14 15 8 99	5 9 9 1 7 3 3 6 43	0 0 0 0 0 0 0 0 0	North LT 3 4 0 3 3 3 3 3 23	nbound TH 7 4 7 3 3 3 3 2 8 37	3 1 4 2 1 3 2 0 16	0 0 0 0 0 0 0 0 0 0	Soutil LT 0 0 2 0 0 0 0 0 1 3	hbound TH 0 1 0 0 1 0 0 0 0 0 2	2 0 1 0 0 0 0 0 0 3	Total 41 30 52 20 30 28 27 28 27 28 256	One Hou 0 0 143 132 130 105 113 0
Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Peak	0 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastt LT 3 0 1 2 0 0 0 0 0 0 0 0 0 6 6	bound TH 4 3 6 1 4 2 2 2 2 2 4 14	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	Wesi LT 0 0 0 0 0 0 0 0 0 0 0 0 0	tbound TH 14 8 20 9 11 14 15 8 99 51	5 9 9 1 7 3 3 6 43 24	0 0 0 0 0 0 0 0 0 0 0 0 0	North LT 3 4 4 0 3 3 3 3 3 3 23 11	1bound TH 7 4 7 3 3 3 3 2 8 37 21	3 1 4 2 1 3 2 0 16 10	0 0 0 0 0 0 0 0 0 0 0 0 0 0	Soutil LT 0 0 2 0 0 0 0 1 3 2	hbound TH 0 1 0 0 1 0 0 0 0 0 2 1	2 0 1 0 0 0 0 0 0 3 3 3	Total 41 30 52 20 30 28 27 28 256 143	One Hou 0 0 143 132 130 105 113 0 0 0
Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Peak Hour	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastt LT 3 0 1 2 0 0 0 0 0 0 0 0 6 6 0	bound TH 4 3 6 1 4 2 2 2 2 2 2 4 14 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	Wesi LT 0 0 0 0 0 0 0 0 0 0 0	tbound TH 14 8 20 9 11 14 15 8 99 51 0	5 9 9 1 7 3 3 6 43 24 1	0 0 0 0 0 0 0 0 0	North LT 3 4 0 3 3 3 3 3 3 23 11 0	1bound TH 7 4 7 3 3 3 3 2 8 37 21 0	3 1 4 2 1 3 2 0 16 10 0	0 0 0 0 0 0 0 0 0 0	Soutil LT 0 0 2 0 0 0 0 1 3 2 1	hbound TH 0 1 0 0 1 0 0 0 2 1 0	2 0 1 0 0 0 0 0 3 3 0	Total 41 30 52 20 30 28 27 28 256 143 2	One Hour 0 0 143 132 130 105 113 0 0 0 0
Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Peak Hour Hv%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastt LT 3 0 1 2 0 0 0 0 0 0 6 6 6 0 %	bound TH 4 3 6 1 4 2 2 2 2 2 4 14 0 0%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	tbound TH 14 8 20 9 11 14 15 8 99 51 0 0%	5 9 9 1 7 3 3 6 43 24 1 4%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North LT 3 4 0 3 3 3 3 3 3 23 11 0 0%	1bound TH 7 4 7 3 3 3 3 2 8 37 21 0 0%	3 1 2 1 3 2 0 16 10 0 %	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Soutil LT 0 0 2 0 0 0 0 1 3 2	hbound TH 0 1 0 0 1 0 0 0 0 0 0 2 1	2 0 1 0 0 0 0 0 0 3 3 3	Total 41 30 52 20 30 28 27 28 256 143	One Hou 0 0 143 132 130 105 113 0 0 0
Start 4:00 PM 4:15 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 5:45 PM Count Total Hour HV% tote: Two-hour	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastt LT 3 0 1 2 0 0 0 0 0 6 6 6 0 0% t summa	bound TH 4 3 6 1 4 2 2 2 2 2 4 14 0 0% ary volu	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	tbound TH 14 8 20 9 11 14 15 8 99 51 0 0%	5 9 9 1 7 3 3 6 43 24 1 4%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North LT 3 4 0 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	1bound TH 7 4 7 3 3 3 3 2 8 37 21 0 0%	3 1 2 1 3 2 0 16 10 0 %	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Souti LT 0 0 2 0 0 0 0 1 3 2 1 50%	hbound TH 0 1 0 0 1 0 0 0 2 1 0 0 %	2 0 1 0 0 0 0 3 3 0 0%	Total 41 30 52 20 30 28 27 28 256 143 2 1%	One Hou 0 0 143 132 130 105 113 0 0 0 0 0 0
Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 5:45 PM Count Total Peak HV HV% fote: Two-hold Interval	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastt LT 3 0 1 2 0 0 0 0 0 6 6 6 0 0% t summa	bound TH 4 3 6 1 4 2 2 2 2 2 2 4 14 0 0% ary volu	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	tbound TH 14 8 20 9 11 14 15 8 99 51 0 0% vehicles	5 9 1 7 3 3 6 43 24 1 4% 5 but exc	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North LT 3 4 0 3 3 3 3 23 11 0 0% vicycles	TH 7 4 7 3 3 3 2 8 37 21 0 0% 5 in ove	3 1 2 1 3 2 0 16 10 0 0% <i>rall cou</i>	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Soutl LT 0 0 2 0 0 0 0 0 0 1 3 2 1 50%	hbound TH 0 1 0 0 1 0 0 0 2 1 0 0%	2 0 1 0 0 0 0 3 3 0 0%	Total 41 30 52 20 30 28 27 28 256 143 2 1%	One Hou 0 143 132 130 105 113 0 0 0 0 0 0 0 0 0 0 0 0 0
Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Peak HV Hv% fote: Two-hold Interval Start	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastt LT 3 0 1 2 0 0 0 0 0 0 0 6 6 6 0 0 % t summa tea WB	bound TH 4 3 6 1 4 2 2 2 2 4 14 0 0% ary volu volu 8 N	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Wes: LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	tbound TH 14 8 20 9 11 14 15 8 99 51 0 0% vehicles	5 9 9 1 7 3 3 6 43 24 1 4% 5 but ex	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North LT 3 4 4 0 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	bound TH 7 4 7 3 3 3 2 8 37 21 0 0% 5 in ove	3 1 4 2 1 3 2 0 16 10 0 % rall cou	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Soutl LT 0 0 2 0 0 0 0 0 0 1 3 2 1 50%	hbound TH 0 1 0 0 1 0 0 0 2 1 0 0%	2 0 1 0 0 0 0 0 3 3 0 0%	Total 41 30 52 20 30 28 27 28 256 143 2 1% ossing Le h Sou	One Hou 0 143 132 130 105 113 0 0 0 0 0 0 0 0 0 0 0 0 0
Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Peak HV HV% oote: Two-hou Interval Start 4:00 PM	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastt LT 3 0 1 2 0 0 0 0 0 0 0 6 6 6 0 0% t summa t summa WB 0	bound TH 4 3 6 1 4 2 2 2 2 4 14 0 0% ary volu volu 8 N	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Wess LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 Total 0	tbound TH 14 8 20 9 11 14 15 8 99 51 0 % //////////////////////////////////	5 9 9 1 7 3 3 6 43 24 1 4% 5 but ex	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North LT 3 4 0 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	bbound TH 7 4 7 3 3 3 3 3 3 2 8 3 7 21 0 0% 5 8 0%	3 1 4 2 1 3 2 0 16 10 0 % rall cou	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Soutl LT 0 0 2 0 0 0 0 0 0 1 3 2 1 50%	hbound TH 0 1 0 0 1 0 0 0 2 1 0 0 0 2 1 0 0 %	2 0 1 0 0 0 0 0 3 3 0 0%	Total 41 30 52 20 30 28 27 28 256 143 2 1% ossing Le h Sou	One Hou 0 0 143 132 130 105 113 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Peak HV HV% oote: Two-hou Interval Start 4:00 PM 4:15 PM	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastt LT 3 0 1 2 0 0 0 0 0 0 6 6 6 0 0 % t summa t summa WB 0 0 0	bound TH 4 3 6 1 4 2 2 2 2 4 14 0 0% ary volu volu 8 N (0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Wess LT 0	tbound TH 14 8 20 9 11 14 15 8 99 51 0 % vehicles EB 0 1	5 9 9 1 7 3 3 6 43 24 1 4% 5 but ext	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North LT 3 4 0 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	bbound TH 7 4 7 3 3 3 2 8 377 21 0 0% 5 in ovee SB 0 0	3 1 2 1 3 2 0 16 10 0 % <i>rall cou</i>	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Soutl LT 0 0 2 0 0 0 0 0 0 1 3 2 1 50%	hbound TH 0 1 0 0 1 0 0 0 2 1 0 0 0 2 1 0 0 %	2 0 1 0 0 0 0 3 3 0 0% 0%	Total 41 30 52 20 30 28 27 28 256 143 2 1% ossing Le h Sou	One Hou 0 0 143 132 130 105 113 0 0 0 0 0 0 0 0 0 0 0 0 8 8
Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Peak HV HV% oote: Two-hou Interval Start 4:00 PM 4:15 PM 4:30 PM	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastt LT 3 0 1 2 0 0 0 0 0 0 0 6 6 6 0 0 % t summa Hea WB 0 0 0 1	bound TH 4 3 6 1 4 2 2 2 2 4 14 0 0% ary volu volu 8 N 0 0%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Wess LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0	tbound TH 14 8 20 9 11 14 15 8 99 51 0 % //////////////////////////////////	5 9 9 1 7 3 3 6 4 3 2 4 4 3 2 4 4 3 2 4 4 % but ex: 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North LT 3 4 0 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	abound TH 7 4 7 3 3 3 2 8 377 21 0 0% s in ove SB 0 0	3 1 4 2 1 3 2 0 16 10 0 0% 0% 7 0%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Soutl LT 0 0 2 0 0 0 0 0 0 1 3 2 1 50%	hbound TH 0 1 0 0 1 0 0 0 2 1 0 0 0 2 1 0 0 %	2 0 1 0 0 0 0 0 3 3 0 0 % 0 %	Total 41 30 52 20 30 28 27 28 256 143 2 1% ossing Le h Sou	One Hou 0 0 143 132 130 105 113 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Peak HV HV% oote: Two-hou Interval Start 4:00 PM 4:15 PM 4:30 PM 4:30 PM 4:45 PM	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastt LT 3 0 1 2 0 0 0 0 0 0 6 6 6 0 0 % t summa t summa WB 0 0 0 1 0 0	bound TH 4 3 6 1 4 2 2 2 2 4 14 0 0% ary volu volu 8 N 0 0%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Wess LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 1	tbound TH 14 8 20 9 11 14 15 8 99 51 0 0% vehicles	5 9 9 1 7 3 3 6 4 3 2 4 4 3 2 4 4 3 2 4 4 3 2 4 4 3 2 4 4 3 2 4 4 3 2 4 9 0 0 0 0 0 0 0 0 0 0 0 0 1 1 7 7 3 3 6 6 2 4 3 2 4 5 7 9 9 9 9 9 9 9 9 9 1 7 7 3 3 6 6 7 7 7 9 9 9 9 9 9 9 9 9 1 7 7 3 3 6 6 7 7 7 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North LT 3 4 0 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	abound TH 7 4 7 3 3 3 2 8 377 21 0 0% s in ove SB 0 0 0 0	3 1 4 2 1 3 2 0 16 10 0 0% Total 0 1 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Soutl LT 0 0 2 0 0 0 0 0 0 1 3 2 1 50%	hbound TH 0 1 0 0 1 0 0 0 2 1 0 0 0 2 1 0 0 % 2 1 1 0 0 %	2 0 1 0 0 0 0 0 0 0 0 % 0 % 0 %	Total 41 30 52 20 30 28 27 28 256 143 2 1% ossing Le h Sou 5 3 3 0	One Hou 0 0 143 132 130 105 113 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Peak HV Hour HV% tote: Two-hou Interval Start 4:30 PM 4:30 PM 4:30 PM 4:30 PM 4:30 PM 5:00 PM	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastt LT 3 0 1 2 0 0 0 0 0 0 6 6 6 0 0 % t summa t summa WB 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound TH 4 3 6 1 4 2 2 2 2 4 14 0 0% ary volu volu 8 N 0 0%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Wess LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0	tbound TH 14 8 20 9 11 14 15 8 99 51 0 % <i>vehicles</i> EB 0 1 0 0 0 0	5 9 9 1 7 3 3 6 4 3 2 4 1 4 % but ex: WB 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North LT 3 4 0 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	bbound TH 7 4 7 3 3 3 2 8 377 21 0 0% s in ove SB 0 0 0 0 0 0 0 0	3 1 4 2 1 3 2 0 16 10 0 0% Total 0 1 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Soutl LT 0 0 2 0 0 0 0 0 0 1 3 2 1 50%	hbound TH 0 1 0 0 1 0 0 0 2 1 0 0 0 2 1 0 0 0 % Edestria 3 0 0	2 0 1 0 0 0 0 0 3 3 0 0 % 0 % 0 % 0 %	Total 41 30 52 20 30 28 27 28 256 143 2 1% 0 ssing Le h Sou 5 3 3 0 0 4	One Hou 0 0 143 132 130 105 113 0 0 0 0 0 0 0 0 0 0 0 0 0
Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 5:45 PM 5:00 PM 5:45 PM Count Total Peak HV HV% oote: Two-hou Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastt LT 3 0 1 2 0 0 0 0 0 0 6 6 6 0 0 0 6 6 0 0 0 6 t summa t wB 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound TH 4 3 6 1 4 2 2 2 2 4 14 0 0% ary volu volu 8 N 0 0%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Wess LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0	tbound TH 14 8 20 9 11 14 15 8 99 51 0 0% vehicles EB 0 1 0 0 0 0 0	5 9 9 1 7 3 3 6 43 24 1 4% 24 1 4% 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North LT 3 4 4 0 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	bbound TH 7 4 7 3 3 3 2 8 377 21 0 0% s in ove SB 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 1 4 2 1 3 2 0 16 10 0 0% 0 7 10 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Soutl LT 0 0 2 0 0 0 0 0 0 1 3 2 1 50%	hbound TH 0 1 0 0 1 0 0 0 2 1 0 0 0 2 1 0 0 0 0 2 1 1 0 0 0 0	2 0 1 0 0 0 0 0 3 3 0 0 % 0 % 0 % 0 % 0 %	Total 41 30 52 20 30 28 27 28 256 143 2 1% 0 sssing Le th Sou 5 3 3 0 4 3	One Hou 0 0 143 132 130 105 113 0 0 0 0 0 0 0 0 0 0 0 0 0
Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 5:45 PM Count Total Peak HV HV hv% tote: Two-hout Interval Start 4:30 PM 4:30 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:00 PM 5:30 PM	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastt LT 3 0 1 2 0 0 0 0 0 6 6 6 0 0 0 6 6 0 0 0 6 t summa t WB 0 0 0 1 0 0 0 1 1 2 0 0 0 0 0 0 0 0 0 0	bound TH 4 3 6 1 4 2 2 2 2 4 14 0 0% ary volu volu 8 N 0 0%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Wess LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 1	tbound TH 14 8 20 9 11 14 15 8 99 51 0 0% <i>vehicles</i> EB 0 1 0 0 0 0 0 0 0	5 9 9 1 7 3 3 6 4 3 2 4 4 3 2 4 1 4 % but ex: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North LT 3 4 0 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	bbound TH 7 4 7 3 3 3 2 8 37 21 0% 6 0% 6 0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 1 4 2 1 3 2 0 16 10 0 0 % 7 10 0 0 0 0 0 0 0 0 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Soutl LT 0 0 2 0 0 0 0 0 0 1 3 2 1 50%	hbound TH 0 1 0 0 1 0 0 0 2 1 0 0 0 2 1 0 0 0 0 2 1 1 0 0 0 0	2 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total 41 30 52 20 30 28 27 28 256 143 2 1% 0 sssing Le h Sou 5 3 3 0 0 4 3 5	One Hou 0 0 143 132 130 105 113 0 0 0 0 0 0 0 0 0 0 0 0 0
Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 5:30 PM 5:45 PM Count Total Peak HV HV% tote: Two-hout Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Eastt LT 3 0 1 2 0 0 0 0 0 0 6 6 6 0 0 0 6 6 0 0 0 6 t summa t wB 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound TH 4 3 6 1 4 2 2 2 2 4 14 0 0% ary volu volu 8 N 0 0%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Wess LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0	tbound TH 14 8 20 9 11 14 15 8 99 51 0 0% vehicles EB 0 1 0 0 0 0 0	5 9 9 1 7 3 3 6 43 24 1 4% 24 1 4% 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North LT 3 4 4 0 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	abound TH 7 4 7 3 3 3 2 8 377 21 0 0% s in ove SB 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 1 4 2 1 3 2 0 16 10 0 0% 0 7 10 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Soutl LT 0 0 2 0 0 0 0 0 0 1 3 2 1 50%	hbound TH 0 1 0 0 1 0 0 0 2 1 0 0 0 2 1 0 0 0 0 2 1 1 0 0 0 0	2 0 1 0 0 0 0 0 0 0 0 0 0 0 0 %	Total 41 30 52 20 30 28 27 28 256 143 2 1% 0 sssing Le th Sou 5 3 3 0 4 3	One Hou 0 0 143 132 130 105 113 0 0 0 0 0 0 0 0 0 0 0 0 0

		S 5t	h St			S 51	th St			SI	St			SI	St			
Interval Start		East	ound			West	bound			North	bound	1 N R.S.		South	bound		15-min Total	Rolling One Hour
Start	UT	LT	тн	RT	UT	LT	тн	RT	UT	LT	TH	RT	UT	LT	тн	RT	TOLA	One Hour
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Q	0	0	1
Court Total		0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	3	0
Jount Total	0	0	0	0	U	U	U	4		U	0							
Peak Hour	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	0
Peak Hour wo-Hour (0	0 Sum	0	0	0	0	-			0				1		-	2	0
Peak Hour wo-Hour (Interval	0	0 Sum S 5t	0 marie	0	0	0 S 51	0			0 S I	0			1 S I	0	-	2 15-min	0 Rolling
Peak Hour wo-Hour (0	0 Sum S 5t Eastt	0 marie h St	0	0	0 S 51 West	0 th St			0 S I North	0 . St			1 South	0 St	-	2	0 Rolling
Peak Hour wo-Hour (Interval	0 Count	0 Sum S 5t Easth T	0 marie h St	0 es - Bi	0 kes	0 S 50 West	0 th St bound	1	0	0 SI North T	0 . St bound	0	0	1 South	0 St	0	2 15-min	0 Rolling
Peak Hour wo-Hour (Interval Start	0 Count	0 Sum S 5t Easth T	0 marie h St bound H	0 es - Bi	0 kes	0 S 51 Westl	0 th St bound H	1 RT	0 LT	0 SI North T	0 St bound H	0 RT	0 LT	1 South T	0 St bound	0 RT	2 15-min Total	0 Rolling One Hou
Peak Hour wo-Hour (Interval Start 4:00 PM	0 Count	0 Sum S 5t Eastt T	0 marie h St bound H	0 es - Bi RT 0	0 kes LT 0	0 S 50 Westl T	0 th St bound H	1 RT 0	0 LT 0	0 SI North T	0 St bound H	0 RT 0	0 0	1 South T	0 St bound H	0 RT 0	2 15-min Total 0	0 Rolling One Hou 0
Peak Hour wo-Hour (Interval Start 4:00 PM 4:15 PM	0 Count LT 0 0	0 Sum S 5t Easth T	0 marie h St bound H	0 es - Bi RT 0 0	0 kes LT 0 0	0 S 51 West	0 th St bound H 0	1 RT 0 0	0 LT 0 0	0 SI North T	0 - St bound H D	0 RT 0 0	0 LT 0 0	1 South T	0 - St bound 'H 0 0	0 RT 0	2 15-min Total 0 1	0 Rolling One Hou 0 0
Peak Hour wo-Hour (Interval Start 4:00 PM 4:15 PM 4:30 PM	0 Count LT 0 0	0 Sum S 5t Easth T	0 marie h St bound H 0 1	0 es - Bi RT 0 0 0	0 kes LT 0 0	0 S 51 West	0 th St bound H 0 0	1 RT 0 0	0 LT 0 0	0 SI North T	0 - St bound H D D	0 RT 0 0	0 LT 0 0	1 South	0 - St bound H 0 0	0 RT 0 0	2 15-min Total 0 1 0	0 Rolling One Hou 0 0 0
Peak Hour wo-Hour (Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM		0 Sum S 5t Eastt T	0 marie h St bound H D D	0 es - Bi RT 0 0 0	0 kes LT 0 0 0 0	0 S 51 West	0 th St bound H 0 0 0	1 RT 0 0 0	0 LT 0 0 0	0 SI North T	0 - St bound H D D D D	0 RT 0 0 0 0	0 LT 0 0 0	1 South T	0 St bound H 0 0 0	0 RT 0 0 0 0	2 15-min Total 0 1 0 0	0 Rolling One Hou 0 0 0 1
Peak Hour wo-Hour C Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	0 Count LT 0 0 0 0 0	0 S 5tt Eastt T	0 marie h St bound H 0 1	0 es - Bi RT 0 0 0 0 0 0	0 kes LT 0 0 0 0 0	0 S 50 West	0 th St bound H 0 0 0 0 0	1 RT 0 0 0 0 0	0 LT 0 0 0 0 0	0 SI North T	0 - St bound H D 0 0 0 0	0 RT 0 0 0 0 0	0 LT 0 0 0 0 0 0	1 South T	0 - St bound H 0 0 0 0 0	0 RT 0 0 0 0 0	2 15-min Total 0 1 0 0 0	Rolling One Hou 0 0 1 1
Peak Hour wo-Hour C Interval Start 4:00 PM 4:15 PM 4:30 PM 5:00 PM 5:15 PM	0 Count LT 0 0 0 0 0 0	0 Sum S 5t Eastt T ((((((((0 marie h St bound H 0 1	0 es - Bi RT 0 0 0 0 0 0 0	0 kes LT 0 0 0 0 0 0 0	0 S 50 West	0 th St bound H 0 0 0 0 0 0	1 RT 0 0 0 0 0 0 0 0 0	0 LT 0 0 0 0 0 0	0 SI North T	0 - St bound H D D D D D D D D	0 RT 0 0 0 0 0 0 0	0 LT 0 0 0 0 0 0	1 South T	0 - St bound H 0 0 0 0 0	0 RT 0 0 0 0 0 0	2 15-min Total 0 1 0 0 0 0 0	Rolling One Hou 0 0 1 1 0
Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	0 Count LT 0 0 0 0 0 0 0 0	0 Sum S 5t Eastt T ((((((((0 marie h St boound H 0 1 0 0 0 0 0 0	0 es - Bi RT 0 0 0 0 0 0 0 0 0	0 kes 0 0 0 0 0 0 0 0 0	0 S 51 West	0 th St bound TH 0 0 0 0 0 0 0	1 RT 0 0 0 0 0 0 0 0 0 0 0	0 LT 0 0 0 0 0 0 0 0 0	0 SI North T	0 - St bound H 0 0 0 0 0 0 1	0 RT 0 0 0 0 0 0 0 0 0	0 LT 0 0 0 0 0 0 0 0 0 0	1 South T	0 - St bound H 0 0 0 0 0 0 0	0 RT 0 0 0 0 0 0 0 0 0	2 15-min Total 0 1 0 0 0 0 0 1	Rolling One Hour 0 0 1 1 0 1

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

٦

		Ē	5	Prepa	red for	1	CH2	MH	ILL	L.							
		2	2	Tre	affi	c Ca	ount (Cons	ulta	nts, In	IC.						
	_	-	-	Phon	e: (253) 926-6	009 FA)	X [.] (253) 9	22-721	E-Mail, 1	Team@TC2	inc.com					
	-		_									WBE/C	DBE				
Intersecti	on:	Marti	n Luther	King	r Way	& S Stl	St					Date o	f Cour	nt:	Wed '	5/07/201	4
Location:			na, Was									Check			Jess		
Time Interval	Fre		rth on K Way	(SB)	ľ		outh on (ILK Way	NB)		From Eas	t on (WB)	Fr	om We	st on (th St	(EB)	Inter
Ending at	Т	L	S	R	Т	L	S	R	T	L	S	R	T		S	R	1018
3:15 P	1	9	30	2	1	2	55	17	0	13	1	14	0	8	3	15	169
3.30 P	1	9	31	0	0	7	51	12	0	8	0	9	0	11	0	23	161
3:45 P	0	8	48	1	0	5	58	11	0	11	1	12	0	12	0	28	195
4:00 P 4:15 P	1	5	30	2	0	7	45 34	17	1	7	0	11	0	10	0	24	159
4:30 P	1	5	39	1	0	4	53	9	0	5	0	10	1	15	0	27	168
4:45 P	1	9	40	3	1	2	31	4	0	9	0	3	0	19	0	28	148
5:00 P	0	0	40	0	I	4	48	7	0	12	0	13	0	16	0	18	158
5:15 P	1	4	42	3	0	1	34	10	0	11	1	5	0	17	0	30	158
5.30 P	0	4	2.3	2	0	0	35	11	0	8	2	7	0	6	3	24	125
5:45 P	0	6	22	1	0	1	35	5	0	1	0	5	0	8	0	23	107
6 00 P	0	2	29	1	1	1	25	6	0	8	0	7	1	10	2	13	104
Total			-	<u> </u>							1				1		
Survey	7	67	403	16	4	37	504	121	1	97	6	[12	3	141	9	275	1788
					Peak	Hour:	3:00 PM	1	to	4:00 PM							
Total	3	31	139	5	1	21	209	57	1	39	2	46	0	41	4	90	684
Approach			175				287				87				135		684
%11V	_		1.7%				0.3%				1.1%		_		n/a		0.7%
%HV PHF			1.7%			-		ILK W	ay		1.1%				n/a		0.7%
		163	1.7% 5 5th S 28 135	Ped Bike	0 41 4	5]	471] ĴBike Ped	46 2 39 0 80	Bike	8 5th S 87 92		1	
PIIF	S.	163 S	5 5th S 28 135 E	Ped Bike W	0 41 4 90	Ped	M 175 139]	471	<u>1</u> 64] ĴBike Ped	2 39 0	Bike Ped	87 92	it 179	Hour V	0.88
PIIF	8	163 5 13	S 5th S 28 135 E 17	Ped Bike W	0 41 4 90 49		M 175 139 3:00 PM]	471	<u>1</u> 64 4:00 PM] JBike Ped	2 39 0	Bike Ped	87 92	it 179	Hour V PHF	0.88 Volume %11V
PIIF		163 S	5 5th S 28 135 E	Ped Bike W	0 41 4 90	Ped	M 175 139 3:00 PM]	471	<u>1</u> 64 4:00 PM] JBike Ped	2 39 0 80	Bike Ped	87 92	it 179	Hour V PHF	0.88
PEDs Across: INT 01 INT 02	8 14	163 5 13 19 15 7	28 135 E 17 28	Ped Bike W 11 12	0 41 4 90 49 73	Ped	M 175 139 3:00 PM 54 <i>I</i>	10	21	1 64 4:00 PM 209] JBike Ped	2 39 0 80	Bike Pcd 780	87 92	it 179 IF Peak B WB NB	Honr V PHF	0.88 /olume %al1V
PEDs Across: INT 01 INT 03 INT 04 INT 05	8 14 28 14 20	163 5 13 19 15 7 11	5 5th S 28 135 E 17 28 25 10 16	Ped Bike W 11 12 19 13 13	0 41 4 90 73 87 44 60	Ped	M 175 139 3:00 PM 54 <i>I</i> 268]]]]	21 555	1 64 4:00 PM 209] JBike Ped	2 39 0 80	Bike Ped 780 Check	87 92 1.0 PH	it 179 F Peak B WB NB SB	PHF	0.88 /olume %IIV
PEDA Accross: INT 01 INT 02 INT 03 INT 05 INT 05 INT 06	8 14 28 14 20 10	163 5 13 19 15 7 11 12	28 28 1355 E 17 28 25 10 16 17	Ped Bike W 11 12 19 13 13 13	0 41 4 90 73 87 44 60 50	Ped Bikc	M 175 139 3:00 PM 54 <i>1</i> 268 M]]]]]]	471 21 555 ay	1 64 4:00 PM 209 287] Bike Ped 57	2 39 0 80	Bike Ped 780 Cheek In: Out:	87 92 1.0 PH	it 179 IF Peak B WB NB	PHF	0.88 /olume %al1V
PEDA Accross: INT 01 INT 02 INT 03 INT 04 INT 05 INT 06 INT 06 INT 06	8 14 28 14 20 10 10 19 13	163 5 13 19 15 7 11 12 3 9	28 28 135 E 17 28 25 10 16 17 17 16	Ped Bike W 11 12 19 13 13 13 11 9 11	0 41 4 90 73 87 44 60 50 48 49	Ped Bikc	M 175 139 3:00 PM 54 <i>i</i> 268 M :les From: INT 01	 31 10 	21 555	1 64 4:00 PM 209] JBike Ped	2 39 0 80	Bike Ped 780 Cheek In:	87 92 1.0 PH	it 179 F Peak B WB NB SB	PHF	0.88 /olume %IIV
PEDs Across: INT 01 INT 02 INT 03 INT 04 INT 05 INT 06 INT 07 INT 06 INT 09 INT 10	8 14 28 14 20 10 10 19 13 11 11	163 5 13 19 15 7 11 12 3 9 14 8	28 28 1355 E 17 28 25 10 16 17 17 17 16 18 10	Ped Bike' W 11 12 19 13 13 13 11 9 11 15 12	0 41 4 90 73 87 44 60 50 48 49 58 41	Ped Bikc	M 175 139 3:00 PM 54 7 268 M cles From: INT 01 INT 02 INT 03	31 10 	471 21 555 ay	1 64 4:00 PM 209 287] Bike Ped 57	2 39 0 80	Bike Ped 780 Cheek In: Out:	87 92 1.0 PH	it 179 F Peak B WB NB SB	PHF	0.88 /olume %IIV
PEDA Accross: INT 01 INT 02 INT 03 INT 05 INT 06 INT 07 INT 06 INT 07 INT 06 INT 07	8 14 28 14 20 10 10 19 13 11	163 5 13 19 15 7 11 12 3 9 14	28 28 135 E 17 28 25 10 16 17 17 16 18	Ped Bike W 11 12 19 13 13 13 11 9 11 15	0 41 4 90 73 87 44 60 50 48 49 58	Ped Bikc	M 175 139 3:00 PM 54 <i>i</i> 268 M 268 INT 01 INT 01 INT 01	 	21 5555 8y S	1 64 4:00 PM 209 287] Bike Ped 57	2 39 0 80	Bike Ped 780 Cheek In: Out:	87 92 1.0 PH	it 179 F Peak B WB NB SB	PHF	0.88 /olume %11V n a 1.1% 0.3% 1.7%
PEDS Across: INT 01 INT 02 INT 03 INT 04 INT 05 INT 06 INT 07 INT 08 INT 07 INT 08 INT 07 INT 08 INT 07 INT 08 INT 01 INT 11 INT 12	8 14 28 14 20 10 19 13 11 11 13 6 167	163 5 13 19 15 7 11 12 3 9 14 8 8	28 28 135 E 17 28 25 10 16 17 17 16 18 10 21	Ped Bikc W 11 12 19 13 13 13 11 9 11 15 12 7	0 41 4 90 73 87 44 60 50 48 49 58 41 49	Ped Bikc	M 175 139 3:00 PM 54 268 M Sles From: INT 01 INT 02 INT 03 INT 04 INT 05 INT 05	31 10 1 1 1	21 5555 8y S	1 64 4:00 PM 209 287] Bike Ped 57	2 39 80 80 0 0 1 1 1 1 2	Bike Ped 780 Cheek In: Out:	87 92 1.0 PH	it 179 F Peak B WB NB SB	PHF	0.88 /olume %11V n a 1.1% 0.3% 1.7%
PEDS Accross: INT 03 INT 04 INT 05 INT 06 INT 06 INT 09 INT 10	8 14 28 14 20 10 19 13 11 11 13 6 167	163 5 13 19 15 7 11 12 3 9 14 8 8 8 8	28 28 28 28 135 17 28 25 10 16 17 17 16 18 10 21 16 17 17 16 18 10 16 17 17 16 17 17 16 17 16 16 16 16 16 16 16 16 16 16	Ped Bike W 11 12 19 13 13 11 9 11 15 12 7 7 9	0 41 4 90 73 87 44 60 50 48 49 58 84 41 49 39	Ped Bikc	M 175 139 3:00 PM 54 <i>i</i> 268 M cles From: INT 01 INT 02 INT 03 INT 06 INT 06 INT 07 INT 08	 31 10 10 10 10 10 10 10 1	471 21 5555 ay 5 5 1 1	1 64 4:00 PM 209 287	Bike Ped 57	2 39 80 80	Bike Ped 780 Cheek In: Out:	87 92 1.0 PH	it 179 F Peak B WB NB SB	PHF	0.88 /olume %IIV
PEDS Across: INT 01 INT 02 INT 03 INT 04 INT 05 INT 06 INT 07 INT 08 INT 07 INT 08 INT 07 INT 08 INT 07 INT 08 INT 01 INT 11 INT 12	8 14 28 14 20 10 19 13 11 11 13 6 167	163 5 13 19 15 7 11 12 3 9 14 8 8 8 8	28 28 28 28 135 17 28 25 10 16 17 17 16 18 10 21 16 17 17 16 18 10 16 17 17 16 17 17 16 17 16 16 16 16 16 16 16 16 16 16	Ped Bike W 11 12 19 13 13 11 9 11 15 12 7 7 9	0 41 4 90 73 87 44 60 50 48 49 58 84 41 49 39	Ped Bikc	M 175 139 3:00 PM 54 <i>i</i> 268 M 268 INT 01 INT 02 INT 04 INT 05 INT 05 INT 06 INT 07	 31 10 10 10 10 10 10 10 1	471 21 5555 ay 5 5 1 1	1 64 4:00 PM 209 287 E	 Bike Ped 57	2 39 80 80 0 0 1 1 1 1 2	Bike Ped 780 Cheek In: Out:	87 92 1.0 PH	it 179 F Peak B WB NB SB	PHF	0.88 /olume %IIV

www.idaxdata.com

					L S th A											j	ж	
	z</td <td>4</td> <td>_</td> <td></td> <td>eak H</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>С</td> <td>ount l Peal</td> <td></td> <td>1: 4</td> <td></td> <td>M to</td> <td>6:00 P 5:00 P</td> <td></td>	4	_		eak H						С	ount l Peal		1: 4		M to	6:00 P 5:00 P	
256 202	\rightarrow	0 = 4 = 195 = 3 =						S 6th 17 249 0 0	Ave	266 201					ofo			oðo
				т	↓ 1	22	σ.	5	W N S	:8 /B IB :8	HV %: 4.5% 3.0% 0.0% - 3.5%	PHF 0.92 0.96 0.69 - 0.95		11	00	•	l	
Two-Hour	Count	S 6th	Ave	S		100 March 2	h Ave				L St	_			L St		15-min	Rolling
	UT		Ave	RT	UT	100 March 2	h Ave bound TH	RT	UT		L St ibound TH	RT	UT		L St bound TH	RT	15-min Total	Rolling One Hour
Interval		S 6th Eastb	Ave ound		UT	West	bound	RT 4	UT	North	bound	RT 1	UT 0	South	bound	RT 0		
Interval Start	UT	S 6th Eastb LT	ound TH	RT	_	West LT	bound TH			North LT	ibound TH			South LT	nbound TH		Total	One Hour
Interval Start 4:00 PM	UT 0	S 6th Eastb LT 1	ound TH 54	RT 0	0	West LT 0	bound TH 65	4	0	North LT 2	ibound TH 2	1	0	South LT	nbound TH 0	0	Total	One Hour 0
Interval Start 4:00 PM 4:15 PM	UT O O	S 6th Eastb LT 1	ound TH 54 51	RT 0 3	0	West LT 0 0	bound TH 65 60	4 5	0 0	North LT 2 2	ibound TH 2 2	1 2	0 0	South LT 0	nbound TH 0 0	0	Total 129 126	One Hour 0 0
Interval Start 4:00 PM 4:15 PM 4:30 PM	UT 0 0 0	S 6th Eastb LT 1 1 2	a Ave bound TH 54 51 51	RT 0 3 0	0 0 0	West LT 0 0 0	bound TH 65 60 62	4 5 5	0 0 0	North LT 2 2 2	tbound TH 2 2 4	1 2 2	0 0 0	South LT 0 0	nbound TH 0 0 0	0 0 0	Total 129 126 128	One Hour 0 0 0
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM	UT 0 0 0 0	S 6th Eastb LT 1 2 0	Ave bound TH 54 51 51 39	RT 0 3 0 0	0 0 0 0	West LT 0 0 0 0	50000000000000000000000000000000000000	4 5 5 3	0 0 0 0	North LT 2 2 2 1	TH 2 2 4 1	1 2 2 1	0 0 0 0	South LT 0 0 0 0	TH 0 0 0 0 0	0 0 0 0	Total 129 126 128 107	One Hour 0 0 490
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	UT 0 0 0 0 0 0	S 6th Eastb LT 1 2 0 0	Ave bound TH 54 51 51 39 41	RT 0 3 0 0 0	0 0 0 0 0	West LT 0 0 0 0 0 0	bound TH 65 60 62 62 62 62	4 5 5 3 3	0 0 0 0 0	North LT 2 2 2 1 4	1 1 2 1 2 4 1 2	1 2 2 1 0	0 0 0 0	South LT 0 0 0 0 0	TH 0 0 0 0 0 1	0 0 0 0	Total 129 126 128 107 113	One Hour 0 0 490 474
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	UT 0 0 0 0 0 0 0 0	S 6th Eastb LT 1 2 0 0 1	Ave bound TH 51 51 39 41 36	RT 0 3 0 0 0 0	0 0 0 0 0 0	West LT 0 0 0 0 0 0 0	bound TH 65 60 62 62 62 62 57	4 5 3 3 4	0 0 0 0 0	North LT 2 2 1 4 4	1 1 1 1 2 4 1 2 4	1 2 2 1 0 1	0 0 0 0 0	South LT 0 0 0 0 0 0 0	1bound TH 0 0 0 0 1 0	0 0 0 0 0	Total 129 126 128 107 113 107	One Hour 0 0 490 474 455
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	UT 0 0 0 0 0 0 0 0 0 0 0 0 0	S 6th Eastb LT 1 2 0 0 1 1 1	Ave bound TH 54 51 51 39 41 36 31	RT 0 3 0 0 0 0 0	0 0 0 0 0 0 0 0	West LT 0 0 0 0 0 0 0 0	bound TH 65 60 62 62 62 62 57 66	4 5 3 3 4 5	0 0 0 0 0 0 0	North LT 2 2 1 4 4 6	1 1 1 1 1 1 1 1 1	1 2 1 0 1 2	0 0 0 0 0 0	South LT 0 0 0 0 0 0 0	nbound TH 0 0 0 0 1 0 0	0 0 0 0 0 0 0	Total 129 126 128 107 113 107 112	One Hour 0 0 490 474 455 439
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total	UT 0 0 0 0 0 0 0 0 0 0 0 0	S 6th Eastb LT 1 2 0 0 1 1 2	Ave bound TH 54 51 39 41 36 31 39	RT 0 3 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	West LT 0 0 0 0 0 0 0 0 0 0	bound TH 65 60 62 62 62 62 57 66 43	4 5 3 3 4 5 4	0 0 0 0 0 0 0 0 0	North LT 2 2 1 4 4 6 3	1 1 2 4 1 2 4 1 2 4 1 4 1 4	1 2 1 0 1 2 1	0 0 0 0 0 0 0	South LT 0 0 0 0 0 0 0 0 0 0	nbound TH 0 0 0 0 1 0 0 0 0 0	0 0 0 0 0 0 0 0	Total 129 126 128 107 113 107 112 96	One Hour 0 0 490 474 455 439 428
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Peak AI	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S 6th Eastb LT 1 2 0 0 1 1 2 8	Ave bound TH 51 51 39 41 36 31 39 342	RT 0 3 0 0 0 0 0 0 0 0 3	0 0 0 0 0 0 0 0 0 0	West LT 0 0 0 0 0 0 0 0 0 0	bound TH 65 60 62 62 62 62 57 66 43 477	4 5 3 3 4 5 4 33	0 0 0 0 0 0 0 0 0 0	North LT 2 2 1 4 4 6 3 24	10000000000000000000000000000000000000	1 2 2 1 0 1 2 1 2 1	0 0 0 0 0 0 0 0 0 0	South LT 0 0 0 0 0 0 0 0 0 0 0 0	1bound TH 0 0 0 1 0 0 0 0 0 1	0 0 0 0 0 0 0 0 0 0	Total 129 126 128 107 113 107 112 96 918	One Hour 0 0 490 474 455 439 428 0
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Peak AI	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S 6th Eastb LT 1 2 0 0 1 1 2 8 8 4	Ave bound TH 51 51 39 41 36 31 39 342 195	RT 0 0 0 0 0 0 0 0 0 0 3 3 3	0 0 0 0 0 0 0 0 0 0 0 0	West LT 0 0 0 0 0 0 0 0 0 0 0 0 0	bound TH 65 60 62 62 62 62 57 66 43 477 249	4 5 3 3 4 5 4 33 17	0 0 0 0 0 0 0 0 0 0 0	North LT 2 2 2 1 4 4 6 3 24 7	bound TH 2 2 4 1 2 4 1 2 4 1 4 20 9	1 2 2 1 0 1 2 1 2 1 10 6	0 0 0 0 0 0 0 0 0 0 0	South LT 0 0 0 0 0 0 0 0 0 0 0 0 0	1bound TH 0 0 0 0 1 0 0 0 1 0	0 0 0 0 0 0 0 0 0 0	Total 129 126 128 107 113 107 112 96 918 490	One Hour 0 0 490 474 455 439 428 0 0 0
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Peak Hour	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S 6th Eastb LT 1 2 0 0 1 1 2 8 4 0 0%	Ave bound TH 51 51 39 41 36 31 39 342 195 9 5%	RT 0 3 0 0 0 0 0 0 3 3 0 0%	0 0 0 0 0 0 0 0 0 0 0 0 0 0	West LT 0 0 0 0 0 0 0 0 0 0 0 0 0	bound TH 65 60 62 62 62 57 66 43 477 249 8 3%	4 5 3 3 4 5 4 33 17 0 0%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North LT 2 2 2 1 4 4 4 6 3 24 7 0 0%	bound TH 2 4 1 2 4 1 2 4 1 4 20 9 0 0%	1 2 1 0 1 2 1 1 2 1 10 6 0%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	South LT 0 0 0 0 0 0 0 0 0 0 0 0 0	1bound TH 0 0 0 0 1 0 0 0 1 0	0 0 0 0 0 0 0 0 0 0	Total 129 126 128 107 113 107 112 96 918 490 17	One Hour 0 0 490 474 455 439 428 0 0 0 0 0
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Peak Hour HV HV9	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S 6th Eastb LT 1 2 0 0 1 1 2 8 4 0 0% Summa	Ave bound TH 54 51 39 41 36 31 39 342 195 9 5%	RT 0 3 0 0 0 0 0 0 0 3 3 0 0%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West LT 0 0 0 0 0 0 0 0 0 0 0 0 0	bound TH 65 60 62 62 62 57 66 43 477 249 8 3%	4 5 3 3 4 5 4 33 17 0 0%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North LT 2 2 1 4 4 4 6 3 24 7 0 0%	bound TH 2 4 1 2 4 1 2 4 1 4 20 9 0 0%	1 2 1 0 1 2 1 1 2 1 10 6 0%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	South LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10000000000000000000000000000000000000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total 129 126 128 107 113 107 112 96 918 490 17 3%	One Hour 0 0 490 474 455 439 428 0 0 0 0 0 0 0
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Peak Hour HV9 Note: Two-ho	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S 6th Eastb LT 1 2 0 0 0 1 1 2 8 8 4 0 0% Summa	A Ave ound TH 54 51 51 39 41 36 31 39 342 195 9 5% 5%	RT 0 0 0 0 0 0 0 0 3 3 0 0%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound TH 65 60 62 62 62 57 66 43 477 249 8 3% vehicles	4 5 3 3 4 5 4 33 17 0 0% but ex	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North LT 2 2 1 4 4 6 3 24 7 0 0% vicycles	bound TH 2 4 1 2 4 1 2 4 1 2 4 1 4 20 9 0 0% 5 in ove	1 2 1 0 1 2 1 10 6 0 0% rall course	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	South LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10000000000000000000000000000000000000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total 129 126 128 107 113 107 112 96 918 490 17 3% Dessing Lo	One Hour 0 0 490 474 455 439 428 0 0 0 0 0 0 0 0 0
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Peak Hour HV9 Note: Two-hour Interval Start	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S 6th Eastb LT 1 2 0 0 0 1 1 2 8 8 4 0 0% Summa Hear WB	A Ave bound TH 54 51 51 39 41 36 31 39 342 195 9 5% 5% vy volu	RT 0 3 0 0 0 0 0 0 3 3 0 0% 0% 0%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound TH 65 60 62 62 62 57 66 43 477 249 8 3% vehicles	4 5 3 3 4 5 4 33 17 0 0% but ex	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North LT 2 2 2 1 4 4 4 6 3 2 4 7 0 0% 6 icycless B	bound TH 2 4 1 2 4 1 2 4 1 4 20 9 0 0% 5 in ove	1 2 1 0 1 2 1 10 6 0 0% rall cou	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	South LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10000000000000000000000000000000000000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total 129 126 128 107 113 107 112 96 918 490 17 3% bassing Legans Source	One Hour 0 490 474 455 439 428 0 0 0 0 0 0 0 0 0 0 0 0 0
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Beak Hour HV Note: Two-hour Interval Start 4:00 PM	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S 6th Eastb LT 1 2 0 0 1 1 2 8 4 0 0% Summa Hear WB 2	A Ave bound TH 54 51 51 39 41 36 31 39 342 195 9 5% 5% Vy Velu N	RT 0 3 0 0 0 0 0 0 0 3 3 0 0 0 % 0 %	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound TH 65 60 62 62 62 57 66 43 477 249 8 3% vehicles	4 5 3 3 4 5 4 3 3 3 4 5 4 3 3 3 17 0 0% but exc	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North LT 2 2 2 1 4 4 4 6 3 2 4 7 0 0% 0% cles B	bound TH 2 4 1 2 4 1 2 4 1 2 4 1 4 20 9 0 0 0% 5 in ove SB 0	1 2 1 0 1 2 1 10 6 0 % rall court	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	South LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10000000000000000000000000000000000000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total 129 126 128 107 113 107 112 96 918 490 17 3% Desing Le 5 Source 1	One Hour 0 0 490 474 455 439 428 0 0 0 0 0 0 0 0 1 0 2
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Peak Hour HV Note: Two-hour Interval Start 4:00 PM 4:15 PM	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S 6th Eastb LT 1 2 0 0 0 1 1 2 8 8 4 0 0% Summa Hear WB 2 4	A Ave bound TH 51 51 39 41 36 31 39 342 195 9 5% 5% N Vy Veh N	RT 0 3 0 0 0 0 0 0 0 3 3 0 0 0 % 0 % 0 %	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound TH 65 60 62 62 62 57 66 43 477 249 8 3% vehicles EB 0 0	4 5 3 3 4 5 4 33 17 0 0% but exc WB 0 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North LT 2 2 2 1 4 4 4 6 3 2 4 7 0 0% 6 10% 7 0% 0% 7 10 10 10% 7 10 10 10% 7 10 10 10 10 10 10 10 10 10 10 10 10 10	bound TH 2 4 1 2 4 1 2 4 1 2 4 1 4 20 9 0 0 0% 5 in ove SB 0 0 0	1 2 1 0 1 2 1 10 6 0 % rall court	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	South LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10000000000000000000000000000000000000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total 129 126 128 107 113 107 113 107 112 96 918 490 17 3% Desing Le Desing Le 14 4	One Hour 0 0 490 474 455 439 428 0 0 0 0 0 0 0 0 0 0 0 0 0
Interval Start 4:00 PM 4:15 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Beak Hour HV Note: Two-hour Interval Start 4:00 PM 4:15 PM 4:30 PM	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S 6th Eastb LT 1 2 0 0 0 1 1 2 8 8 4 0 0% Summa NB 2 4 1	A Ave bound TH 54 51 51 39 41 36 31 39 342 195 9 5% Vy Veh N	RT 0 3 0 0 0 0 0 0 0 3 3 0 0 0 % 0 % 0 %	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound TH 65 60 62 62 62 57 66 43 477 249 8 3% vehicles EB 0 0 0	4 5 5 3 3 4 5 4 3 3 4 5 4 3 3 17 0 0% but exceeded 1 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North LT 2 2 2 1 4 4 4 6 3 2 4 7 0 0% 6 8 8 1 0 0 0 0 0	bound TH 2 4 1 2 4 1 2 4 1 2 4 1 4 20 9 0 0 0% 5 in ove SB 0 0 0 0 0	1 2 1 0 1 2 1 10 6 0 % rall court	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	South LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 0 0 0 0 1 0 0 0 0 1 0 0 0 0 0 0 1 0 0 0 0 1 0 0 0 0 1 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total 129 126 128 107 113 107 112 96 918 490 17 3% Dessing Le 5 Souther 1 4 0	One Hour 0 0 0 490 474 455 439 428 0
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Hour HV HV9 Vote: Two-hor Interval Start 4:00 PM 4:15 PM 4:30 PM 4:30 PM 4:45 PM	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S 6th Eastb LT 1 2 0 0 0 1 1 2 8 8 4 0 0% Summa NB 2 4 1 1	A Ave bound TH 54 51 51 39 41 36 31 39 342 195 9 5% Vy Veh N	RT 0 3 0 0 0 0 0 0 0 3 3 0 0 0 % 0 % 0 % 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound TH 65 60 62 62 62 57 66 43 477 249 8 3% vehicles EB 0 0 0 0 0	4 5 5 3 3 4 5 4 3 3 4 5 4 3 3 17 0 0% but exceeded 1 1 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North LT 2 2 2 1 4 4 4 6 3 2 4 7 0 0% 0% 0% 0%	bound TH 2 4 1 2 4 1 2 4 1 2 4 1 4 20 9 0 0 0% 5 in ove SB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 2 2 1 0 1 2 1 10 6 0 % rall court	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	South LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Document 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 1 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total 129 126 128 107 113 107 112 96 918 490 17 3% Desing Le 1 4 0 1 4 0 1 4 0 1 1 1 1 1 1 1 1 1 1 1 1 1	One Hour 0 0 490 474 455 439 428 0 0 0 0 0 0 0 0 0 0 0 0 0
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Hour HV HV Vote: Two-hot Interval Start 4:00 PM 4:15 PM 4:30 PM 4:30 PM 4:30 PM 5:00 PM	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S 6th Eastb LT 1 2 0 0 0 1 1 2 8 8 4 0 0% Summa Hear WB 2 4 1 1 2	A Ave bound TH 54 51 51 39 41 36 31 39 342 195 9 5% N Vy Veh N ((((((((RT 0 3 0 0 0 0 0 0 0 0 3 3 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound TH 65 60 62 62 62 57 66 43 477 249 8 3% vehicles EB 0 0 0 0 0 0	4 5 5 3 3 4 5 4 3 3 3 4 5 4 3 3 17 0 0% but exc 0 1 1 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North LT 2 2 2 1 4 4 4 6 3 2 4 7 0 0% 0% 0% 0% 0% 0 0 0 0 0 0 0 0 0	bound TH 2 4 1 2 4 1 2 4 1 2 4 1 4 20 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 2 2 1 0 1 2 1 10 6 0 % rall court	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	South LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10000000000000000000000000000000000000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total 129 126 128 107 113 107 112 96 918 490 17 3% Dessing Le 1 4 0 1 4 0 1 0	One Hour 0 0 490 474 455 439 428 0 0 0 0 0 0 0 0 0 0 0 0 0
Interval Start 4:00 PM 4:15 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Hour HV HV2 Vote: Two-hot Interval Start 4:00 PM 4:15 PM 4:30 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:00 PM 5:00 PM 5:00 PM 4:15 PM	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S 6th Eastb LT 1 2 0 0 0 1 1 2 8 8 4 0 0% Summa WB 2 4 1 1 2 1	A Ave bound TH 54 51 51 39 41 36 31 39 342 195 9 5% Vy Veh N	RT 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound TH 65 60 62 62 62 57 66 43 477 249 8 3% <i>vehicles</i> EB 0 0 0 0 0 0 0 0	4 5 5 3 3 3 4 5 4 3 3 3 4 5 4 3 3 17 0 0% but exceeded 1 1 0 0 0 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North LT 2 2 2 1 4 4 4 6 3 2 4 7 0 0% 0% 0% 0% 0% 0 0 0 0 0 0 0 0 0 0	bound TH 2 4 1 2 4 1 2 4 1 2 4 1 4 20 9 0 0 0 0 5 8 in ove SB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 2 2 1 0 1 2 1 10 6 0 0% rall court	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	South LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10000000000000000000000000000000000000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total 129 126 128 107 113 107 112 96 918 490 17 3% Dessing Le 0 1 4 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	One Hour 0 0 0 490 474 455 439 428 0
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Peak HV HV Vote: Two-hot Interval Start 4:00 PM 4:15 PM 4:30 PM 4:30 PM 4:30 PM 5:00 PM 5:00 PM 5:15 PM 5:00 PM 5:15 PM 5:00 PM 5:30 PM	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S 6th Eastb LT 1 2 0 0 0 1 1 2 8 4 0 0% Summa VB 2 4 1 1 2 1 1	A Ave Ave Ave Ave Ave Ave Ave Ave	RT 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound TH 65 60 62 62 62 57 66 43 477 249 8 3% rehicles EB 0 0 0 0 0 0 0 0 0	4 5 5 3 3 4 5 4 33 17 0 0% but exc 5 4 33 17 0 0% but exc 1 1 1 0 0 1 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North LT 2 2 2 1 4 4 4 6 3 2 4 7 0 0% 6 0% 0% 0% 0% 00 0 0 0 0 0 0 0 0 1	bound TH 2 4 1 2 4 1 2 4 1 2 4 1 4 20 9 0 0 0 0 5 s in ove SB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 2 2 1 0 1 2 1 10 6 0 0% rall court	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	South LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10000000000000000000000000000000000000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total 129 126 128 107 113 107 112 96 918 490 17 3% Dessing Le 0 1 4 0 1 0 0 0 3 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1	One Hour 0 0 490 474 455 439 428 0 5
Interval Start 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Peak Hour HV HV9 Note: Two-ho Interval Start 4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:15 PM 5:30 PM 5:50 PM 5:	UT 0 0 0 0 0 0 0 0 0 0 0 0 0	S 6th Eastb LT 1 2 0 0 1 1 2 8 4 0 0% Summa 8 4 0 0% Summa 1 1 2 4 1 1 2 1 1 1 1 2	Ave Nound TH 54 51 51 39 41 36 31 39 342 195 9 5% N (((((((((((((RT 0 3 0 0 0 0 3 3 0 0 0 % 5 0 0 0 %	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound TH 65 60 62 62 62 57 66 43 477 249 8 3% rehicles EB 0 0 0 0 0 0 0 0 0 0	4 5 5 3 3 4 5 4 33 17 0 0% but exc 5 4 33 17 0 0% but exc 1 1 1 0 0 1 1 1 0 0 1 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North LT 2 2 2 1 4 4 4 6 3 2 4 7 0 0% 6 icycles BB 1 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 1 0 0 1 0 0 1 0	bound TH 2 4 1 2 4 1 2 4 1 2 4 1 4 20 9 0 0% 5 in ove SB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 2 2 1 0 1 2 1 10 6 0 0% rall court	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	South LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10000000000000000000000000000000000000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total 129 126 128 107 113 107 112 96 918 490 17 3% 0 0 0 1 4 0 1 0 0 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0	One Hour 0 0 490 474 455 439 428 0 0 0 0 0 0 0 0 0 0 0 0 0
Interval Start 4:00 PM 4:15 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Count Total Peak Hour HV HV Note: Two-hot Interval Start 4:00 PM 4:15 PM 4:30 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:00 PM 5:15 PM 5:00 PM 5:30 PM	UT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S 6th Eastb LT 1 2 0 0 0 1 1 2 8 4 0 0% Summa VB 2 4 1 1 2 1 1	A Ave Ave Ave Ave Ave Ave Ave Ave	RT 0 3 0 0 0 0 3 3 0 0 0 % 0 0 0 % 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	bound TH 65 60 62 62 62 57 66 43 477 249 8 3% rehicles EB 0 0 0 0 0 0 0 0 0	4 5 5 3 3 4 5 4 33 17 0 0% but exc 5 4 33 17 0 0% but exc 1 1 1 0 0 1 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North LT 2 2 2 1 4 4 4 6 3 2 4 7 0 0% 6 0% 0% 0% 0% 00 0 0 0 0 0 0 0 0 1	bound TH 2 4 1 2 4 1 2 4 1 2 4 1 4 20 9 0 0 0 0 5 s in ove SB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 2 2 1 0 1 2 1 10 6 0 0% rall court	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	South LT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10000000000000000000000000000000000000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total 129 126 128 107 113 107 112 96 918 490 17 3% Dessing Le 0 1 4 0 1 0 0 0 3 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1	One Hour 0 0 490 474 455 439 428 0 0 0 0 0 0 0 0 0 0 0 0 0

Interval Start	_	S 6th A	ve	-	S 6t	n Ave	_	-	SL	. St		-	SL	St		40.0	Dell'
		Eastbou	und		West	bound			North	bound			South	bound		15-min Total	Rolling One Hou
onart	UT	LT	TH F	T UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	Total	ononou
4:00 PM	0	0	3	0 0	0	2	0	0	0	0	0	0	0	0	0	5	0
4:15 PM	0	0	1 1	0	0	4	0	0	0	0	0	0	0	0	0	5	0
4:30 PM	0	0	4 1	0	0	1	0	0	0	0	0	0	0	0	0	5	0
4:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	17
5:00 PM	0	0	1 1	0	0	2	0	0	0	0	0	0	0	0	0	3	15
5:15 PM	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3	13
5:30 PM	0	0	1 (0	0	1	0	0	0	0	0	0	0	0	0	2	10
5:45 PM	0	0	2 (0	0	1	0	0	0	0	0	0	0	0	0	3	11
Count Total	0	0	15 (0	0	13	0	0	0	0	0	0	0	0	0	28	0
Peak Hour	0	0	9 (0	0	8	0	0	0	0	0	0	0	0	0	17	0
Interval		S 6th A	NEXTRY.	_		h Ave			SL	00000			SL			15-min	Rolling
Start		Eastbou			West				North				South		DT	Total	One Hou
	LT 0	TH	RT	L	_	_	RT	LT	T		RT	LT	Т		RT		0
1.00.011		0	0	0) 1	0	1	C C		0	0	(0	1	0
4:00 PM	-										0	0			U		0
4:15 PM	0	0	0	0			0	0		1.11						1.1.1.7.4	
4:15 PM 4:30 PM	0	0	0	C		1	0	0	c		0	0	(0	1	0
4:15 PM 4:30 PM 4:45 PM	0 0 0	0 0	0	0		1	0 0	0 0	0		0	0	(0	1 0	3
4:15 PM 4:30 PM 4:45 PM 5:00 PM	0 0 0 0	0 0 0	0 0 0			1))	0 0 0	0 0 0	0 0 0		0 0	0 0	0		0	1 0 0	3 2
4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	0 0 0 0	0 0 0 0	0 0 0		(1)) 1	0 0 0	0 0 0)	0 0 0	0 0 0	((()	0 0	1 0 1	3 2 2
4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0			1)) 1	0 0 0 0	0 0 0 0	0 0 0 0 1)) 	0 0 0	0 0 0			0 0 0	1 0 1 2	3 2 2 3
4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	0 0 0 0	0 0 0 0	0 0 0			1)) 1 1)	0 0 0	0 0 0)))	0 0 0	0 0 0	((()))	0 0	1 0 1	3 2 2

CH2M HILL Prepared for: Traffic Count Consultants, Inc. Phone: (253) 926-6009 FAX: (253) 922-7211 E-Mail: Team@TC2inc.com WBE/DBE Intersection: Martin Luther King Jr Way & S 6th Ave Date of Count: Wed 5/07/2014 Location: Tacoma, Washington Checked By: Jess From South on (NB) MLK Jr Way Interval Total Time From North on (SB) From East on (WB) From West on (EB) MLK Jr Way S 6th Ave S 6th Ave Interval Ending at S R L R L R L \$ R 3:13P l 3:30 P 3:45 P 4:00 P L 4:15 P 4:30 P Т 4:45 P L T 5:00 P Ĭ. 5:15 P 5:30 P 5:45 P 0 16 6:00 P I Total Survey 4:15 PM 5:15 PM Peak Flour: 197 41 44 212 31 Total Approac %11V 1 0% n/a 11% 1.4% 1.0% PHF 0.96 MLK Jr Way S 6th Ave S 6th Ave 350 Ped 10 Bikel
 I
 Bike

 35
 Ped
 299
 4:15 PM 5:15 PM to PEDs 1136 1.0 PHF Peak Hour Volume w N S E Ped Across INT O Bikei PHF %11V INT 02 EB 1.4% INT 03 Check WB 1.1% In: 1094 NB INT 04 n/a INT OF Out: SB 1.0% INT 06 MLK Jr Way T Int. 0.96 1.0% INT OF W Conditions: Bicycles From: N S E INT OF 15 INT O INT OS INT 02 INT INT 03 20 INT 1 INT 04 INT 1 INT OF INT OF Special Notes INT 07 INT OB INT 09 INT 10 INT 11 INT 1 2 15

CH2M14046M_15p

Appendix B: LOS Definitions

Highway Capacity Manual 2010/6th Edition

Signalized intersection level of service (LOS) is defined in terms of a weighted average control delay for the entire intersection. Control delay quantifies the increase in travel time that a vehicle experiences due to the traffic signal control as well as provides a surrogate measure for driver discomfort and fuel consumption. Signalized intersection LOS is stated in terms of average control delay per vehicle (in seconds) during a specified time period (e.g., weekday PM peak hour). Control delay is a complex measure based on many variables, including signal phasing and coordination (i.e., progression of movements through the intersection and along the corridor), signal cycle length, and traffic volumes with respect to intersection capacity and resulting queues. Table 1 summarizes the LOS criteria for signalized intersections, as described in the *Highway Capacity Manual 2010* and 6th Edition (Transportation Research Board, 2010 and 2016, respectively).

Level of Service	Average Control Delay (seconds/vehicle)	General Description
A	≤10	Free Flow
В	>10 - 20	Stable Flow (slight delays)
С	>20 - 35	Stable flow (acceptable delays)
D	>35 - 55	Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	>55 - 80	Unstable flow (intolerable delay)
F ¹	>80	Forced flow (congested and queues fail to clear)

Source: Highway Capacity Manual 2010 and bit Edition, Irransportation Research Board, 2010 and 2016, respectively. 1. If the volume-to-capacity (v/c) ratio for a lane group exceeds 1.0 LOS F is assigned to the individual lane group. LOS for overall approach or intersection is determined solely by the control delay.

Unsignalized intersection LOS criteria can be further reduced into two intersection types: all-way stop and two-way stop control. All-way stop control intersection LOS is expressed in terms of the weighted average control delay of the overall intersection or by approach. Two-way stop-controlled intersection LOS is defined in terms of the average control delay for each minor-street movement (or shared movement) as well as major-street left-turns. This approach is because major-street through vehicles are assumed to experience zero delay, a weighted average of all movements results in very low overall average delay, and this calculated low delay could mask deficiencies of minor movements. Table 2 shows LOS criteria for unsignalized intersections.

able 2. Level of Service Criteria for Unsignalized Intersections									
Level of Service	Average Control Delay (seconds/vehicle)								
A	0 – 10								
В	>10 - 15								
С	>15 - 25								
D	>25 - 35								
E	>35 - 50								
F ¹	>50								

Source: Highway Capacity Manual 2010 and 6th Edition, Transportation Research Board, 2010 and 2016, respectively.

If the volume-to-capacity (v/c) ratio exceeds 1.0, LOS F is assigned an individual lane group for all unsignalized intersections, or minor street approach at two-way stop-controlled intersections. Overall intersection LOS is determined solely by control delay. Appendix C: LOS Worksheets

HCM 6th Signalized Intersection Summary 1: MLK Jr Way/N K St & Division Ave

	٠	-	7	<	+	*	1	1	1	4	Ļ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	٦	ţ,		٦	<u>þ</u>		ή	ţ,			4	
Traffic Volume (veh/h)	15	385	65	75	425	30	105	35	165	35	25	15
Future Volume (veh/h)	15	385	65	75	425	30	105	35	165	35	25	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	0.96		0.95	0.97		0.93
Parking Bus, Adi	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/In	1885	1885	1885	1885	1885	1885	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	16	418	71	82	462	33	114	38	179	38	27	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	0	0	0
Cap, veh/h	364	649	110	363	721	51	652	92	434	281	186	82
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	898	1562	265	903	1734	124	1326	276	1302	445	559	247
Grp Volume(v), veh/h	16	0	489	82	0	495	114	0	217	81	0	0
Grp Sat Flow(s),veh/h/ln	898	0	1827	903	0	1858	1326	0	1578	1251	0	0
Q Serve(g_s), s	0.6	0.0	8.5	3.2	0.0	8.5	0.0	0.0	4.2	0.1	0.0	0.0
Cycle Q Clear(g_c), s	9.0	0.0	8.5	11.7	0.0	8.5	2.0	0.0	4.2	4.4	0.0	0.0
Prop In Lane	1.00		0.15	1.00		0.07	1.00		0.82	0.47		0.20
Lane Grp Cap(c), veh/h	364	0	759	363	0	772	652	0	526	549	0	0
V/C Ratio(X)	0.04	0.00	0.64	0.23	0.00	0.64	0.17	0.00	0.41	0.15	0.00	0.00
Avail Cap(c_a), veh/h	441	0	918	442	0	933	876	0	792	785	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.9	0.0	9.3	13.9	0.0	9.3	9.5	0.0	10.3	9.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.9	0.2	0.0	0.9	0.1	0.0	0.4	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/In	0.1	0.0	2.6	0.6	0.0	2.6	0.6	0.0	1.2	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.9	0.0	10.2	14.2	0.0	10.1	9.6	0.0	10.7	9.4	0.0	0.0
LnGrp LOS	В	А	В	В	А	В	А	А	В	А	А	A
Approach Vol, veh/h		505			577		No. 2	331	SIT	File	81	
Approach Delay, s/veh		10.3		-	10.7			10.3			9.4	
Approach LOS	11.5%	В	125		В	Nº EL		В	MG.	See.	A	are.
Timer - Assigned Phs	New	2		4		6		8		-	397.1	TES:
Phs Duration (G+Y+Rc), s		21.6		18.3		21.6		18.3	- CALLY		1000	
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		20.0		20.0		20.0		20.0	- Lind	103-52	ni ciaje	22020
Max Q Clear Time (g_c+l1), s		11.0		6.2		13.7		6.4				
Green Ext Time (p_c), s		1.8		1.2		1.7	201	0.2	177 3	Strain Strain	4	-
Intersection Summary	12.2	-										
HCM 6th Ctrl Delay			10.4		194 22			-		111		- 14-E
HCM 6th LOS			В									

Int Delay, s/veh 1.1 Movement EBL EBT EBR WBL WBR NBL NBT NBR SBL SBT SBR Lane Configurations Φ </th <th>Intersection</th> <th></th>	Intersection												
Lane Configurations 4 4 4 4 4 4 Traffic Vol, veh/n 1 5 1 3 85 10 1 5 0 1 1 2 Future Vol, veh/n 1 5 1 3 85 10 1 5 0 1 1 2 Conflicting Peds, #/hr 23 0 12 14 0 25 12 0 14 25 0 23 Storage Length -	Int Delay, s/veh	1.1									_		
Lane Configurations 4 4 4 4 4 4 Traffic Vol, veh/h 1 5 1 3 85 10 1 5 0 1 1 2 Future Vol, veh/h 1 5 1 3 85 10 1 5 0 1 1 2 Conflicting Peds, #/hr 23 0 12 14 0 25 12 0 14 25 0 23 Storage Length -	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBI	SBT	SBR
Traffic Vol, veh/h 1 5 1 3 85 10 1 5 0 1 1 2 Future Vol, veh/h 1 5 1 1 5 0 1 1 2 Conflicting Peds, #/hr 23 0 12 14 0 25 12 0 14 25 0 23 Sign Control Free Free Free Free Free Free None - 0 - 0 - 0 - - 0 - - 0 - - 0 - - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0	Alternation of the second seco			and the second second									
Future Vol, veh/h 1 5 1 3 85 10 1 5 0 1 1 2 Conflicting Peds, #hr 23 0 12 14 0 25 12 0 14 25 0 23 0 25 12 0 14 25 0 25 0 25 0 25 0 25 0 25 0 25 0 25 0 25 0 25 0 25 0 25 0 25 0 0 25 0		1			3		10	1		0	1		2
Conflicting Peds, #/hr 23 0 12 14 0 25 12 0 14 25 0 23 Sign Control Free Free Free Free Free Free Stop													
Sign Control Free Free Free Free Free Stop Stop <td></td> <td></td> <td>_</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>-</td> <td></td> <td></td> <td></td>			_							-			
RT Channelized - None None <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>-</td> <td></td> <td></td> <td></td> <td></td>									-				
Storage Length - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0													•
Veh in Median Storage, # 0 - 0 </td <td></td> <td>_</td> <td>_</td> <td>- Home</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>THOME</td> <td></td> <td></td> <td>None</td>		_	_	- Home						THOME			None
Grade, % - 0 - - 0 - - 0 - - 0 0<		# -	0			0			0			0	
Peak Hour Factor 66<							_						
Heavy Vehicles, % 0 0 0 1 1 1 0 0 0 0 0 0 Mymt Flow 2 8 2 5 129 15 2 8 0 2 2 3 Major/Minor Major1 Major2 Minor1 Minor2 Minor2 Conflicting Flow All 169 0 0 24 0 0 199 206 48 214 200 185 Stage 1 - - - - 27 27 - 172 179 - 42 28 - Critical Hdwy 4.1 - 4.11 - 7.11 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.4 3.3 3.5 4 3.3<													
Mumit Flow 2 8 2 5 129 15 2 8 0 2 2 3 Major/Minor Major1 Major2 Minor1 Minor2 Conflicting Flow All 169 0 0 24 0 0 199 206 48 214 200 185 Stage 1 - - - - - 27 27 - 172 172 - - - - 27 27 - 172 172 - - - - - - 27 27 - 172 172 - - Stage 2 - - - - 172 179 - 42 28 - - - 6.1 5.5 - 6.1 5.5 - - - - - - 2010 3.3 3.5 4 3.3 3.5 4 3.3 3.5 4 3.3 3.5 4 3.3 3.5 4 3.3 3.5 4													
Major/Minor Major1 Major2 Minor1 Minor2 Conflicting Flow All 169 0 0 24 0 0 199 206 48 214 200 185 Stage 1 - - - 27 27 172 172 - Stage 2 - - - - 717 16.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 7.5 6.1 5.5 - 6.1 5.5 - 6.1 5.5 - 6.1 5.5 - 6.1 5.5 4 3.3 3.5 4 3.3 5.4 4.3.3 3.5 4 3.3 5.4 4.3.3 </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>-</td> <td></td> <td></td> <td></td>										-			
Conflicting Flow All 169 0 0 24 0 0 199 206 48 214 200 185 Stage 1 - - - 27 27 - 172 172 - Stage 2 - - - - - 771 6.5 6.2 7.1 6.9 8.62 3.3 3.5 4 3.3 3.5 4 3.3 3.5 4 3.3 7.6 9.8 8.62		2	0	2	5	129	10	2	0	U	2	- 4	3
Conflicting Flow All 169 0 0 24 0 0 199 206 48 214 200 185 Stage 1 - - - 27 27 - 172 172 - Stage 2 - - - - - 172 179 - 42 28 - Critical Hdwy 4.1 - - - 6.1 5.5 - 6.1 5.5 - 6.1 5.5 - 6.1 5.5 - 6.1 5.5 - 6.1 5.5 - 6.1 5.5 - 6.1 5.5 - 6.1 5.5 - 6.1 5.5 - 6.1 5.5 - 6.1 5.5 - 6.1 5.5 - 6.1 5.5 - 6.1 5.5 - 6.1 5.5 - 6.1 5.5 - 6.1 5.5 - 6.1 5.5 - 7.4 6.9 8.62 3.3 3.5 4 3.3 3.5 4	Major/Minor	laior1	115 113		Major?			Minor1	101.000	h	Ainor?		
Stage 1 - - - 27 27 - 172 172 - Stage 2 - - - - 172 179 - 42 28 - Critical Hdwy 4.1 - 4.11 - 7.1 6.5 6.2 7.1 6.5 7.2 7.4 7.4 7.8 7.6 7.8 7.6 7.8 7.6 7.6 7.6			0	100	and the second s	0			200	1		200	105
Stage 2 - - - 172 179 - 42 28 - Critical Hdwy 4.1 - 4.11 - 7.1 6.5 6.2 7.1 6.5 7.2 7.1 6.5 7.2 7.		109	0	0	24	-							
Critical Howy 4.1 - 4.11 - 7.1 6.5 6.2 7.1 6.5 6.2 Critical Howy Stg 1 - - - 6.1 5.5 -	•	-			-	-	-						
Critical Hdwy Stg 1 - - - 6.1 5.5 - 6.2 3.3 3.3 3.5 4 3.3 3.			-	-	4.44	-	_						
Critical Hdwy Stg 2 - - - 6.1 5.5 - 7.0 7.1 6.6 9.9 8.62 7.60 - 7.31 6.66 9.89 7.04 6.70 - 7.31 6.66 7.04 6.70 - 7.31 6.66 7.04 7.33 7.33 <			-	-	4.11	-				and the second division of the second divisio			_
Follow-up Hdwy 2.2 - 2.209 - 3.5 4 3.3 3.5 4 3.3 Pot Cap-1 Maneuver 1421 - 1597 - 764 694 1027 747 699 862 Stage 1 - - - 996 877 - 835 760 - Stage 2 - - - - 835 755 978 876 - Platoon blocked, % - - - 731 666 989 704 670 823 Mov Cap-2 Maneuver 1387 - 1576 - 731 666 704 670 - Stage 1 - - - 982 865 814 739 - Stage 2 - - - - 810 735 945 864 - Approach EB WB WB NB B A - A AtcM LOS B A - 10.4 9.8 -			-	-		-	-			-			_
Pot Cap-1 Maneuver 1421 - 1597 - 764 694 1027 747 699 862 Stage 1 - - - 996 877 - 835 760 - Stage 2 - - - - 835 755 978 876 - Platoon blocked, % - - - 731 666 989 704 670 823 Mov Cap-1 Maneuver 1387 - 1576 - 731 666 989 704 670 823 Mov Cap-2 Maneuver - - - 982 865 814 739 - Stage 1 - - - - 982 865 814 739 - Stage 2 - - - - 810 735 945 864 - Approach EB WB WB NB SB - - - 810 735 945 864 - Attributos B<				-									
Stage 1 - - - 996 877 - 835 760 - Stage 2 - - - - 835 755 978 876 - Platoon blocked, % - - - 835 755 978 876 - Mov Cap-1 Maneuver 1387 - 1576 - 731 666 989 704 670 823 Mov Cap-2 Maneuver - - - 731 666 704 670 - Stage 1 - - - - 982 865 814 739 - Stage 2 - - - - 810 735 945 864 - Approach EB WB WB NB SB - - - 810 735 945 864 - Approach EB WB WB NB SB A - - - - - - - - - -			-	-		-	-						
Stage 2 - - - 835 755 978 876 - Platoon blocked, % -			•		1597								
Platoon blocked, % -		-	-	-	-	-	-			-			-
Mov Cap-1 Maneuver 1387 - 1576 - 731 666 989 704 670 823 Mov Cap-2 Maneuver - - - - 731 666 - 704 670 - 823 Mov Cap-2 Maneuver - - - - 731 666 - 704 670 - 823 Stage 1 - - - - 982 865 814 739 - Stage 2 - - - 810 735 - 945 864 - Approach EB WB WB NB SB - - - - 810 735 - 945 864 - Approach EB WB WB NB SB - </td <td></td> <td>-</td> <td>•</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>835</td> <td>755</td> <td>-</td> <td>978</td> <td>876</td> <td></td>		-	•	-	-	-	-	835	755	-	978	876	
Mov Cap-2 Maneuver - - - 731 666 - 704 670 - Stage 1 - - - 982 865 - 814 739 - Stage 2 - - - - 810 735 - 945 864 - Approach EB WB NB SB - - - - 810 735 - 945 864 - Approach EB WB NB SB -<			-	-		-	-		_	-			_
Stage 1 - - - 982 865 - 814 739 - Stage 2 - - - - 810 735 - 945 864 - Approach EB WB NB SB - - - 810 735 - 945 864 - Approach EB WB NB SB -		1387	-	-	1576	-	-			989			823
Stage 2 - - - - 810 735 - 945 864 - Approach EB WB NB SB - - - 810 735 - 945 864 - Approach EB WB NB SB - - - 10.4 9.8 ICM LOS B A - B A - - - 10.4 9.8 Minor Lane/Major Mvmt NBLn1 EBL EBT EBR WBL WBT WBR SBLn1 Capacity (veh/h) 676 1387 - - 1576 - 749 Capacity (veh/h) 676 1387 - - 0.003 - 0.008 ICM Lane V/C Ratio 0.013 0.001 - - 0.003 - 9.8 ICM Control Delay (s) 10.4 7.6 0 - 7.3 0 - 9.8 ICM Lane LOS B A A A A A A A </td <td></td> <td>•</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td></td> <td></td> <td>-</td> <td></td> <td></td> <td>-</td>		•	-	-	-	-	-			-			-
Approach EB WB NB SB HCM Control Delay, s 1,1 0.2 10.4 9.8 HCM LOS B A Approach EB VB NB SB HCM Control Delay, s 1,1 0.2 10.4 9.8 HCM LOS B A A A Amore Lane/Major Mvmt NBLn1 EBL EBR WBL WBT WBR SBLn1 Capacity (veh/h) 676 1387 - - 1576 - - 749 HCM Lane V/C Ratio 0.013 0.001 - - 0.003 - 0.008 HCM Control Delay (s) 10.4 7.6 0 - 7.3 0 - 9.8 HCM Lane LOS B A - A A - A		-	-		-	-	-			-			
ICM Control Delay, s 1.1 0.2 10.4 9.8 ICM LOS B A Minor Lane/Major Mvmt NBLn1 EBL EBT EBR WBL WBT WBR SBLn1 Capacity (veh/h) 676 1387 - - 1576 - - 749 ICM Lane V/C Ratio 0.013 0.001 - - 0.003 - 0.008 ICM Control Delay (s) 10.4 7.6 0 - 7.3 0 - 9.8 ICM Lane LOS B A - A - A	Stage 2		-	-	-	-		810	735	-	945	864	-
ICM Control Delay, s 1.1 0.2 10.4 9.8 ICM LOS B A Minor Lane/Major Mvmt NBLn1 EBL EBT EBR WBL WBT WBR SBLn1 Capacity (veh/h) 676 1387 - - 1576 - - 749 ICM Lane V/C Ratio 0.013 0.001 - - 0.003 - 0.008 ICM Control Delay (s) 10.4 7.6 0 - 7.3 0 - 9.8 ICM Lane LOS B A - A - A				-								_	
HCM LOS B A Alinor Lane/Major Mvmt NBLn1 EBL EBT EBR WBL WBT WBR SBLn1 Capacity (veh/h) 676 1387 - - 1576 - - 749 ICM Lane V/C Ratio 0.013 0.001 - - 0.003 - - 0.008 ICM Control Delay (s) 10.4 7.6 0 - 7.3 0 - 9.8 ICM Lane LOS B A - A - A	Approach		-				0.11			145			
Minor Lane/Major Mvmt NBLn1 EBL EBT EBR WBL WBT WBR SBLn1 Capacity (veh/h) 676 1387 - - 1576 - - 749 ICM Lane V/C Ratio 0.013 0.001 - - 0.003 - - 0.008 ICM Control Delay (s) 10.4 7.6 0 - 7.3 0 - 9.8 ICM Lane LOS B A A - A - A	HCM Control Delay, s	1,1			0.2		_	and the second second second	-				14
Capacity (veh/h) 676 1387 - - 1576 - 749 ICM Lane V/C Ratio 0.013 0.001 - - 0.003 - - 0.008 ICM Control Delay (s) 10.4 7.6 0 - 7.3 0 - 9.8 ICM Lane LOS B A A A A - A	HCM LOS						_	В			Α		
Capacity (veh/h) 676 1387 - - 1576 - 749 ICM Lane V/C Ratio 0.013 0.001 - - 0.003 - - 0.008 ICM Control Delay (s) 10.4 7.6 0 - 7.3 0 - 9.8 ICM Lane LOS B A A A A - A													
ICM Lane V/C Ratio 0.013 0.001 - - 0.003 - - 0.008 ICM Control Delay (s) 10.4 7.6 0 - 7.3 0 - 9.8 ICM Lane LOS B A - A - A	Minor Lane/Major Mvm	<u> </u>			EBT	EBR		WBT	WBR			94.7	
ICM Control Delay (s) 10.4 7.6 0 - 7.3 0 - 9.8 ICM Lane LOS B A A - A A - A								-	-				
ICM Lane LOS B A A - A A - A				0.001	-	-			-				-
	HCM Control Delay (s)												
1CM 95th %tile Q(veh) 0 0 0 0	HCM Lane LOS			A	A		Α	A	-				
	HCM 95th %tile Q(veh)		0	0	+		0	-	.54,1- 4 ,	0			

Intersection						
			-	10000	1.15	-
Int Delay, s/veh	0.5				-	
Movement	EBL	EBR	NBL	NBT	SBT	SBR
10.1 - 10.014 - 10.014 - 10.014 - 10.014 - 10.014 - 10.014 - 10.014 - 10.014 - 10.014 - 10.014 - 10.014 - 10.01		LDI	NDL			VIDO
Lane Configurations Traffic Vol, veh/h	""	12	1	T 285	180	7
Future Vol, veh/h		12	11	285	180	7
	1	31				80
Conflicting Peds, #/hr	80		31	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage		-	-	0	0	
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	15	14	352	222	9
Major/Minor	Minor2	ñ	Aniort	٨	loior?	
the second secon			Major1	and the second se	Aajor2	0
Conflicting Flow All	767	338	311	0		0
Stage 1	307	-	-	-	-	
Stage 2	460	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	•	•
Critical Hdwy Stg 1	5.4		-	-		-
Critical Hdwy Stg 2	5.4	-	-	-	-	1. 4
Follow-up Hdwy	3.5	3.3	2.2	-		
Pot Cap-1 Maneuver	373	709	1261	-	-	1.12 -
Stage 1	751	-		-	-	-
Stage 2	640	-	-	-	-	1 mines
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	315	636	1165	-	-	1200021
Mov Cap-2 Maneuver	432	-	-	-	-	-
Stage 1	686			-		-
Stage 2	591	_		-		-
Oldge 2	001					302
Approach	EB	10.	NB	R. La	SB	
HCM Control Delay, s	11	Mar Ball	0.3		0	
HCM LOS	В					
A Delphanes I						
Minnel and Males Mar	4	MOL	NIDT		ODT	000
	11	NBL		EBLn1	SBT	SBR
Minor Lane/Major Mvm		1165	+	614		-
Capacity (veh/h)		0.012	-	0.026	-	-
Capacity (veh/h) HCM Lane V/C Ratio						
Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s)	<u>12 6</u>	8.1	-	11	day - Ar	-
Capacity (veh/h) HCM Lane V/C Ratio			And in case of the local division of the loc		-	-

Int Delay, s/yeh 3
Int Delay, s/veh 3
Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SB
Lane Configurations 🚯 🚯
Traffic Vol, veh/h 4 10 5 5 95 2 0 0 0 10 4 2
Future Vol, veh/h 4 10 5 5 95 2 0 0 0 10 4 2
Conflicting Peds, #/hr 42 0 41 11 0 12 41 0 11 12 0 4
Sign Control Free Free Free Free Free Free Stop Stop Stop Stop Stop
RT Channelized None None None Nor
Storage Length
Veh in Median Storage, # - 0 0 0 0
Grade, % - 0 0 0 0
Peak Hour Factor 65 65 65 65 65 65 65 65 65 65 65 65 65
Heavy Vehicles, % 0 0 0 0 0 0 0 0 0 0 0
Mvmt Flow 6 15 8 8 146 3 0 0 0 15 6 3
Major/Minor Major1 Major2 Minor1 Minor2
Conflicting Flow All 191 0 0 64 0 0 300 279 72 249 282 23
Stage 1 72 72 - 206 206
Stage 2 228 207 - 43 76
Critical Hdwy 4.1 4.1 7.1 6.5 6.2 7.1 6.5 6.
Critical Hdwy Stg 1 6.1 5.5 - 6.1 5.5
Critical Hdwy Stg 2 6.1 5.5 - 6.1 5.5
Follow-up Hdwy 2.2 2.2 3.5 4 3.3 3.5 4 3.
Pot Cap-1 Maneuver 1395 1551 656 632 996 709 630 81
Stage 1 943 839 - 801 735
Stage 2 779 734 - 976 836
Platoon blocked, %
Mov Cap-1 Maneuver 1339 1490 565 576 946 667 575 74
Mov Cap-2 Maneuver 565 576 - 667 575
Stage 1 902 802 - 765 701
Stage 2 699 700 - 960 799
Approach EB WB NB SB
HCM Control Delay, s 1.6 0.4 0 10.6
HCM LOS A B
Minor Lane/Major Mvmt NBLn1 EBL EBT EBR WBL WBT WBR SBLn1
Capacity (veh/h) - 1339 1490 704
HCM Lane V/C Ratio - 0.005 0.005 0.085
HCM Control Delay (s) 0 7.7 0 - 7.4 0 - 10.6
HCM Lane LOS A A A - A A - B
HCM 95th %tile Q(veh) - 0 0 0.3

0.0

In	te	rs	ect	lior	1	

Int Delay, s/veh	8.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ર્સ			4			4				
Traffic Vol, veh/h	10	20	0	0	80	25	15	30	15	0	0	0
Future Vol, veh/h	10	20	0	0	80	25	15	30	15	0	0	0
Conflicting Peds #/hr	111	0	71	3	0	43	71	0	3	43	0	111
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-		None	1.1		None	-		None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage,	# -	0	4.00-	المرير الريا	0	-		0	1. 2. A	-	0	-
Grade, %	-	0	-	-	0	-	-	. 0		-	0	-
Peak Hour Factor	69	69	69	69	69	69	69	69	69	69	69	69
Heavy Vehicles, %	0	0	0	1	1	1	0	0	0	17	17	17
Mvmt Flow	14	29	0	0	116	36	22	43	22	0	0	0

Major/Minor	Minor2		Mi	nor1			Major1		
Conflicting Flow All	356	183	-	-	172	168	71	0	0
Stage 1	71	71	-	-	101		-	1. 14. 1	-
Stage 2	285	112	-	-	71		-		-
Critical Hdwy	7.1	6.5		-	6.51	6.21	4.1		
Critical Hdwy Stg 1	-	-	-	-	5.51	-		-	-
Critical Hdwy Stg 2	6.1	5.5						-	-
Follow-up Hdwy	3.5	4		-	4.009	3.309	2.2	- 1 4	-
Pot Cap-1 Maneuver	603	715	0	0	723	879	1542	-	+2
Stage 1		-	0	0	813	-	-	-	-
Stage 2	727	807	0	0	- 110-	-	Niles.	-	
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	461	654	-	-	661	876	1438		4 -
Mov Cap-2 Maneuver	461	654	-	-	661	-	-	4	-
Stage 1	-	-		-	798	10.+	-	-	-
Stage 2	586	792		-	÷	-		-	-
		100	12.2		2103		11. 112	1221	
Approach	EB			WB		74.4	NB		
HCM Control Delau s	11.8	1000	100	11.5	-		10		-

HCM Control Delay, s	11.8	11.5	1.9	
HCM LOS	В	В		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	1438	-	-	574	702
HCM Lane V/C Ratio	0.015	-	-	0.076	0.217
HCM Control Delay (s)	7.5	0	-	11.8	11.5
HCM Lane LOS	A	Α	-	В	В
HCM 95th %tile Q(veh)	0	-	-	0.2	0.8

Intersection			Sec.	_	10			03				11-22	
Int Delay, s/veh	15.1												
vlovement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
ane Configurations		÷			4		٦	1		٦	ħ		
Traffic Vol, veh/h	75	0	120	30	5	45	15	180	35	20	165	5	
Future Vol, veh/h	75	0	120	30	5	45	15	180	35	20	165	5	
Conflicting Peds, #/hr	119	0	109	134	0	144	109	0	134	144	0	119	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	and the		None	-	-	None		-	None	
Storage Length		-	-		-	-	25	-	-	25	-	-	
Veh in Median Storage,	# -	0	-	-	0	-	-	0			0	1.0	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88	
Heavy Vehicles, %	0	0	0	1	1	1	0	0	0	2	2	2	
Mvmt Flow	85	0	136	34	6	51	17	205	40	23	188	6	
												_	
	linor2			Minor1			Major1	1		Major2			
Conflicting Flow All	788	779	444	842	762	513	313	0	0	389	0	0	
Stage 1	356	356	-	403	403	11 4	-	-	-	- 1	-	-	
Stage 2	432	423	-	439	359	-	-	1	- ×	-		-	
Critical Hdwy	7.1	6.5	6.2	7.11	6.51	6.21	4.1	•	-	4.12	-	-	
Critical Hdwy Stg 1	6.1	5.5		6.11	5.51	-	-		-	-	-	-	
Critical Hdwy Stg 2	6.1	5.5	-	6.11	5.51	-	-	-	-		-	-	
Follow-up Hdwy	3.5	4	3.3	3.509	4.009	3.309	2.2	-	-	2.218	-	-	
Pot Cap-1 Maneuver	311	330	618	285	336	563	1259	14	-	1170	-	-	
Stage 1	666	633	-	626	601	-	-	•	-	-	-	-	
Stage 2	606	591	-	599	629		-	-			-		
Platoon blocked, %	_	_					_	-			-	-	
Nov Cap-1 Maneuver	199	243	478	149	248	419	1116	-	-	1010	-	-	
Mov Cap-2 Maneuver	199	243	-	149	248	-	-	-	-	-	+	Ξ.	
Stage 1	581	549	-	532	511	-		-	P	1	+	-	
Stage 2	447	502	-	365	545	-	-	-	-	-	-	-	
	FD			14/17			ND	-		00			
Approach	EB 40.7		-	WB			NB			SB	-		
HCM Control Delay, s HCM LOS	40.7 E			28.4 D			0.5			0.9			
	E			U									
/inor Lane/Major Mvmt		NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			-	To Contractor
Capacity (veh/h)	-	1116	-	-	311	243	1010	-	- CDIT		-		STREET BALLIN
ICM Lane V/C Ratio		0.015	- 12		0.713				_		and the second		
ICM Control Delay (s)		8.3			40.7	28.4	8.6			5 18.4°			
ICM Lane LOS		0.5 A			40.7 E	20.4 D	A		_				
IOIN LUNC LUO		0	-	-	5.1	1.6	0.1	-	_				

Intersection	n
Int Delay,	s/veh

Int Delay, s/veh	0.6												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		ર્સ			f)			4					
Traffic Vol, veh/h	5	295	5	0	375	20	10	15	10	0	0	0	
Future Vol, veh/h	5	295	5	0	375	20	10	15	10	0	0	0	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	A Martin Martin Barrison Bar
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	None	-		None	-	-	None	Alles I share the second second
Storage Length	-	-	-	-	-	-		-	-	-	-	-	
/eh in Median Storage,	# -	0	-	-	0		-	0			0	10 -	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	A SALESSON
leavy Vehicles, %	5	5	5	3	3	3	0	0	0	0	0	0	
Avmt Flow	5	311	5	0	395	21	11	16	11	0	0	0	

Major/Minor	Major1		1	Major2		-	Minor1	3771		1.1
Conflicting Flow All	416	0	0	-	-	0	730	740	314	
Stage 1	1.4.5.	en com	-		-	-	324	324	1075	IN STATE
Stage 2	-	-	-	-	-	-	406	416	-	
Critical Hdwy	4.15		-		-	- **	6.4	6.5	6.2	
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-	
Critical Hdwy Stg 2	-	- 10	Chird R		-	100	5.4	5.5	-17-1	
Follow-up Hdwy	2.245		-	-	-	-	3.5	4	3.3	
Pot Cap-1 Maneuver	1127	1	-	0	7.1-	-	392	347	731	
Stage 1	-	-	-	0	-	-	738	653	-	
Stage 2	-	1 m k =	-	0	-	-	677	595	RIVE	
Platoon blocked, %		-	-		-	•				
Mov Cap-1 Maneuver	1127	-	100	-	-		390	0	731	
Mov Cap-2 Maneuver	-	-	-	-	-	-	390	0	-	
Stage 1	100	ann e	100	-	-	1.	734	0		1171
Stage 2	-	-	-	-	-	-	677	0	-	
		130		Sec. 1		1128	1.2			1.33
Approach	EB			WB	the state		NB			
HCM Control Delay, s	0.1	Contraction of	1-11	0	-	-	12.6	18 in		
HCM LOS							В	_		
The St. Alexel	107.5	100	A. T. J.	1.1 7		131	100	C III		150
Minor Lane/Major Mvm	t	NBLn1	EBL	EBT	EBR	WBT	WBR		EPH-	575
Capacity (veh/h)		509	1127	-		-	-	LINE		
HCM Lane V/C Ratio		0.072	0.005	-	-	-	-			
HCM Control Delay (s)		12.6	8.2	0	-	-	-	12.5		11157
HCM Lane LOS		В	А	А	-	-	-			
HCM 95th %tile Q(veh)	-	0.2	0	tri e	- 110	- 11	-			

HCM 6th Signalized Intersection Summary 8: MLK Jr Way & S 6th Ave

	۶	-	7	*	-	*	1	Ť	1	4	Ļ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		٦	1.		- 1	ĵ.	
Traffic Volume (veh/h)	50	225	35	35	305	45	20	105	25	75	225	45
Future Volume (veh/h)	50	225	35	35	305	45	20	105	25	75	225	45
Initial Q (Qb) veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.94	0.98		0.92	0.96		0.93	0.96		0.90
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No	_		No	
Adj Sat Flow, veh/h/In	1885	1885	1885	1885	1885	1885	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	52	234	36	36	318	47	21	109	26	78	234	47
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	1	1	1
Cap, veh/h	146	617	88	97	694	97	392	562	134	510	576	116
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	183	1308	188	86	1471	207	1066	1457	348	1211	1493	300
Grp Volume(v), veh/h	322	0	0	401	0	0	21	0	135	78	0	281
Grp Sat Flow(s),veh/h/ln	1679	0	0	1764	0	0	1066	0	1805	1211	0	1793
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	3.5	3.2	0.0	8.0
Cycle Q Clear(g_c), s	7.9	0.0	0.0	10.4	0.0	0.0	9.0	0.0	3.5	6.7	0.0	8.0
Prop In Lane	0.16		0.11	0.09	010	0.12	1.00	010	0.19	1.00	0.0	0.17
Lane Grp Cap(c), veh/h	851	0	0	888	0	0	392	0	696	510	0	692
V/C Ratio(X)	0.38	0.00	0.00	0.45	0.00	0.00	0.05	0.00	0.19	0.15	0.00	0.41
Avail Cap(c_a), veh/h	851	0	0	888	0	0	392	0	696	510	0	692
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.9	0.0	0.0	12.5	0.0	0.0	18.9	0.0	14.3	16.5	0.0	15.7
Incr Delay (d2), s/veh	1.3	0.0	0.0	1.7	0.0	0.0	0.3	0.0	0.6	0.6	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	0.0	4.2	0.0	0.0	0.3	0.0	1.4	0.9	0.0	3.4
Unsig. Movement Delay, s/veh	0.2	0.0	0.0	1 cate	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.1
LnGrp Delay(d),s/veh	13.1	0.0	0.0	14.2	0.0	0.0	19.2	0.0	14.9	17.1	0.0	17.4
LnGrp LOS	B	A	A	B	A	A	B	A	B	В	A	B
Approach Vol, veh/h		322			401			156			359	
Approach Delay, s/veh		13.1			14.2			15.5			17.4	
Approach LOS		B		-	B		I STAT	B			B	
				-	0				_		U	
Timer - Assigned Phs	_	2		4		6		8			_	
Phs Duration (G+Y+Rc), s		32.0		38.0	1.000	32.0	-	38.0	20 E.A.			
Change Period (Y+Rc), s	-	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		27.0		33.0	1.25	27.0		33.0				
Max Q Clear Time (g_c+I1), s		11.0		9.9	-	10.0	-	12.4			-	_
Green Ext Time (p_c), s		0.5		1.7	- Yester	1.5		2.1				
ntersection Summary					estile.		1					
HCM 6th Ctrl Delay			15.0						10000	1000	and the	Ret
HCM 6th LOS			В									

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	VUDL	NDK		NDR	ODL	<u>२</u>
Traffic Vol, veh/h	14	2	10	1	0	40
Future Vol, veh/h	14	2	10	1	0	40
Conflicting Peds, #/hr		0	0	0	0	40
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	otop -	None	-	None	-	None
Storage Length	0	-	-	-	_	NUNC -
Veh in Median Storage		-	0	-	_	0
Grade, %	0		0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	15	2	11	1	0	43
WINTER FIOW	10	2	11	1	0	43
Major/Minor	Minor1	١	Major1		Major2	
Conflicting Flow All	55	12	0	0	12	0
Stage 1	12	-	-	-		10.2
Stage 2	43	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	1	-		-	-
Follow-up Hdwy		3.318		-	2.218	-
Pot Cap-1 Maneuver	953	1069	-	1	1607	-
Stage 1	1011	-	-	-	1001	
Stage 2	979	-	-		-	-
Platoon blocked, %	515		-	-		_
Mov Cap-1 Maneuver	953	1069	1000		1607	Sec.
Mov Cap-2 Maneuver	953	1005	-	-	- 1007	
Stage 1	1011	-	-		-	-
			-	-	-	*
Stage 2	979				-	
				- 12		
Approach	WB		NB		SB	
HCM Control Delay, s	8.8		0		Ō	
HCM LOS	A	and the second second				The state of the s
		1		P	-	1.7
NA*		NOT	1 ID DU	A //DL /	0.01	ODT
Minor Lane/Major Mvn	nt	NBT		VBLn1	SBL	SBT
		-		966	1607	
Capacity (veh/h)						
HCM Lane V/C Ratio		-	-	0.018	-	-
HCM Lane V/C Ratio HCM Control Delay (s)	-		0.018 8.8	0	
HCM Lane V/C Ratio		-	-	0.018		-

Intersection	Tre-	12	7.4			-
Int Delay, s/veh	4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		1	1		Y	
Traffic Vol, veh/h	0	105	60	0	99	11
Future Vol, veh/h	0	105	60	0	99	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	and the second se	-	None
Storage Length		None		-	0	None -
Ven in Median Storage,		0	0		0	-
Grade, %	, m -	0	0	_	0	-
Peak Hour Factor	92	92	92	92	92	92
the second second state of the second second	92	92	92	92	92	92
Heavy Vehicles, % Mvmt Flow			65			12
INVITE FIOW	0	114	65	0	108	12
Major/Minor N	Aajor1	1	Major2		Minor2	
Conflicting Flow All	-	0	-	0	179	65
Stage 1	-	1	-		65	10 m
Stage 2	-	-	-	-	114	-
Critical Hdwy	-	-			6.42	6.22
Critical Hdwy Stg 1		-	-		5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	
Follow-up Hdwy	-	155			3.518	
Pot Cap-1 Maneuver	0	1 104		0	811	999
	0	-		0	958	333
Stage 1		-				-
Stage 2	0	-	A arts	0	911	-
Platoon blocked, %	-	*	-			
Mov Cap-1 Maneuver		-	less.		811	999
Mov Cap-2 Maneuver	-	-	-	-	811	-
Stage 1		-	•	-	958	- 1
Stage 2	-	-			911	-
Approach	EB	100/10	WB		SB	-
Contraction of the local division of the loc	0		0		10.1	-
HCM Control Delay, s	0		U			
HCM LOS	-	_			В	-
Course and the second second						a taka s
Minor Lane/Major Mvmt		EBT	WBT	SBLn1		
Capacity (veh/h)		-	1	827		
HCM Lane V/C Ratio		-	_	0.145		
HCM Control Delay (s)	1	10.00	<u> </u>	10.1	100	CARD D
HCM Lane LOS			_	B		The second second
HCM 95th %tile Q(veh)	-		C v Ref	0.5	N. T. Y	
ion oour mue alven)				0.0		

and the second		n	ter	se	cti	on	
--	--	---	-----	----	-----	----	--

Int Delay, s/veh	0.3												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4	_		4			4			4		
Traffic Vol, veh/h	5	305	0	0	285	5	0	0	0	5	0	5	
Future Vol, veh/h	5	305	0	0	285	5	0	0	0	5	0	5	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized			None	•		None	-		None		11 L +	None	
Storage Length	-	-	-	÷.		-			÷.	<u>.</u>	-	-	
Veh in Median Storage,	# -	0		-	0			0	-	-	0	Line -	
Grade, %	÷	0	-		0	-		0		4	0	e.	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	1	1	1	1	1	1	0	0	0	0	0	0	
Mvmt Flow	5	332	0	0	310	5	0	0	0	5	0	5	- and and

Major/Minor	Major I			Major2	30		Minor1		٨	/inor2		1000	Distances The	
Conflicting Flow All	315	0	0	332	0	0	657	657	332	655	655	313		
Stage 1	101	-	-	-	-	1	342	342		313	313	1. 1	11 12 12 12	
Stage 2	-	-	-	-	-	-	315	315	-	342	342			
Critical Hdwy	4.11	-		4.11	-	- 10	7.1	6.5	6.2	7.1	6.5	6.2		
Critical Hdwy Stg 1		-	-	-	-	-	6.1	5.5	-	6.1	5.5	-		
Critical Hdwy Stg 2	- 11				-		6.1	5.5		6.1	5.5			
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.5	4	3.3	3.5	4	3.3		
Pot Cap-1 Maneuver	1251	-		1233		-	381	387	714	382	388	732		
Stage 1	-	-	-	-	-	-	677	642	-	702	661	-		
Stage 2		-		-			700	659	-	677	642	-		
Platoon blocked, %		-	-		-	-				_				
Mov Cap-1 Maneuver	1251	-	1000	1233	-		377	385	714	380	386	732		
Mov Cap-2 Maneuver	-	-	-	-	-	-	377	385	-	380	386	-		
Stage 1	12	-	-		111.9	-	674	639		698	661	-		
Stage 2	-	-		-	-	-	695	659	-	674	639	÷.		
Approach	EB	TIN	1	WB		all a	NB	10		SB		1	1012 (State) 7	
HCM Control Delay, s	0.1			0			0	10.34		12.4				1
HCM LOS							А			В				
The officer of the	5.11				24	1		- 4				والتقنق	للمرال الروال	-
Minor Lane/Major Mvm	nt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1					
Capacity (veh/h)		-	1251	-	1	1233	-		500				AND IN THE OWNER	L.L.
HCM Lane V/C Ratio		-	0.004		-	-	-		0.022				-	
HCM Control Delay (s)		0	7.9	0	-	0	-	-	12.4	4	-	100	and the second second	a sala
HCM Lane LOS		Α	A	А	-	A	-	-	В					

0.1

HCM 95th %tile Q(veh)

0

HCM 6th Signalized Intersection Summary 1: MLK Jr Way/N K St & Division Ave

	۶	-	7	1	-	*	1	Ť	1	4	Ŧ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	۲	¢ĵ		٦	1.		٦	4			4	1
Traffic Volume (veh/h)	15	425	70	85	470	35	115	40	180	40	30	15
Future Volume (veh/h)	15	425	70	85	470	35	115	40	180	40	30	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.97	0.95		0.94	0.96		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	-
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	16	462	76	92	511	38	125	43	196	43	33	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	0	0	0
Cap, veh/h	311	555	91	344	701	52	493	78	356	200	140	49
Arrive On Green	0.02	0.35	0.35	0.07	0.41	0.41	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1795	1569	258	1795	1728	129	1315	281	1283	342	503	178
Grp Volume(v), veh/h	16	0	538	92	0	549	125	0	239	92	0	0
Grp Sat Flow(s), veh/h/ln	1795	0	1827	1795	0	1857	1315	0	1564	1023	0	0
Q Serve(g_s), s	0.3	0.0	13.6	1.6	0.0	12.6	0.0	0.0	6.6	0.3	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	13.6	1.6	0.0	12.6	4.2	0.0	6.6	6.9	0.0	0.0
Prop In Lane	1.00		0.14	1.00		0.07	1.00		0.82	0.47		0.17
Lane Grp Cap(c), veh/h	311	0	646	344	0	753	493	0	434	389	0	0
V/C Ratio(X)	0.05	0.00	0.83	0.27	0.00	0.73	0.25	0.00	0.55	0.24	0.00	0.00
Avail Cap(c_a), veh/h	453	0	723	393	0	753	649	0	619	552	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.0	0.0	15.0	10.9	0.0	12.7	14.7	0.0	15.5	14.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	7.2	0.3	0.0	3.4	0.2	0.0	0.8	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/In	0.1	0.0	6.0	0.5	0.0	5.0	1.0	0.0	2.1	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.1	0.0	22.2	11.2	0.0	16.1	14.9	0.0	16.4	14.3	0.0	0.0
LnGrp LOS	В	А	С	В	А	В	В	А	В	В	А	А
Approach Vol, veh/h		554	. 6		641		Simila b	364	14		92	
Approach Delay, s/veh		21.9			15.4	Canada III yilanada		15.9			14.3	and the second distance of the
Approach LOS	and the state	С	L. Wards		В	1		В			В	
Timer - Assigned Phs		2	3	4	10.00	6	7	- 8	TILL M		1000	
Phs Duration (G+Y+Rc), s		19.0	8.6	22.9		19.0	6.0	25.5	10			
Change Period (Y+Rc), s	Company of the	5.0	5.0	5.0		5.0	5.0	5.0				-
Max Green Setting (Gmax), s	12123	20.0	5.0	20.0		20.0	5.0	20.0	-			
Max Q Clear Time (g_c+l1), s		8.6	3.6	15.6		8.9	2.3	14.6				
Green Ext Time (p_c), s	13.07	1.2	0.0	1.2	1072	0.3	0.0	1.4	2 7.1		9197N	
ntersection Summary	and a second	1	-		-	2 3 3	ML St.	Constant Series	1.5	- Maria		19-51
HCM 6th Ctrl Delay			17.6	1.1.536	interinter		Troit			The second	1	2-65
HCM 6th LOS	and the second	and the second	В		and the second second		and the second second			Martine Contractor	and such These	

Intersection	on
Int Delay	chuch

Int Delay, s/veh	2.2													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	عدائات	
Lane Configurations		4			4			\$			4			_
Traffic Vol, veh/h	5	5	5	5	95	10	5	5	0	5	5	5		
Future Vol, veh/h	5	5	5	5	95	10	5	5	0	5	5	5		
Conflicting Peds, #/hr	23	0	12	14	0	25	12	0	14	25	0	23	Station Station	377
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop		
RT Channelized	-		None	-	-	None	-	-	None	-		None		
Storage Length	÷.	-	-	-	-	-	-	-	-	-	-	-		
Veh in Median Storage, a	# -	0	(poster)	-	0	-	-	0	- 1.		0	101 B.H.S	1111 - 11 - 11 - 11 - 11 - 11 - 11 - 1	
Grade, %	-	0	-	-	0	-	H.	0	-	-	0	-		
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66	Steel and	
Heavy Vehicles, %	0	0	0	1	1	1	0	0	0	0	0	0		
Mvmt Flow	8	8	8	8	144	15	8	8	0	8	8	8	Contraction of the local division of the loc	

Major/Minor	Major1	1.510	N	Major2	-	N	linor1		N	linor2		F. / F.	COLUMN TWO IS NOT
Conflicting Flow All	184	0	0	30	0	0	241	242	51	250	239	200	
Stage 1			-	-	-	-	42	42	-	193	193	-	CALLER THE RAIN.
Stage 2	-	-	-	-	-	-	199	200	-	57	46	-	
Critical Hdwy	4.1	-	-	4.11	10.00	-	7.1	6.5	6.2	7.1	6.5	6.2	ALC: VINE N.
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-	
Critical Hdwy Stg 2			-	0-	- 1	-	6.1	5.5		6.1	5.5	1.1	and the second states
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.5	4	3.3	3.5	4	3.3	
Pot Cap-1 Maneuver	1403		-	1589	1 N	-	717	663	1023	708	666	846	
Stage 1	-	-	-	-	-	-	978	864	-	813	745	-	
Stage 2	20 No.		-			-	807	739		960	861	Carlon and the state	
Platoon blocked, %		-	-		-	-							
Mov Cap-1 Maneuver	1370			1568	-		673	631	985	663	634	808	
Mov Cap-2 Maneuver	-	-	-	-	-	-	673	631	-	663	634	-	
Stage 1		-	-		-	-	959	848	-	789	723	1000	
Stage 2	-	-	-	-		-	769	717	-	923	845	-	Not the Internet State
Approach	EB		-	WB		1000	NB			SB		-	1111 To 111

Approach	FR	WB	NB	SB	
HCM Control Delay, s	2.5	0.3	10.7	10.4	In the second second second second
HCM LOS			В	В	
					SHOW IN THE SALV OF REAL

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	651	1370	1.34	-	1568		-	694
HCM Lane V/C Ratio	0.023	0.006	-	-	0.005	-	-	0.033
HCM Control Delay (s)	10.7	7.6	0	-	7.3	0	1.4	10.4
HCM Lane LOS	В	Α	Α	-	A	A	-	В
HCM 95th %tile Q(veh)	0.1	0		-	0	- 12	-	0.1

Intersection				-	1000	
Int Delay, s/veh	0.4					_
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		٦	1	₽.	
Traffic Vol. veh/h	1	12	11	315	200	7
Future Vol, veh/h	1	12	11	315	200	7
Conflicting Peds, #/hr	80	31	31	0	0	80
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- 10p	10000	-	None	-	None
Storage Length	0	-	25	-		-
Veh in Median Storage	-	-	-	0	0	-
Grade, %	0			0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0
Mymt Flow	1	15	14	389	247	9
WINITELLIOW	1	15	14	009	241	9
100						
a second as a second	Minor2		Major1	N	Aajor2	
Conflicting Flow All	829	363	336	0	-	0
Stage 1	332	-	-	-	-	
Stage 2	497	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	11140
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	343	686	1235	-	-	1.05
Stage 1	731	-		-	-	-
Stage 2	615	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	289	615	1141		-	-
Mov Cap-2 Maneuver	410	-	-	-		-
Stage 1	667	-	-	-		-
Stage 2	568	-	-	-		-
orage 2			19-19			
Annuart	50	-	ND	_	00	-
Approach	EB		NB		SB	1
HCM Control Delay, s	11.3		0.3		0	
HCM LOS	В		_			
	12 11	_				
Minor Lane/Major Mvmt		NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1111	1141	-		-	-
HCM Lane V/C Ratio		0.012		0.027	-	-
HCM Control Delay (s)	-	8.2	-		-	-
HCM Lane LOS		0.2 A		B	-	-
HCM 95th %tile Q(veh)		0	-	0.1	-	
ion our sure adven)		U		0.1		

Intersection Int Delay, s/yeh

Int Dela <mark>y,</mark> s/veh	2.8												
Movemen	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4			4			4		
Traffic Vol, veh/h	4	10	5	5	105	2	0	0	0	10	4	24	in the line of the second second
Future Vol, veh/h	4	10	5	5	105	2	0	0	0	10	4	24	
Conflicting Peds, #/hr	42	0	41	11	0	12	41	0	11	12	0	42	addinational in 11.0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-		None	- 21		None			None	ALC N.	- 110	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-		
Veh in Median Storage, a	# -	0	-	-	0	CHARLES .		0		-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	65	65	65	65	65	65	65	65	65	65	65	65	The second second
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0	
Mvmt Flow	6	15	8	8	162	3	0	0	0	15	6	37	

Major/Minor	Major1		1	Major2	17.8		Minor1	2006	٨	Ainor2			THE REPORT	
Conflicting Flow All	207	0	0	64	0	0	315	295	72	265	298	248		
Stage 1		-	-	-		-	72	72	-	222	222	2 -0	11.1.	
Stage 2	-	-	-	-	-	-	243	223	-	43	76	-		-
Critical Hdwy	4.1	-	-	4.1	1 114	- 10	7.1	6.5	6.2	7.1	6.5	6.2		
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	×		
Critical Hdwy Stg 2		-		-	-	120	6.1	5.5	-	6.1	5.5	80 -01		1100
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3		
Pot Cap-1 Maneuver	1376	-	-	1551	-	-	642	620	996	692	617	796		
Stage 1	-	-	-	-	-0	-	943	839	-	785	723	-		
Stage 2	1.1	-	-	- 15	-	-	765	723	-	976	836	-		
Platoon blocked, %		-	-		-	÷								
Nov Cap-1 Maneuver	1321	-		1490	-	-	553	565	946	651	563	734	Service Service	
Nov Cap-2 Maneuver	-	-	-	-	-	-	553	565	-	651	563	-		
Stage 1		-	-	-	-	-	902	802	-	750	690	10014		
Stage 2	-	-	-	-	-	-	687	690	-	960	799	-		
	1000			1994			127	1	187	a de la	100			
Approach	EB	-		WB	1	L PARA	NB			SB				-
HCM Control Delay, s	1.6		a an t	0.3		5	0			10.7	1010		Tea State	
HCM LOS							A			В				
			10				12.1	145		LTI	V		الدين والم	1581
Vinor Lane/Major Mvm	it N	BLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			1		
Capacity (veh/h)		-	1321	-	-	1490	-		689					1253
HCM Lane V/C Ratio		-	0.005	-	-	0.005	-	-	0.085					
HCM Control Delay (s)	1843	0	7.7	0	-	7.4	0	-	10.7			U. a.	all a state of the	

A

.

А

0

-

...

В

0.3

-

-

А

.

A 0 А

-

HCM Lane LOS

HCM 95th %tile Q(veh)

Heavy Vehicles, % Mvmt Flow

0

0

Intersection		1				50.00		100	OT			2 -11
Int Delay, s/veh	8.8						_				_	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		र्स			4			4				
Traffic Vol, veh/h	10	20	0	0	90	30	15	35	15	0	0	0
Future Vol, veh/h	10	20	0	0	90	30	15	35	15	0	0	0
Conflicting Peds, #/hr	111	0	71	3	0	43	71	0	3	43	0	111
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-		None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage,	,# -	0	-		0	-	-	0	-		0	
Grade, %	-	0	-	-	0	-		0	-	-	0	-
Peak Hour Factor	69	69	69	69	69	69	69	69	69	69	69	69

Major/Minor	Minor2	5.079	Mi	nor1			Major1			
Conflicting Flow All	375	191		-	180	176	71	0	0	
Stage 1	71	71	-	-	109	-	100.42		- 1	
Stage 2	304	120	-	-	71	-	-	-	-	
Critical Hdwy	7.1	6.5	-	-	6.51	6.21	4.1	100-275	-	
Critical Hdwy Stg 1	-	-	-	-	5.51	-	-	-	-	
Critical Hdwy Stg 2	6.1	5.5		-	-	-		-	-	STATISTICS IN THE REPORT OF
Follow-up Hdwy	3.5	4	2	-	4.009	3.309	2.2	-	-	
Pot Cap-1 Maneuver	586	708	0	0	716	870	1542	-	-	The second second second
Stage 1	-	-	0	0	807	-	-	-	-	
Stage 2	710	800	0	0	-	-	1.1		-	
Platoon blocked, %	-							-	-	
Mov Cap-1 Maneuver	434	647		-	654	868	1438			STREET, STREET
Mov Cap-2 Maneuver	434	647	-	-	654	-	-	-	-	
Stage 1	-			-	792	-	- 11	-	-	
Stage 2	554	785	-	-	-	-	-	-		
STATISTICS OF STATISTICS		118.41	-							the second s

Approach	EB	WB	NB	
HCM Control Delay, s	12	11.9	1.7	AT IN PROPERTY AND ADDRESS OF A DRIVEN AND ADDRESS ADDRESS ADDRESS ADDRESS ADDRESS ADDRESS ADDRESS ADDRESS ADDR
HCM LOS	В	В		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1W	/BLn1
Capacity (veh/h)	1438	4	-	556	697
HCM Lane V/C Ratio	0.015	-	-	0.078	0.25
HCM Control Delay (s)	7.5	0	-	12	11.9
HCM Lane LOS	A	Α		В	В
HCM 95th %tile Q(veh)	0	-	-	0.3	1

Intersection	on
Int Delay	s/veh

													 	-
Int Delay, s/veh	21.3			3			-			-				
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations		4			4		٦	f)		7	f,			
Traffic Vol, veh/h	85	0	130	35	5	50	15	200	40	20	180	5		
Future Vol, veh/h	85	0	130	35	5	50	15	200	40	20	180	5		
Conflicting Peds, #/hr	119	0	109	134	0	144	109	0	134	144	0	119		
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free		
RT Channelized			None	-		None	•		None	-	-	None	in the second	
Storage Length	-			-		-	25	*	-	25		-		
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	1000		
Grade, %	H	0	÷.	H	0	-	-	0	8	-	0	-		
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88		
Heavy Vehicles, %	0	0	0	1	1	1	0	0	0	2	2	2		
Mvmt Flow	97	0	148	40	6	57	17	227	45	23	205	6		

Major/Minor	Minor2		200	Vinor1			Major		1	Major2		1.11	The Party of the
Conflicting Flow All	832	823	461	890	804	538	330	0	0	416	0	0	
Stage 1	373	373	-	428	428	-	-	4	-	-	-		
Stage 2	459	450	-	462	376	-	-	-	-	-	-	-	
Critical Hdwy	7.1	6.5	6.2	7.11	6.51	6.21	4.1		_II-0	4.12		< ÷ _	
Critical Hdwy Stg 1	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	6.1	5.5	-	6.11	5.51		-	-		-	1.1.	-	
Follow-up Hdwy	3.5	4	3.3	3.509	4.009	3.309	2.2	-	-	2.218	-	-	
Pot Cap-1 Maneuver	291	311	605	265	318	545	1241		-	1143			
Stage 1	652	622	÷	607	586	-	-	-	-		-	-	
Stage 2	586	575		582	618		-	-	-			1. A + 2.	
Platoon blocked, %								-	-		-	-	
Mov Cap-1 Maneuver	182	229	468	133	234	406	1100	1012-01	-	986	1.000	1.4	
Mov Cap-2 Maneuver	182	229	-	133	234	-	+	-	-	-	-	-	
Stage 1	569	539	-	516	498	-	-	-	4	-			
Stage 2	423	489	-	339	536	-	-	-	-	-	-	-	In the Sector
Approach	EB			WB	-	2	NB			SB		12.051	

Approach	EB	WB	NB	SB	
HCM Control Delay, s	59.8	34.6	0.5	0.9	An Ul Color of Contract Very of
HCM LOS	F	D			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR	
Capacity (veh/h)	1100		-	289	221	986	-		
HCM Lane V/C Ratio	0.015	-	-	0.845	0.463	0.023	-	-	
HCM Control Delay (s)	8.3			59.8	34.6	8.7	-		
HCM Lane LOS	A	-	-	F	D	A		-	
HCM 95th %tile Q(veh)	0	1.4	1.12	7.2	2.2	0.1	_10-	1.2.4	

Intersection			1995.0			1000	-	10.0				1.1		
Int Delay, s/veh	0.6													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations		र्स			4			4			_	_		
Traffic Vol, veh/h	5	325	5	0	415	20	10	15	10	0	0	0	A CARLES AND A CARLES	
Future Vol, veh/h	5	325	5	0	415	20	10	15	10	0	0	0		
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	Second Robert	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop		
RT Channelized	-	-	None		- 1	None		-	None		-	None	A REAL PROPERTY OF THE OWNER	
Storage Length	-		-	-	-	-	-	-	-	-	-	-		
/eh in Median Storage	,# -	0		-	0	-	-	0	-	-	0		In succession in the second	
Grade, %	-	0	-	-	0		-	0	-	-	0	-		
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95		1000
Heavy Vehicles, %	5	5	5	3	3	3	0	0	0	0	0	0		
Mvmt Flow	5	342	5	0	437	21	11	16	11	0	0	0	NUMBER OF STREET	
and the second se	Major1			Major2			Minor1	1. 10 -			and the second			
Conflicting Flow All	458	0	0	-		0	803	813	345					
Stage 1			-	-	-	-	355	355		1		2.0	1	
Stage 2	-	-	-	•	-	-	448	458	-			_		
Critical Hdwy	4.15	-		-	-	-	6.4	6.5	6.2					
Critical Hdwy Stg 1	-	-	-	-		-	5.4	5.5	-					
Critical Hdwy Stg 2			-	•	•		5.4	5.5	-			1.000	Children and the	
Follow-up Hdwy	2.245	-	-	-	-	•	3.5	4	3.3					
Pot Cap-1 Maneuver	1087	-	-	0		-	355	315	702	100	14		A Property in	
Stage 1		-	-	0	-		714	633	-	_				
Stage 2			-	0		-	648	570	-					
Platoon blocked, %	_	-	-	_	-	-					_			_
Nov Cap-1 Maneuver	1087	-	-		-	-	353	0	702					
Nov Cap-2 Maneuver	-	-	-	-	-	-	353	0	-					
Stage 1	-		-	-	-	4	710	0	1. 2.					
Stage 2	-	-	-	-	-	-	648	0	-				-	
pproach	EB	-		WB			NB				-		CARL TO THE R	
ICM Control Delay, s	0,1			0		-	13.3	-			-	1		
ICM LOS	0,1			U		-	13.5 B							
							D	1.5						
linor Lane/Major Mvml	N	IBLn	EBL	EBT	EBR	WBT	WBR							
Capacity (veh/h)		470	1087	-	-	-								
ICM Lane V/C Ratio			0.005	-	-	-	-	-						
CM Control Delay (s)		13.3	8.3	0		-	-		2011	in the		TIN S	Contraction and the	
ICM Lane LOS		В	A	A	-	-	-							
ICM 95th %tile Q(veh)		0.3	0	-	-		-		14			11.22		1

HCM 6th Signalized Intersection Summary 8: MLK Jr Way & S 6th Ave

	۶	-	7	*	-	*	1	Ť	1	1	Ļ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	<u> </u>	ţ,		٦	1>	_		4		۲	ţ,	
Traffic Volume (veh/h)	55	250	40	40	335	50	0	115	30	85	250	50
Future Volume (veh/h)	55	250	40	40	335	50	0	115	30	85	250	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.93	0.97	-	0.90	1.00		0.92	0.96		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No	_	-	No		_	No	_
Adj Sat Flow, veh/h/In	1885	1885	1885	1885	1885	1885	0	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	57	260	42	42	349	52	0	120	31	89	260	52
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	1	1	1
Cap, veh/h	310	558	90	382	553	82	0	495	128	507	672	134
Arrive On Green	0.04	0.36	0.36	0.04	0.35	0.35	0.00	0.35	0.35	0.05	0.45	0.45
Sat Flow, veh/h	1795	1565	253	1795	1576	235	0	1427	369	1795	1498	300
Grp Volume(v), veh/h	57	0	302	42	0	401	0	0	151	89	0	312
Grp Sat Flow(s),veh/h/ln	1795	0	1818	1795	0	1811	0	0	1796	1795	0	1798
Q Serve(g_s), s	1.9	0.0	12.0	1.4	0.0	17.3	0.0	0.0	5.6	2.9	0.0	10.9
Cycle Q Clear(g_c), s	1.9	0.0	12.0	1.4	0.0	17.3	0.0	0.0	5.6	2.9	0.0	10.9
Prop In Lane	1.00		0.14	1.00		0.13	0.00		0.21	1.00		0.17
Lane Grp Cap(c), veh/h	310	0	649	382	0	636	0	0	623	507	0	806
V/C Ratio(X)	0.18	0.00	0.47	0.11	0.00	0.63	0.00	0.00	0.24	0.18	0.00	0.39
Avail Cap(c_a), veh/h	370	0	649	452	0	636	0	0	623	555	0	806
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.6	0.0	23.3	18.8	0.0	25.4	0.0	0.0	21.9	17.2	0.0	17.3
Incr Delay (d2), s/veh	0.2	0.0	2.4	0.1	0.0	4.7	0.0	0.0	0.9	0.1	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/In	0.8	0.0	5.5	0.6	0.0	8.1	0.0	0.0	2.5	1.2	0.0	4.7
Unsig. Movement Delay, s/veh	<u></u>											
LnGrp Delay(d),s/veh	19.8	0.0	25.7	18.9	0.0	30.1	0.0	0.0	22.8	17.3	0.0	18.7
LnGrp LOS	В	A	С	В	А	С	А	А	С	В	А	В
Approach Vol, veh/h		359		Real P	443		Example 1	151		II-III.	401	S . 19
Approach Delay, s/veh		24.8			29.1			22.8		_	18.4	_
Approach LOS		С			C	- Section and	1	С	and the second	-	В	
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	9.5	37.6	8.3	38.5		47.1	8.9	38.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s	7.0	27.0	7.0	33.0	5 H.	39.0	7.0	33.0			1995	
Max Q Clear Time (g_c+I1), s	4.9	7.6	3.4	14.0		12.9	3.9	19.3				
Green Ext Time (p_c), s	0.0	0.6	0.0	1.4		1.6	0.0	1.7		11. J. J. H	1992	
Intersection Summary	. بندو		AL SAMPLE									
HCM 6th Ctrl Delay			24.1								1.00	
HCM 6th LOS			С									

Intersection					200	
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		f)			4
Traffic Vol, veh/h	14	2	10	1	0	45
Future Vol, veh/h	14	2	10	1	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None	-		-	None
Storage Length	0	Mone -		NUTIC -	-	None
Veh in Median Storage	1000	-	0			0
	;,# U 0		0			0
Grade, %		-		-	-	
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	2	11	1	0	49
Major/Minor	Minor1	1	Major	-	Major2	00%
Conflicting Flow All	61	12	0	0	12	0
Stage 1	12	-	-		-	-
Stage 2	49	_	-	-	_	-
Critical Hdwy	6.42	6.22			4.12	
Critical Hdwy Stg 1	5.42	0.22	-		T. 12	-
Critical Hdwy Stg 2	5.42		-	-		_
			-		0.040	
Follow-up Hdwy	3.518		-	-	2.218	-
Pot Cap-1 Maneuver	945	1069	-		1607	-
Stage 1	1011	-	-	-	-	•
Stage 2	973	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	945	1069			1607	-
Mov Cap-2 Maneuver	945		-	-	-	-
Stage 1	1011	-		11 2		-
Stage 2	973		-	-	-	=
Approach	WB		NB		SB	
	8.8	-	0		0	
HCM Control Delay, s HCM LOS			U		U	
HUM LUS	A		_		-	
A Construction of the second second						
Minor Lane/Major Mvm	t	NBT	NBRV	/BLn1	SBL	SBT
Capacity (veh/h)	100	1		959	1607	
HCM Lane V/C Ratio	_	-	-	0.018	-	-
HCM Control Delay (s)				8.8	0	
HCM Lane LOS				A	A	
HCM 95th %tile Q(veh)		-		0.1	0	
now sour sour source a(ven)				0.1	U	

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		1	1		Y	
Traffic Vol, veh/h	0	115	65	0	99	11
Future Vol, veh/h	0	115	65	0	99	11
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	201.0
Grade, %	-	0	0		0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	125	71	0	108	12
Major/Minor M	ajor1	1	Major2		Minor2	100
Conflicting Flow All	-	0		0	196	71
Stage 1		-			71	-
Stage 2	-	-	-	-	125	-
Critical Hdwy	1 727	10101	1012	-	6.42	6.22
Critical Hdwy Stg 1	_		-		5.42	0.22
Critical Hdwy Stg 2					5.42	
Follow-up Hdwy			-	-	3.518	
Pot Cap-1 Maneuver	0			0	793	991
Stage 1	0		-	0	952	-
Stage 2	0		-	0	901	-
Platoon blocked, %	U		-	0	301	
Mov Cap-1 Maneuver		-		-	793	991
Mov Cap-1 Maneuver	-	-		-	793	551
Stage 1	-	-			952	
Stage 2			-	_	901	-
Slaye Z	-	-	in the second	-	301	1500
				-		
Approach	EB		WB		SB	
HCM Control Delay, s	0	-	0	1116	10.2	1.
HCM LOS					В	
New York Street Street				-	- 51	والقلام
Minor Lane/Major Mvmt	1	EBT	WBT	SBLn1	5.50	-
Capacity (veh/h)						
HCM Lane V/C Ratio		-		0.148		
HCM Control Delay (s)			-	10.2	-	
HCM Lane LOS	1.000	-		B		
HCM 95th %tile Q(veh)		-	-	0.5	100	1000
inoni oour routo a(von)	-		-	0.0		

Intersection		-	-	-									
	0.2						-						and the second se
Int Delay, s/veh	0.2												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	A 103-511-03
Lane Configurations		4			4			4			4		
Traffic Vol, veh/h	5	335	0	0	315	5	0	0	0	5	0	5	
Future Vol, veh/h	5	335	0	0	315	5	0	0	0	5	0	5	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized			None	-	-	None			None		-	None	
Storage Length	-	-	-	-	-		-	-	-	-	-	-	
Veh in Median Storage	e, # -	0	1010	-	0	-		0		-	0		والمستقدية والمتركبة
Grade, %	-	0	-	-	0	-	-	0	-	-	0	+	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	والمتعالجة والمراسمي
Heavy Vehicles, %	1	1	1	1	1	1	0	0	0	0	0	0	
Mvmt Flow	5	364	0	0	342	5	0	0	0	5	0	5	Carlor States
Major/Minor	Major1			Major2	101	200	Minor1		١	Ainor2			CONTRACTOR OF
Conflicting Flow All	347	0	0	364	0	0	721	721	364	719	719	345	R. Lawrence and the second
Stage 1	-	-	-	-	-	-	374	374		345	345	-	
Stage 2	-			-			347	347	-	374	374	-	
Critical Hdwy	4.11		-	4.11			7.1	6.5	6.2	7.1	6.5	6.2	
Critical Hdwy Stg 1	-	-		-	-	-	6.1	5.5	-	6.1	5.5	-	
Critical Hdwy Stg 2	-			-	-	-	6.1	5.5		6.1	5.5		
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.5	4	3.3	3.5	4	3.3	
Pot Cap-1 Maneuver	1218	-	1.	1000	-	-	345	356	685	346	357	702	
Stage 1	-	-	-	-	-	-	651	621		675	640	-	
Stage 2	-	-				-	673	638		651	621	1	12 71 2 11
Platoon blocked, %		-	-	_	-	-							
Nov Cap-1 Maneuver	1218	-	1	1200	-	-	341	354	685	345	355	702	
Nov Cap-2 Maneuver	-	-	-	-	-	-	341	354	-	345	355	-	
Stage 1	-		-		-	-	648	618	-	672	640	1112	
Stage 2	-	-	-	-	4	-	668	638	-	648	618	-	
CONTRACTOR OF STREET													
Approach	EB	-	-	WB	-		NB	-	-	SB	-		
HCM Control Delay, s	0.1			0	-	-	0			13			
ICM LOS	0.1			U			A			B	-		
							A	1000		D		10.00	
Rear Lang (84 - 1 - 1 +				COT	EDD	MIDI	MOT	MDD				-	
Minor Lane/Major Mvm		IBLn1	EBL	EBT	EBR	WBL	WBT	WBR				-	
Capacity (veh/h)		-	1218		-	1200	-		463	-			and the second second
ICM Lane V/C Ratio		-	0.004	-	-	-			0.023				
HCM Control Delay (s)		0	8	0	•	0		-	13				
HCM Lane LOS	-	A	A	Α	-	A	-	-	B				
HCM 95th %tile Q(veh)		-	0	-	-	0	-	-	0.1	-	-		

HCM 6th Signalized Intersection Summary 1: MLK Jr Way/N K St & Division Ave

	٠	-	7	-	-	*	1	1	1	5	Ļ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	٦	f)		٦	f.		٦	₽			\$	
Traffic Volume (veh/h)	34	416	70	89	465	35	99	43	184	40	43	15
Future Volume (veh/h)	34	416	70	89	465	35	99	43	184	40	43	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.96	0.96		0.94	0.97		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/In	1885	1885	1885	1885	1885	1885	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	452	76	97	505	38	108	47	200	43	47	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	0	0	0
Cap, veh/h	326	548	92	350	663	50	483	83	353	183	178	46
Arrive On Green	0.04	0.35	0.35	0.07	0.38	0.38	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1795	1563	263	1795	1726	130	1300	298	1270	298	640	167
Grp Volume(v), veh/h	37	0	528	97	0	543	108	0	247	106	0	0
Grp Sat Flow(s),veh/h/ln	1795	0	1825	1795	0	1856	1300	0	1568	1105	0	0
Q Serve(g_s), s	0.6	0.0	13.3	1.7	0.0	12.8	0.0	0.0	6.8	0.3	0.0	0.0
Cycle Q Clear(g_c), s	0.6	0.0	13.3	1.7	0.0	12.8	3.8	0.0	6.8	7.1	0.0	0.0
Prop In Lane	1.00		0.14	1.00		0.07	1.00		0.81	0.41		0.15
Lane Grp Cap(c), veh/h	326	0	640	350	0	713	483	0	436	408	0	0
V/C Ratio(X)	0.11	0.00	0.83	0.28	0.00	0.76	0.22	0.00	0.57	0.26	0.00	0.00
Avail Cap(c_a), veh/h	432	0	724	396	0	736	637	0	622	577	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.8	0.0	15.0	10.8	0.0	13.5	14.5	0.0	15.6	14.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	6.7	0.3	0.0	4.3	0.2	0.0	0.9	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/In	0.2	0.0	5.8	0.6	0.0	5.3	0.9	0.0	2.2	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.0	0.0	21.6	11.1	0.0	17.9	14.7	0.0	16.4	14.4	0.0	0.0
LnGrp LOS	В	А	С	В	А	В	В	А	В	В	Α	A
Approach Vol, veh/h	100	565	T SAM	T.C.I.	640		a formation of	355		S.E.M.	106	1
Approach Delay, s/veh		20.9			16.8			15.9			14.4	
Approach LOS	-	С	1.00		В	1		В		and the second	В	
Timer - Assigned Phs		2	3	4		6	7	8			a an	
Phs Duration (G+Y+Rc), s		19.0	8.7	22.7		19.0	7.0	24.4				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s	1.00	20.0	5.0	20.0	A DECEMPENT	20.0	5.0	20.0	- 51 -	-	00000	01.4
Max Q Clear Time (g_c+I1), s		8.8	3.7	15.3	12000	9.1	2.6	14.8				
Green Ext Time (p_c), s		1.2	0.0	1.2		0.3	0.0	1.4				-Mark
Intersection Summary		- 227			2 - A.		The state					
HCM 6th Ctrl Delay			17.9						Il and		-	
HCM 6th LOS			В									

Intersection					es -	
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		٦	1	1.	
Traffic Vol, veh/h	0	98	0	332	197	12
Future Vol, veh/h	0	98	0	332	197	12
Conflicting Peds, #/hr	80	31	31	0	0	80
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None		None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage,	# 0	1.1.1.4	-	0	0	-
Grade, %	0		-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	121	0	410	243	15
Major/Minor N	linor?	A	Iniart	٨	laiar?	
	linor2		Aajor1		Major2	0
Conflicting Flow All	821	362	338	0	-	0
Stage 1	331	-	-	-	-	-
Stage 2	490	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	
Critical Hdwy Stg 1	5.4		-	-	•	-
Critical Hdwy Stg 2	5.4	-	-	-	-	
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	347	687	1232	-	-	
Stage 1	732			-	-	-
Stage 2	620	-	-	1.4	-	-
Platoon blocked, %		-		-	-	-
Mov Cap-1 Maneuver	296	616	1138	-	-	
Mov Cap-2 Maneuver	416	-		-	•	-
Stage 1	676	-	-	-	-	-
Stage 2	573	-	-	-	-	-
Approach	EB	1 2 - 1	NB	Sec. 1	SB	
HCM Control Delay, s	12.3		0		0	
HCM LOS	B		V		v	
					18	ALC: N
Miner I and Maine M. mak		AIDI	NET	Di nd	ODT	000
Minor Lane/Major Mvmt		NBL	NBTE	and the second s	SBT	SBR
Capacity (veh/h)	144.1	1138	-	~	-	-
HCM Lane V/C Ratio	_	-	-	0.196	•	•
HCM Control Delay (s)	1.0	0		12.3		
HCM Lane LOS HCM 95th %tile Q(veh)		A 0		B 0.7		

Intersection	P							41 2.	1000	al Sala		5.5	
Int Delay, s/veh	5.6										200		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	-
Lane Configurations		4			4	_		4	-		4		
raffic Vol, veh/h	4	15	5	5	212	2	6	0	0	23	51	42	CONT.
uture Vol, veh/h	4	15	5	5	212	2	6	0	0	23	51	42	_
Conflicting Peds, #/hr	42	0	41	11	0	12	41	0	11	12	0	42	-
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	1.11		None		-	None			None	-	112	None	
Storage Length	-	-	-	-	-		-	-	-	-	-	-	
/eh in Median Storage	,# -	0	-		0	-	-	0	and a second	selle.	0	-	1250
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	65	65	65	65	65	65	65	65	65	65	65	65	
leavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0	
Avmt Flow	6	23	8	8	326	3	9	0	0	35	78	65	
Major/Minor	Major1			Major2			Minor1	51 11	٨	Ainor2		(Detroit	
Conflicting Flow All	371	0	0	72	0	0	537	467	80	437	470	412	
Stage 1	-	-	-	-			80	80	-	386	386	-	
Stage 2			-		-		457	387	-	51	84	-	
Critical Hdwy	4.1		-	4.1	2 -		7.1	6.5	6.2	7.1	6.5	6.2	22
Critical Hdwy Stg 1	-	-	_	-	-	-	6.1	5.5	-	6.1	5.5	-	
Critical Hdwy Stg 2	-		-	-		-	6.1	5.5	-	6.1	5.5		
ollow-up Hdwy	2.2		-	2.2	-	-	3.5	4	3.3	3.5	4	3.3	
ot Cap-1 Maneuver	1199	-	-	1541	1. 4	-	458	496	986	533	495	644	
Stage 1	-	-	_	-	-	-	934	832	_	641	614	-	-
Stage 2	-			-	-14		587	613	-	967	829		
Platoon blocked, %			-		-	-							
Nov Cap-1 Maneuver	1151	1214	-	1481		2	323	452	937	501	451	594	
Nov Cap-2 Maneuver	-		-	-	-	-	323	452	-	501	451	-	
Stage 1		-			-		893	795	-	612	585		
Stage 2	-	4 .	-	÷	-	-	432	584	-	951	793	-	
LIGHT AND THE			12172	3000	1.37		500	18 2	1000	1123	0.52		
Approach	EB			WB			NB		1	SB			
HCM Control Delay, s	1.4			0.2			16.5			16		o anti-	-
HCM LOS						Des Later	C			C	Product Phil	- Canto	
A LANGER DA	164											1.211.0	
Minor Lane/Major Mvm	it t	VBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	-			
Capacity (veh/h)	-	323	1151	-		1481	-						
HCM Lane V/C Ratio		0.029		-		0.005	-		0.353				
ICM Control Delay (s)		16.5	8.1	0	-	7.4	0		16	15 T	- TYN	1 H 1	
HCM Lane LOS	-	10.5 C	A	A		A	A	-	C		1		
HCM 95th %tile Q(veh)		0.1	0	-	-	0	-	-	1.6	171.40			
Tom out folie of ven		0.1	0			U		-	1.0		-	-	

Intersec	tion
Int Delay	/. s/veh

Int Delay, s/veh	9.8									_			
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		र्स			ef			4			4		
Traffic Vol, veh/h	15	33	0	0	103	5	67	30	33	47	0	44	
Future Vol, veh/h	15	33	0	0	103	5	67	30	33	47	0	44	
Conflicting Peds, #/hr	111	0	71	3	0	43	71	0	3	43	0	111	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	6 (.).+)		None	1.0	-	None		-	None		- 1	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	Be	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	69	69	69	69	69	69	69	69	69	69	69	69	
Heavy Vehicles, %	0	0	0	1	1	1	0	0	0	17	17	17	
Mvmt Flow	22	48	0	0	149	7	97	43	48	68	0	64	

Major/Minor	Major1			Major2		٨	Ainor1	No.		Minor2				
Conflicting Flow All	267	0		-	4	0	388	359	91	445	356	375		
Stage 1	1.00	1	1544			-	92	92	-	264	264	-	Contraction of the	
Stage 2	-	-	-	-	-	-	296	267	-	181	92	-		
Critical Hdwy	4.1	-	-	-	10.14	(1.1.1 g -	7.1	6.5	6.2	7.27	6.67	6.37		
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.27	5.67	-		
Critical Hdwy Stg 2	500200	-	- 1	1	-		6.1	5.5	10 F	6.27	5.67	-		
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4	3.3	3.653	4.153	3.453		
Pot Cap-1 Maneuver	1308	-	0	0		-	574	571	972	499	547	639		
Stage 1	-	-	0	0	-	-	920	823	-	709	663	-		
Stage 2	12.20		0	0	-	-	717	692	-	787	790	-		
Platoon blocked, %		-				-								
Nov Cap-1 Maneuver	1170	-	540 F	- 16	-		443	501	932	374	480	511		
Nov Cap-2 Maneuver	-	-	-	-	-	-	443	501	-	374	480	-		
Stage 1	NO KO	-	-	-	-	-	903	807	-	622	593	-		
Stage 2	-		-	-	-		561	619	-	665	775			
Approach	EB			WB			NB			SB			New York	
ICM Control Delay, s	2.5	-		0	-	-	15.6			17				
ICM LOS	2.0			U			C			C	42			
			-	EDT	14/00	14/00			242	-			M124.0 LLC34	
Minor Lane/Major Mvm		Ln1	EBL	EBT	WBT	WBR S								
Capacity (veh/h)		527	1170	-	-	-	430	125	Des Fr	a. The	Lat.			
ICM Lane V/C Ratio	0.	358	0.019	-	-	-	0.307							

HCM Lane V/C Ratio	0.358 ().019	-	-	- 0.	307		
HCM Control Delay (s)	15.6	8.1	0		-	17		
HCM Lane LOS	С	A	А	-	-	С		
HCM 95th %tile Q(veh)	1.6	0.1		-	12.1	1.3		

Int	ers	ect	ion

Int Delay, s/veh	30.4										-		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	THE REAL PROPERTY.
Lane Configurations		4			4		7	ţ,		۲	1.		
Traffic Vol, veh/h	104	0	89	35	5	50	26	187	40	20	257	11	All and the state of the second s
Future Vol, veh/h	104	0	89	35	5	50	26	187	40	20	257	11	
Conflicting Peds, #/hr	119	0	109	134	0	144	109	0	134	144	0	119	Station and the second
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	al an	None	-	-	None	Constant Carl March State
Storage Length	-	-	-	-	-	-	25	-	-	25	-	-	
Veh in Median Storage,	# -	0	diane.	-	0	-		0		1	0	-	Carlo Steel Instruction
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88	all second and a
Heavy Vehicles, %	0	0	0	1	1	1	0	0	0	2	2	2	
Mvmt Flow	118	0	101	40	6	57	30	213	45	23	292	13	المتحد والمحالي التراجي

Major/Minor	Minor2			Minor1			Major1		C.	N	lajor2				
Conflicting Flow All	935	926	552	969	910	524	424	0	(0	402	0	0		
Stage 1	464	464	-	440	440			-	1	-	-	24	-	31.24	1
Stage 2	471	462	-	529	470	-	-	-		-	-		-		
Critical Hdwy	7.1	6.5	6.2	7.11	6.51	6.21	4.1	-		-	4.12	-	112-201		
Critical Hdwy Stg 1	6.1	5.5	-	6.11	5.51	-	-	-		-	-	-	-		
Critical Hdwy Stg 2	6.1	5.5	-	6.11	5.51	1	-	-		-	30-13	-	-	1.1	
Follow-up Hdwy	3.5	4	3.3	3.509	4.009	3.309	2.2	-		-	2.218	-	-		
Pot Cap-1 Maneuver	248	271	537	234	276	555	1146			-	1157	-	-		
Stage 1	582	567	-	598	579	-	-	-		- 1	-	-	-		
Stage 2	577	568	-	535	562	-	-	-		-			-		
Platoon blocked, %								-		-		-	-		
Mov Cap-1 Maneuver	154	196	415	128	200	413	1016			-	998		-		
Mov Cap-2 Maneuver	154	196	-	128	200		-	-		-	-	-	-		
Stage 1	501	492	-	501	485	.0.				-	-				
Stage 2	412	475	-	345	487	-		-		-	-	14			

Approach	EB	WB	NB	SB	I SHALL FRANK I SHALL AN
HCM Control Delay, s	110.9	36.1	0.9	0.6	الجارية والمستحد والمستحد
HCM LOS	F	E			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	VBLn1	SBL	SBT	SBR	
Capacity (veh/h)	1016	-	-	217	215	998	-		The state of the s
HCM Lane V/C Ratio	0.029	-	-	1.011	0.476	0.023	-	Ξ.	
HCM Control Delay (s)	8.6	-	-	110.9	36.1	8.7	-	11.0+0	CALLER NO. I THE REAL PROPERTY IN COMPANY
HCM Lane LOS	А	-	-	F	E	А	-	-	
HCM 95th %tile Q(veh)	0.1	-	-	9.2	2.3	0.1	2017	-	Carlo and a second second second

Intersection	4.0	-							-						1 4 44
Int Delay, s/veh	1.2														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR			12.2
Lane Configurations		र्भ			f,			4							
Traffic Vol, veh/h	34	374	5	0	435	51	10	35	10	0	0	0			
Future Vol, veh/h	34	374	5	0	435	51	10	35	10	0	0	0			
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0			
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop			
RT Channelized	- 1 -	-	None	-	-	None	-	-	None	JII -	- 12	None			
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-			
Veh in Median Storag	e,# -	0		-	0	-	-	0		-	0	-			
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-			
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95			
Heavy Vehicles, %	5	5	5	3	3	3	0	0	0	0	0	0			
Mvmt Flow	36	394	5	0	458	54	11	37	11	0	0	0			-
Major/Minor	Major1	1	P	Major2	-	٨	/linor1						0.00		
Conflicting Flow All	512	0	0	-	-	0	954	981	397						
Stage 1	NICE AN	-	-	-	114	-	469	469	-		11-1-	See 1		1	
Stage 2	-	-	-	-	V/4	÷	485	512	-	12.2				1	
Critical Hdwy	4.15		0.00-20	1		1. 1	6.4	6.5	6.2				1 CT	1998	1.00
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-						
Critical Hdwy Stg 2		5000		-	14		5.4	5.5	and the	1944	100.00	- Ish	25 0 E		1000
- 0 - 111															

Stage 2		-	-	-	-	-	485	512	-	
Critical Hdwy	4.15	-	0.214			4	6.4	6.5	6.2	
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-	
Critical Hdwy Stg 2		10.970	100		14	- 00	5.4	5.5	a de la	
Follow-up Hdwy	2.245	-	-	-	-	-	3.5	4	3.3	
Pot Cap-1 Maneuver	1038	-	1 m m -	0	1		289	251	657	
Stage 1	-	-	-	0	-		634	564	-	
Stage 2	- 10	-	10 12	0	-	aller-	623	540	-	
Platoon blocked, %		-	-		-	-				
Mov Cap-1 Maneuver	1038	1411	- 17	-			276	0	657	
Mov Cap-2 Maneuver	-	-	-	-	-	-	276	0	-	
Stage 1	-	1.	-		-	1000	605	0	•	
Stage 2	-	-	-		-	-	623	0	-	
ANSI - SALARSHE	121					12.	1010			
Approach	EB			WB	in the		NB			
HCM Control Delay, s	0.7		Company of the	0		TIN	15.9			
HCM LOS							С			
ALL DE CARLES	100	Sala La	al telle							
Minor Lane/Major Mvmt		NBLn1	EBL	EBT	EBR	WBT	WBR	-	1	111 1.00
Capacity (veh/h)	WOT	389	1038	-	-				124	
HCM Lane V/C Ratio		0.149	0.034	-	-	-	-			
HCM Control Delay (s)		15.9	8.6	0		1.19		The second		
HCM Lane LOS		С	А	А	-	-	-		-	_
HCM 95th %tile Q(veh)	120	0.5	0.1	-	100 m	-	1 1-			

HCM 6th Signalized Intersection Summary 8: MLK Jr Way & S 6th Ave

	۶	-	7	1	+	*	1	Ť	1	4	Ļ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ţ.		٦	1.			f)		٦	f.	
Traffic Volume (veh/h)	54	297	65	40	359	49	0	115	30	95	254	72
Future Volume (veh/h)	54	297	65	40	359	49	0	115	30	95	254	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.93	0.98		0.89	1.00		0.92	0.97		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	_		No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	0	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	56	309	68	42	374	51	0	120	31	99	265	75
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	1	1	1
Cap, veh/h	256	481	106	286	512	70	0	537	139	549	662	187
Arrive On Green	0.04	0.33	0.33	0.04	0.32	0.32	0.00	0.38	0.38	0.05	0.48	0.48
Sat Flow, veh/h	1795	1473	324	1795	1596	218	0	1429	369	1795	1382	391
Grp Volume(v), veh/h	56	0	377	42	0	425	0	0	151	99	0	340
Grp Sat Flow(s),veh/h/ln	1795	0	1797	1795	0	1814	0	0	1798	1795	0	1774
Q Serve(g_s), s	1.9	0.0	16.8	1.4	0.0	19.5	0.0	0.0	5.4	3.0	0.0	11.6
Cycle Q Clear(g_c), s	1.9	0.0	16.8	1.4	0.0	19.5	0.0	0.0	5.4	3.0	0.0	11.6
Prop In Lane	1.00		0.18	1.00		0.12	0.00		0.21	1.00		0.22
Lane Grp Cap(c), veh/h	256	0	587	286	0	582	0	0	675	549	0	849
V/C Ratio(X)	0.22	0.00	0.64	0.15	0.00	0.73	0.00	0.00	0.22	0.18	0.00	0.40
Avail Cap(c_a), veh/h	316	0	631	357	0	637	0	0	675	594	0	849
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.9	0.0	27.0	21.4	0.0	28.3	0.0	0.0	20.0	15.5	0.0	15.8
Incr Delay (d2), s/veh	0.3	0.0	1.8	0.2	0.0	3.6	0.0	0.0	0.8	0.1	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/In	0.8	0.0	7.3	0.6	0.0	8.8	0.0	0.0	2.4	1.2	0.0	4.8
Unsig. Movement Delay, s/veh			114					0.0				
LnGrp Delay(d),s/veh	22.2	0.0	28.8	21.6	0.0	31.9	0.0	0.0	20.8	15.7	0.0	17.2
LnGrp LOS	С	А	С	С	А	С	А	A	С	В	A	В
Approach Vol, veh/h		433	and the second s	TIL	467			151			439	1.27
Approach Delay, s/veh	States See	27.9			31.0	- State of the Sta		20.8		Carrie Barris Mine	16.9	
Approach LOS	015-	C	231-	1	C	a bearing		C	10-01	10.0	В	1.342.7
Timer - Assigned Phs	1	2	3	4	-	6	7	8		-		
Phs Duration (G+Y+Rc), s	9.7	40.3	8.3	35.7		50.0	8.8	35.2	-			Terzet
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	State of the	5.0	5.0	5.0				1.10.0
Max Green Setting (Gmax), s	7.0	27.0	7.0	33.0	111	39.0	7.0	33.0	I DECKER			Rectioned.
Max Q Clear Time (g_c+l1), s	5.0	7.4	3.4	18.8	THE PARTY	13.6	3.9	21.5		5. C. 2	and the second	
Green Ext Time (p_c), s	0.0	0.6	0.0	10.0	Contraction of the local division of the loc	13.0	0.0	1.7	1.7.5 -	C-C-	17842.00	171
u = 7.	0.0	0.0	0.0	1.7		1.0	0.0	1.7	1.00			Hesting.
Intersection Summary					_		A State				-	
HCM 6th Ctrl Delay	128-01-	a	24.9				14.	12 STE	and the second		194	
HCM 6th LOS			С									

					-	
Intersection						
Int Delay, s/veh	6.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	VVDL	WDR		NDR	JDL	<u>अप</u>
Traffic Vol, veh/h	97	28	10	1	0	40
Future Vol, veh/h	97	28	10	1	0	40
	97	20	0	0	0	40
Conflicting Peds, #/hr	the second s	and support the local division of				the second day of the second d
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-			None		None
Storage Length	0	-	-	-	-	-
Veh in Median Storage			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	105	30	11	1	0	43
Major/Minor	Minor1	h	Major1	1	Major2	-
Conflicting Flow All	55	12	0	0	12	0
Stage 1	12	14	-	-	14	-
Stage 2	43	-	-	-		
				-	4.40	1000
Critical Hdwy	6.42	6.22	-	-	4.12	
Critical Hdwy Stg 1	5.42		-	-	-	-
Critical Hdwy Stg 2	5.42	-	-		-	
Follow-up Hdwy	3.518		-	-	2.218	-
Pot Cap-1 Maneuver	953	1069		-14-	1607	
Stage 1	1011	-	-	-	-	-
Stage 2	979	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	953	1069	-	- 1	1607	
Mov Cap-2 Maneuver	953	-	-	-	-	-
Stage 1	1011	- 12		-	-	1.00
Stage 2	979	-	-		-	-
Oldge 2	010		-	-	-	
	14/17			-		
Approach	WB	-	NB	-	SB	1
HCM Control Delay, s	9.3	1000	0		0	
HCM LOS	А			_		
- Participan (1997)	224	1981-19		14-	-	-22
Minor Lane/Major Mvm	it	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)			-		1607	
HCM Lane V/C Ratio		-		0.139	-	-
HCM Control Delay (s)	V	1947		9.3	0	
HCM Lane LOS		-		9.5 A	A	-
			-	0.5	0	
HCM 95th %tile Q(veh)		-	100	0.5	U	

Intersection	-	17-6-7	12	Est		NUT IN
Int Delay, s/veh	7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			1	W	
Traffic Vol, veh/h	18	0	0	12	30	80
Future Vol, veh/h	18	0	0	12	30	80
Conflicting Peds, #/hr	0	0	0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-		-	None
Storage Length		-	_	- NOTIC	0	None
Veh in Median Storage,	# 0	-	-	0	0	2012
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	92		The second	92	92	
		2	2			2
Mvmt Flow	20	0	0	13	33	87
Major/Minor M	ajor1	٨	Aajor2		Minor1	1
Conflicting Flow All	0	-		-	33	20
Stage 1	-	-	-		20	-
Stage 2		-	-	-	13	-
Critical Hdwy		-	-	-	6.42	6.22
Critical Hdwy Stg 1	<u>_</u>	_	_	-	5.42	-
Critical Hdwy Stg 2	1	-			5.42	
Follow-up Hdwy	-		-			3.318
Pot Cap-1 Maneuver	1	0	0	-	980	1058
	-	0	0	-	1003	
Stage 1	-			-		-
Stage 2	-	0	0		1010	-
Platoon blocked, %	-	-		-		1000
Mov Cap-1 Maneuver	-		-	1	980	1058
Mov Cap-2 Maneuver	-	-	-	-	980	
Stage 1	-	163 A.	-	-	1003	-
Stage 2	-	-	-		1010	-
Approach	EB		WB	1100	NB	
HCM Control Delay, s	0		0	-	8.9	
HCM LOS	U		U	17-1-	0.9 A	na trans
					A	
	-					
Minor Lane/Major Mvmt	4	NBLn1	EBT	WBT		La Contra
Capacity (veh/h)		1036	-	-	1.	1200-0
HCM Lane V/C Ratio		0.115		-		
HCM Control Delay (s)	-	8.9	1.14	5.2 .		1. 77
HCM Lane LOS		A	-			
HCM 95th %tile Q(veh)	1	0.4	100			1000
control train action		0.7	the summer live	-		

Intersection	- B - D-	No. of Concession, Name		1000		
Int Delay, s/veh	1.9					
	CDI	EDD	MDI	NIDT	CDT	000
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	7	^		4	0	0
Traffic Vol, veh/h	31	0	44	80	0	0
Future Vol, veh/h	31	0	44	80	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	111	None	-	None	-	None
Storage Length	0	•	-	-	-	-
Veh in Median Storag	e,# 0	1		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	34	0	48	87	0	0
Mainallines	Minnell		Animat		-	a la company
Major/Minor	Minor2		Major1	0		
Conflicting Flow All	183	-	0	0		
Stage 1	0		-	-		
Stage 2	183		-	-		_
Critical Hdwy	6.42	-	4.12	-		
Critical Hdwy Stg 1	•	-	-	-		
Critical Hdwy Stg 2	5.42		-	-		
Follow-up Hdwy	3.518		2.218	-		
Pot Cap-1 Maneuver	806	0	-	-		1.5
Stage 1	-	0	-	-		
Stage 2	848	0	-			
Platoon blocked, %				-		
Mov Cap-1 Maneuver	806	-	-	-	Cine C	distant.
Mov Cap-2 Maneuver	806	-	-	-		
Stage 1	_	-			-	CALLS.
Stage 2	848	-	-	-		
hy concerned by	me	-	Sec. 1	10000	1.00	12.2
			ND	-		_
Approach	EB	_	NB			_
HCM Control Delay, s	9.7	1.20				1-3-1-E
HCM LOS	A	_	_		_	
1440 2 S-U 2				pro tel		1.1
Minor Lane/Major Mvn	nt	NBL	NBTE	BI n1		
Capacity (veh/h)		-	-	806		
HCM Lane V/C Ratio	The Party of Street, or other	-		0.042		
HCM Control Delay (s)		3 22	-	9.7	5 5	-
HCM Lane LOS	1	-		9.7 A	114	
HCM 95th %tile Q(veh		-	-	0.1		-
Now Sour Youre Qiven	/	*		0.1		100

IntersectionInt Delay, s/veh3.7MovementEBLEBRNBLNBTSBTSBRLane ConfigurationsY41>Traffic Vol, veh/h6353728569Future Vol, veh/h6353728569Conflicting Peds, #/hr000000Sign ControlStopStopFreeFreeFreeFreeRT Channelized-None-None-NoneStorage Length0
Int Delay, s/veh3.7MovementEBLEBRNBLNBTSBTSBRLane ConfigurationsYTraffic Vol, veh/h6353728569Future Vol, veh/h6353728569Conflicting Peds, #/hr000000Sign ControlStopStopFreeFreeFreeFreeRT Channelized-None-None-None
MovementEBLEBRNBLNBTSBTSBRLane ConfigurationsYImage: state sta
Lane Configurations Y Image: Configuration of the system Traffic Vol, veh/h 6 35 37 28 56 9 Future Vol, veh/h 6 35 37 28 56 9 Conflicting Peds, #/hr 0 0 0 0 0 0 Sign Control Stop Stop Free Free Free Free RT Channelized - None - None - None
Traffic Vol, veh/h 6 35 37 28 56 9 Future Vol, veh/h 6 35 37 28 56 9 Conflicting Peds, #/hr 0 0 0 0 0 0 Sign Control Stop Stop Free Free Free Free RT Channelized - None - None - None
Future Vol, veh/h6353728569Conflicting Peds, #/hr000000Sign ControlStopStopFreeFreeFreeRT Channelized-None-None-
Conflicting Peds, #/hr00000Sign ControlStopStopFreeFreeFreeRT Channelized-None-None-
Sign ControlStopStopFreeFreeFreeRT Channelized-None-None-None
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 2
Mvmt Flow 7 38 40 30 61 10
Major/Minor Minor2 Major1 Major2
Conflicting Flow All 176 66 71 0 - 0
Stage 1 66
Stage 2 110
Critical Hdwy 6.42 6.22 4.12
Critical Hdwy Stg 1 5.42
Critical Hdwy Stg 2 5.42
Follow-up Hdwy 3.518 3.318 2.218
Pot Cap-1 Maneuver 814 998 1529
Stage 1 957
Stage 2 915
Platoon blocked, %
Mov Cap-1 Maneuver 792 998 1529
Mov Cap-2 Maneuver 792
Stage 1 931
Stage 2 915
Approach EB NB SB
Anoroach ED IND OD
HCM Control Delay, s 8.9 4.2 0
HCM Control Delay, s 8.9 4.2 0
HCM Control Delay, s 8.9 4.2 0 HCM LOS A
HCM Control Delay, s 8.9 4.2 0 HCM LOS A Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR
HCM Control Delay, s 8.9 4.2 0 HCM LOS A A A Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR Capacity (veh/h) 1529 961 - -
HCM Control Delay, s 8.9 4.2 0 HCM LOS A A Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR Capacity (veh/h) 1529 - 961 - - HCM Lane V/C Ratio 0.026 - 0.046 - -
HCM Control Delay, s 8.9 4.2 0 HCM LOS A A A Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR Capacity (veh/h) 1529 - 961 - - HCM Lane V/C Ratio 0.026 - 0.046 - - HCM Control Delay (s) 7.4 0 8.9 - -
HCM Control Delay, s 8.9 4.2 0 HCM LOS A A A Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR Capacity (veh/h) 1529 - 961 - HCM Lane V/C Ratio 0.026 - 0.046 -

HCM 6th TWSC 22: S 6th Ave & Alley

Intersection													
Int Delay, s/veh	3												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4			4			4		
Traffic Vol. veh/h	2	361	0	0	335	5	0		0	77	0	60	a 153.570
Future Vol, veh/h	2	361	0	0	335	5	0	0	0	77	0	60	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	1.1.1.1.1.1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized		-	None	-	-	None		-	None	1.145	-	None	
Storage Length	-	-	-	-	4		-	-	-	-	-	-	
Veh in Median Storage	e, # -	0	lu le	-	0	-	-	0	-	-	0	1	Sec. 1
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	Sec. 1
Heavy Vehicles, %	1	1	1	1	1	1	0	0	0	0	0	0	
Mvmt Flow	2	392	0	0	364	5	0	0	0	84	0	65	I SARAT
Major/Minor	Major1			Major2	-		Minor1		N	Ainor2			
Conflicting Flow All	369	0	0	392	0	0	795	765	392	763	763	367	
Stage 1	-	-			-	-	396	396	-	367	367	-	-31.50
Stage 2	-	-	-	-	-	-	399	369	-	396	396	-	
Critical Hdwy	4.11	-	1	4.11		-	7.1	6.5	6.2	7.1	6.5	6.2	
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	<u>-</u> .,	6.1	5.5	-	
Critical Hdwy Stg 2	-	-	-	Lines	-	100-	6.1	5.5	101-	6.1	5.5	-	A ST IN
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.5	4	3.3	3.5	4	3.3	
Pot Cap-1 Maneuver	1195	-	-	1172	044	-	308	336	661	324	337	683	
Stage 1	-	-	-	-	-	-	633	607	-	657	626	-	
Stage 2		-	1 27-	-	-	+	631	624		633	607	11 -	
Platoon blocked, %		-	-		-	-							
Mov Cap-1 Maneuver	1195	-	774	1172	100	-	278	335	661	323	336	683	THREE STREET
Mov Cap-2 Maneuver	-	-	-	-	-	-	278	335	-	323	336	-	
Stage 1	111	-		-		-	632	606	-	656	626	1.1	Sector in the
Stage 2		-	-	-		-	571	624	-	632	606		
design of the second	O FO								1000	241	1.11		
Approach	EB		100	WB			NB			SB		100	Contraction of the
HCM Control Delay, s	0		6 16	0			0			18.2			
HCM LOS							A			C			
ollow by the		NG.			1014			1000	100,0	III NA	25-1		CALLES OF
Minor Lane/Major Mvm	t N	IBLn1	EBL	EBT	EBR	WBL	WBT	WBR S	SBLn1	1	-	21	
Capacity (veh/h)		-	1195	1	-	1172	1912		420				
HCM Lane V/C Ratio		-	0.002	-	-	-	-	-	0.355				
HCM Control Delay (s)		0	8	0	_	0	-		18.2			18.00	1,100
HCM Lane LOS		A	A	A	-	A	-		С		-		
HCM 95th %tile Q(veh)	103-1		0	-	1 20	0	10.00	1	1.6	-	101-11		

Intersection						
Int Delay, s/veh	8.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	YEL	MDIN	1	NDI	ODL	4
Traffic Vol, veh/h	86	6	5	0	0	•
Future Vol, veh/h	86	6	5	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Stop -	-	-	None	-	None
Storage Length	0	NUNC -	-	NUHe -		None -
Veh in Median Storage		-	0		-	0
Grade, %	s, # 0 0	-	0	-	-	0
	92	92	92	92	92	92
Peak Hour Factor						
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	7	5	0	0	0
Major/Minor	Minor1	1	Major1		Major2	111-1
Conflicting Flow All	6	5	0	0	5	0
Stage 1	5	0	U	U	5	-
Stage 2	5		-	-		-
	6.42	6.22	-	-	4.12	-
Critical Hdwy					4.12	
Critical Hdwy Stg 1	5.42	-	-	-	-	
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318		-	2.218	
Pot Cap-1 Maneuver	1015	1078		-	1616	-
Stage 1	1018	-	-	-		-
Stage 2	1022	-		-	-	
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver		1078	-		1616	-
Mov Cap-2 Maneuver	1015	-	×		-	-
Stage 1	1018	-	-		-	-
Stage 2	1022	-	=		-	-
Approach	WB	-	NB	-	SB	
Approach		-		-		
HCM Control Delay, s	8.9	-	0		0	
HCM LOS	A					
Maria and the second						
Minor Lane/Major Mvn	nt	NBT	NBRV	WBLn1	SBL	SBT
Capacity (veh/h)				1019	1616	
HCM Lane V/C Ratio		_		0.098	-	-
HCM Control Delay (s)		-	-	8.9	0	-
HCM Lane LOS	-	-	-	0.0 A	A	-
HCM 95th %tile Q(veh	1	-		0.3	0	-
Town abut your of helt	/		-	0.5	U	

Appendix D: Trip Generation Calculations

Tacoma General Hospital

	ition				Trip I	Rate ¹				
							Person or			
Land Use	Setting	Size Units	Model	Equation	Rate	Units	Vehicle Trips?	Inbound %	AVO Rate ²	Person Trip
Proposed Use										
Hospital (LU 610)		96 beds								
Daily	General Urban/Suburban		Rate		22.32	per bed	vehicle trips	50%	1.00	2143
AM Peak Hour	General Urban/Suburban		Rate		1.79	per bed	vehicle trips	72%	1.00	172
PM Peak Hour	General Urban/Suburban		Rate		1.69	per bed	vehicle trips	33%	1.00	162
Medical Office (LU	J 720)	100,000 sf								
Daily	General Urban/Suburban		Rate	×	31.86	per ksf	vehicle trips	50%	1.00	3186
AM Peak Hour	General Urban/Suburban		Rate	-	2.68	per ksf	vehicle trips	81%	1.00	268
PM Peak Hour	General Urban/Suburban		Rate		2.84	per ksf	vehicle trips	25%	1.00	284
Retail (LU 822)		2,066 sf								
Daily	General Urban/Suburban		Rate	-	54.45	per ksf	vehicle trips	50%	1.00	112
AM Peak Hour	General Urban/Suburban		Rate		2.36	per ksf	vehicle trips	60%	1.00	5
PM Peak Hour	General Urban/Suburban		Rate	~	6.59	per ksf	vehicle trips	50%	1.00	14
Existing Use										
Medical Office (LL		26,000 sf								
Daily							A THE A DECIDENCE	6004		
	General Urban/Suburban		Rate		31.86	per ksf	vehicle trips	50%	1.00	828
AM Peak Hour	General Urban/Suburban		Rate	-	2.68	per ksf	vehicle trips	81%	1.00	70
AM Peak Hour PM Peak Hour										
PM Peak Hour	General Urban/Suburban General Urban/Suburban	8,700 sf	Rate Rate	-	2.68 2.84	per ksf	vehicle trips	81% 25%	1.00 1.00	70 74
PM Peak Hour Clinic (LU 630) Daily	General Urban/Suburban General Urban/Suburban General Urban/Suburban	8,700 sf	Rate Rate Rate	-	2.68 2.84 38.16	per ksf per ksf per ksf	vehicle trips vehicle trips vehicle trips	81% 25% 50%	1.00 1.00	70 74 332
PM Peak Hour Clinic (LU 630)	General Urban/Suburban General Urban/Suburban General Urban/Suburban General Urban/Suburban	8,700 sf	Rate Rate	ŝ	2.68 2.84 38.16 2.75	per ksf per ksf	vehicle trips vehicle trips	81% 25% 50% 81%	1.00 1.00 1.00 1.00	70 74 332 24
PM Peak Hour Clinic (LU 630) Daily	General Urban/Suburban General Urban/Suburban General Urban/Suburban	8,700 sf	Rate Rate Rate	ŝ	2.68 2.84 38.16	per ksf per ksf per ksf	vehicle trips vehicle trips vehicle trips	81% 25% 50%	1.00 1.00	70 74 332
PM Peak Hour Clinic (LU 630) Daily AM Peak Hour	General Urban/Suburban General Urban/Suburban General Urban/Suburban General Urban/Suburban	8,700 sf 12,000 sí	Rate Rate Rate Rate Rate	:	2.68 2.84 38.16 2.75 3.69	per ksf per ksf per ksf per ksf per ksf	vehicle trips vehicle trips vehicle trips vehicle trips	81% 25% 50% 81% 30%	1.00 1.00 1.00 1.00 1.00	70 74 332 24
PM Peak Hour Clinic (LU 630) Daily AM Peak Hour PM Peak Hour Church (LU 560) Daily	General Urban/Suburban General Urban/Suburban General Urban/Suburban General Urban/Suburban General Urban/Suburban General Urban/Suburban		Rate Rate Rate Rate Rate Rate	:	2.68 2.84 38.16 2.75 3.69 7.60	per ksf per ksf per ksf per ksf per ksf	vehicle trips vehicle trips vehicle trips vehicle trips vehicle trips vehicle trips	81% 25% 50% 81% 30%	1.00 1.00 1.00 1.00 1.00	70 74 332 24 32 91
PM Peak Hour Clinic (LU 630) Daily AM Peak Hour PM Peak Hour Church (LU 560) Daily AM Peak Hour	General Urban/Suburban General Urban/Suburban General Urban/Suburban General Urban/Suburban General Urban/Suburban		Rate Rate Rate Rate Rate Rate Rate	:	2.68 2.84 38.16 2.75 3.69 7.60 0.32	per ksf per ksf per ksf per ksf per ksf per ksf per ksf	vehicle trips vehicle trips vehicle trips vehicle trips vehicle trips	81% 25% 50% 81% 30% 50% 62%	1.00 1.00 1.00 1.00 1.00 1.00	70 74 332 24 32 91 4
PM Peak Hour Clinic (LU 630) Daily AM Peak Hour PM Peak Hour Church (LU 560) Daily	General Urban/Suburban General Urban/Suburban General Urban/Suburban General Urban/Suburban General Urban/Suburban General Urban/Suburban		Rate Rate Rate Rate Rate Rate	:	2.68 2.84 38.16 2.75 3.69 7.60	per ksf per ksf per ksf per ksf per ksf	vehicle trips vehicle trips vehicle trips vehicle trips vehicle trips vehicle trips	81% 25% 50% 81% 30%	1.00 1.00 1.00 1.00 1.00	70 74 332 24 32 91
PM Peak Hour Clinic (LU 630) Daily AM Peak Hour PM Peak Hour Church (LU 560) Daily AM Peak Hour PM Peak Hour Single-Family Res	General Urban/Suburban General Urban/Suburban General Urban/Suburban General Urban/Suburban General Urban/Suburban General Urban/Suburban General Urban/Suburban General Urban/Suburban General Urban/Suburban		Rate Rate Rate Rate Rate Rate Rate Rate	:	2.68 2.84 38.16 2.75 3.69 7.60 0.32 0.49	per ksf per ksf per ksf per ksf per ksf per ksf per ksf	vehicle trips vehicle trips vehicle trips vehicle trips vehicle trips vehicle trips vehicle trips	81% 25% 50% 81% 30% 50% 62% 44%	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	70 74 332 24 32 91 4 6
PM Peak Hour Clinic (LU 630) Daily AM Peak Hour PM Peak Hour Church (LU 560) Daily AM Peak Hour PM Peak Hour Single-Family Res Daily	General Urban/Suburban General Urban/Suburban General Urban/Suburban General Urban/Suburban General Urban/Suburban General Urban/Suburban General Urban/Suburban General Urban/Suburban	12,000 sí	Rate Rate Rate Rate Rate Rate Rate Rate	:	2.68 2.84 38.16 2.75 3.69 7.60 0.32 0.49 9.43	per ksf per ksf per ksf per ksf per ksf per ksf per ksf	vehicle trips vehicle trips vehicle trips vehicle trips vehicle trips vehicle trips vehicle trips	81% 25% 50% 81% 30% 50% 62% 44% 50%	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	70 74 332 24 32 91 4
PM Peak Hour Clinic (LU 630) Daily AM Peak Hour PM Peak Hour Church (LU 560) Daily AM Peak Hour PM Peak Hour Single-Family Res	General Urban/Suburban General Urban/Suburban General Urban/Suburban General Urban/Suburban General Urban/Suburban General Urban/Suburban General Urban/Suburban General Urban/Suburban General Urban/Suburban	12,000 sí	Rate Rate Rate Rate Rate Rate Rate Rate	:	2.68 2.84 38.16 2.75 3.69 7.60 0.32 0.49	per ksf per ksf per ksf per ksf per ksf per ksf per ksf	vehicle trips vehicle trips vehicle trips vehicle trips vehicle trips vehicle trips vehicle trips vehicle trips	81% 25% 50% 81% 30% 50% 62% 44%	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	70 74 332 24 32 91 4 6

Notes:

1. Trip rates based on Institute of Transportation Engineers' (ITE) Trip Generation 11th Edition equation and average trip rate as shown above.

Tacoma General Hospital

Person Trips by Mode of Travel

	Percent	Daily		M Peak Ho		PM Peak Hour			
Trip Generation Summary	By Mode	Person Trips	In	Out	Total	In	Out	Total	
Proposed Use									
Hospital (LU 610) ¹					_				
Walk, Bike, Other Trips	10%	214	12	5	17	5	11	16	
Transit Trips	8%	171	10	4	14	4	9	13	
Vehicle Trips	82%	1,758	102	39	141	45	88	133	
Total	100%	2.143	124	48	172	54	108	162	
Medical Office (LU 720) ²	10076	2,143	124	40	172	54	100	102	
	100/	210	22		07	7	01	20	
Walk, Bike, Other Trips	10%	319	22	5	27	7	21	28	
Transit Trips	8%	255	17	4	21	6	17	23	
Person Trips by Vehicle	82%	2,612	<u>178</u>	42	220	<u>58</u>	175	233	
Total	100%	3,186	217	51	268	71	213	284	
Retail (LU 822)*									
Walk, Bike, Other Trips	10%	11	0	0	0	1	0	1	
Transit Trips	8%	9	0	0	0	1	0	1	
Person Trips by Vehicle	82%	92	3	2	5	5	7	12	
Total	100%	112	3	2	5	7	7	14	
Existing Use				_			_	_	
Medical Office (LU 720)									
Walk, Bike, Other Trips	10%	83	C	1	-	2	5	7	
			6 5	1	7	2 2	5	7	
Transit Trips	8%	66			6			6	
Vehicle Trips	82%	679	45	12	57	14	47	61	
Total	100%	828	56	14	70	18	56	74	
Clinic (LU 630)1							-		
Walk, Bike, Other Trips	10%	33	2	0	2	1	2	3	
Transit Trips	8%	27	2	0	2	1	2	3	
Vehicle Trips	<u>82%</u>	272	15	5	20	<u>8</u>	18	26	
Total	100%	332	19	5	24	10	22	32	
Church (LU 560)1									
Walk, Bike, Other Trips	10%	9	0	0	0	0	1	1	
Transit Trips	8%	7	0	0	0	0	0	0	
Vehicle Trips	82%	75	2	22	4	3	2	5	
Total	100%	91	2	2	4	3	3	6	
Single-Family Residential (LU 210)1								
Walk, Bike, Other Trips	10%	8	0	1	1	1	0	1	
Transit Trips	8%	7	0	1	1	1	0	1	
Vehicle Trips	82%	70	2	2	4		3		
Total	100%	85	2	4	6	<u>3</u> 5	3	<u>6</u> 8	
let New Project Person Trips							~ 1	0.5	
Walk, Bike, Other Trips		411	26	8	34	9	24	33	
Transit Trips		328	20	6	26	7	20	27	
Vehicle Trips	1	3,366	219	62	281	80	200	280	
Total		4,105	265	76	341	96	244	340	

Vehicle Trip Generation

		Daily Vehicle	AM Pea	k Hour Vehi	cle Trips	PM Pea	k Hour Vehi	cle Trips
Land Use	AVU	Trips	In	Out	Total	In	Out	Total
Proposed Use								
Hospital (LU 610)1	1.00	1,758	102	39	141	45	88	133
Medical Office (LU 720) ²	1.00	2,612	178	42	220	58	175	233
Retail (LU 822)⁴	1.00	92	3	2	5	5	7	12
Less Pass-By"	0%		=	=	=	<u>5</u> 0	<u>0</u>	<u>12</u> 0 378
Subtotal		4,462	283	- 83	366	108	270	378
Existing Use								
Medical Office (LU 720)1	1.00	679	45	12	57	14	47	61
Clinic (LU 630)1	1.00	272	15	5	20	8	18	26
Church (LU 560)1	1.00	75	2	2	4	3	2	5
Single-Family Residential (LU 210)	1.00	70	2	<u>2</u> 2	4	3	3	56
Less Pass-By ⁵	0%		2	-	=	<u>0</u>	<u>0</u>	0
Subtotal		1,096	64	21	85	28	70	98
Net New Trips		3,366	219	62	281	80	200	280

Appendix E: Signal Warrant Analyses

					Warr	ants	Summ	ary						
Information													de la constante	
Analyst Agency/Co Date Performed Project ID		ranspo /1/202		roup			Intersec Jurisdic				MLK Ju Street	unior W	Vay / 51	th
East/West Street	ast/West Street 5th Street MLK Junior Way & 5th						Units U.S. Customary Time Period Analyzed North/South Street MLK Junior Way Major Street North-South							
Project Description														
General			-						Roa	dway N	letwor	k		
Major Street Speed (mph)	25			-	ulation						Route	S		
Nearest Signal (ft)	375		-	-	-		al Syste			ekend				
Crashes (per year)	1			Ade	quate 7	rials c	of Alterna	atives	5-у	r Growt	h Facto	or		0
Geometry and Traffic			_	EB	-		WB			NB			SB	
		LT		Н	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N		0	1		0	0	1	0	1	1	0	1	1	0
Lane usage Vehicle Volume Averages (vph)	s	76		.TR 0	65	22	LTR 3	36	L 19	TR 138	29	L 14	TR 189	8
Peds (ped/h) / Gaps /gaps/h)			0	/0			0/0			0/0			0/0	-
Delay (s/veh) / (veh-hr)			0	/ 0			0/0			0/0			0/0	
Warrant 1: Eight-Hour \	/ehi	cular	Volu	ume										
1 A. Minimum Vehicular	/olui	mes (E	Both	n maj	or appi	roache	esand-	- highe	r mino	r appro	ach)	-or		
1 B. Interruption of Contir	านอน	s Traf	fic (Both	major	approa	aches	and h	igher r	ninor a	pproac	h)or		
1 (80%) Vehicularand	Inte	rruptio	on V	/olun	nes (Bo	oth ma	jor appr	oaches	and-	- highe	er minoi	appro	bach)	
Warrant 2: Four-Hour V	ehic	ular V	'olu	me				÷.,					1	Γ
2 A. Four-Hour Vehicular	Volu	umes (Bot	h ma	ajor app	broach	iesand	l high	er min	or appr	oach)			
Warrant 3: Peak Hour													Ī	
3 A. Peak-Hour Conditior	ns (N	linor d	elay	yai	nd mi	nor vo	lumea	nd tot	al volu	ume)	or			
3 B. Peak- Hour Vehicula														
Warrant 4: Pedestrian V	'olur	ne		_									T	
4 A. Four Hour Volumes -		0.0		-,			10.000 V							
4 B. One-Hour Volumes														
Warrant 5: School Cros	sing					_								
5. Student Volumesand														
5. Gaps Same Period												G 97094		
Warrant 6: Coordinated	Sig	nal Sy	ste	m									Ť	
6. Degree of Platooning (_	-	-	tion or	both d	irections)	-					
Warrant 7: Crash Experi	2	_	-											Γ
7 A. Adequate trials of alt	_		obs	erva	nce an	d enfo	rcement	failed -	-and					
7 B. Reported crashes su			-	-						100 C	-			

4

7 C. (80%) Volumes for Warrants 1A, 1Bor 4	are satisfied	1	
Warrant 8: Roadway Network			
8 A. Weekday Volume (Peak hour totaland pr	rojected warrants 1, 2 or 3)or		
8 B. Weekend Volume (Five hours total)			
Warrant 9: Grade Crossing			
9 A. Grade Crossing within 140 ftand			
9 B. Peak-Hour Vehicular Volumes			
Copyright © 2017 University of Florida, All Rights Reserved	HCS7 TM Warrants Version 7.2.1	Generated: 7/29/2022	10:46 AN

017 University of Florida, All Rights Reserved

Warrants Version 7.2.1

Generated: 7/29/2022

EXHIBIT C-7

RECEIVED

JANUARY 11, 2023

Stevens, Troy

From: Sent: To: Cc: Subject: Marsten, Vicki Friday, September 9, 2022 11:36 AM Stevens, Troy Kidd, Brennan; Kammerzell, Jennifer RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 -Multicare Health Systems SV 124.1426 - Updated - Agency Comments(Mulitcare) 8_11_2022 - COT Traffic sig_SL.pdf

Attachments:

Good Morning Troy,

I am sorry that I forgot to send this to you on Wednesday like I said.

Sincerely, Vicki Marsten

City of Tacoma, Public Works Traffic Engineering & Safety 747 Market Street Tacoma, WA 98402 <u>vmarsten@cityoftacoma.org</u> 253-591-5556

Office hours: 7:30am – 4:30pm. M, W-F Telework hours: 7am-4pm T

From: Stevens, Troy <tstevens@cityoftacoma.org>

Sent: Thursday, August 11, 2022 11:09 AM

To: Barnett, Elliott <EBarnett@cityoftacoma.org>; Bishop, Jeffrey <JBishop@cityoftacoma.org>; Boudet, Brian
<Boudet@cityoftacoma.org>; Bremer, Kandice <KBremer@cityoftacoma.org>; Avila, Britany
<BAvila@cityoftacoma.org>; CenturyLink <nre.easement@centurylink.com>; Erickson, Ryan
<RErickso@cityoftacoma.org>; Hauenstein, Lyle <lhauenstein@cityoftacoma.org>; Himes, Gail
<ghimes@cityoftacoma.org>; Huseby, Eric <ehuseby@cityoftacoma.org>; Johnson, Christopher
<cjohnso2@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kidd, Brennan
<bkidd@cityoftacoma.org>; Larson, Chris <CLARSON@cityoftacoma.org>; Marsten, Vicki <vmarsten@cityoftacoma.org>;
Matt Cruzan <matthew_cruzan@comcast.com>; Megan Tuche <Megan.Tuche@pse.com>; Muller, Gregory
<GMuller@cityoftacoma.org>; Zoning@cityoftacoma.org>; Rob.Bair@centurylink.com; Rogers, Susie
<srogers@cityoftacoma.org>; Rossi, Rod <RRossi@cityoftacoma.org>; Seaman, Chris <cseaman@cityoftacoma.org>; Site
Development <SiteDevelopment@cityoftacoma.org>; Stringer, Shawn <SStringe@cityoftacoma.org>; Tina Vaslet
(tvaslet@piercetransit.org) <tvaslet@piercetransit.org>; Torres, Andrew <ATORRES@cityoftacoma.org>

Subject: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Agency Reviewer,

Please review the attached updated request for proposed Street Vacation Petition 124.1426, as requested by Multicare Health Systems, and provide comment for your respective utility/agency <u>on or before September 2, 2022</u>. Responses received later than September 2, 2022 risk NOT being incorporated into the vacation action.

Exhibit C-7

Please email me with any questions you may have.

Please note: In the event that conditions do not comport to <u>RCW 35.79.030, which limits conditions of the vacation to</u> <u>the bounds of the proposed vacate area</u>, a representative from your respective utility will be required to attend the public hearing to present the perceived merits of your conditions. Failure to attend may result in the automatic dismissal of any such condition that does not comport to statute.

Thank you,

Troy Stevens, MSML City of Tacoma, Public Works Sr. Real Estate Specialist (253) 591-5535 tstevens@ci.tacoma.wa.us



Memorandum

TO: ALL CONCERNED AGENCIES & DEPARTMENTS

FROM: TROY STEVENS PUBLIC WORKS /REAL PROPERTY SERVICES

SUBJECT: STREET VACATION REQUEST NO. 124.1426

DATE: August 11, 2022

Real Property Services is processing a petition to vacate a portion of South L Street north of South 5th Street, and a portion of South 4th Street, lying westerly of South L Street to facilitate a Multicare Health Systems redevelopment project as shown on the attached vicinity maps and described in the attached memo.

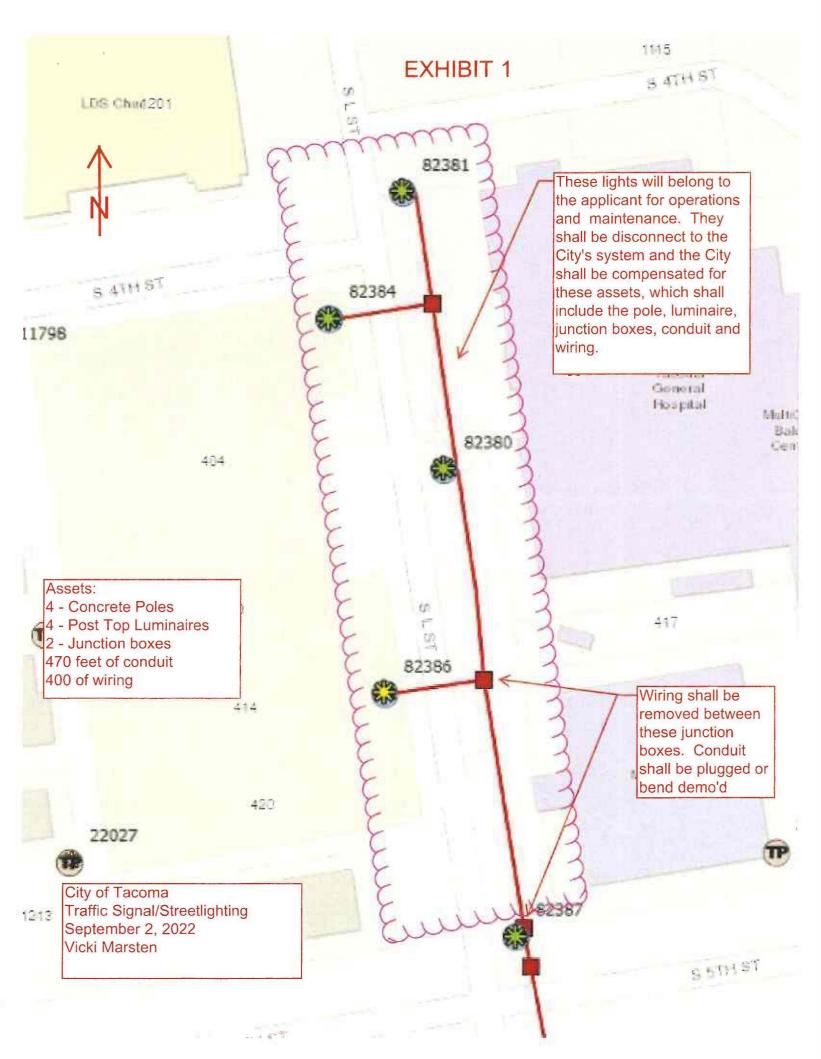
In order to be considered, your comments must be received by **Real Property Services**, **TMB**, **Room 737**, by <u>September 2, 2022</u>. If your comments are not received by that date, it will be understood that the office you represent has no interest in this matter.

Attachment(s)		
AT&T Broadband	RESPONSE	
Pierce Transit		
Puget Sound Energy	No Objections	
Qwest Communications		
Fire Department	X Comments Attached	
Police Department		
TPU/Power/T&D		
TPU/Water/LID	September 9, 2022	Date
PW/Director (3)		
PW/BLUS (2)	Vicki Marsten	Signature
PW/Construction		
	PW Traffic Signal/Streetlighting	Department
PW/Engineering		Department
PW/Engineering/LID		
PW/Engineering/Traffic		
PW/Environmental Services		
PW/Solid Waste		
PW/Street & Grounds		
Tacoma Economic Development		
Click! Network		

September 9, 2022

Public Works Traffic Signal/Streetlighting will require that the streetlights on the attached exhibit (Exhibit 1) will be disconnected from the City's streetlighting system by the applicant within 6 months of the approval of the street vacation and the City shall be compensated for the assets within the vacated area.

The applicant will notify the City of Tacoma Traffic Signal/Streetlight Shop, 253-591-5287 to coordinate the disconnection of the lighting within the vacated area from the City's system. Until such time that this work is completed the City shall operate and maintain the lighting system and shall have complete access to the system.



City of Tacoma ESTIMATING FORM

I. PROJECT DESCRIPTION

Name:	Street Vacation 124.1426	Charge #
Limits:	S 'L' St - S 4th St to north side margin of S 5th St	
Scope:	Cost estimate for the turn over of City of Tacoma a street vacation area.	ssets to Multicare in the requested

Prepared By: Vicki Marsten

Date: 6-Jan-23

City of Tacoma ESTIMATING FORM					Street Vacation 124.1426 0			
			UNIT	QUANTITY	UNIT PRICE	AMOUNT	тот	
4	STREET LIGHT	NG SYSTEM	LS			\$0		
	A. Luminaire	HPS	EA			\$0		
		LED	EA			\$0		
		Residential Acorns	EA	4.0	\$370.00	\$1,480		
	B. Bracket A	m	EA		al for a first second sec	\$0		
	C. Poles	Wood	EA			\$0		
		Aluminum, up to 35'	EA			\$0		
	-	Steel, up to 35'	EA			\$0		
		Residential - Concrete, ~14'	EA	4.0	\$2,460.00	\$9,840		
	÷	Direct buried	EA			\$0		
		Foundations	EA			\$0		
	D. Wiring		LS			\$0		
		3-#8 Cu wire per Ckt	LF	550.0	\$2.20	\$1,210		
	E. Conduit	PVC - 1-1/4", Sched 80	LF	465.0	\$3.00	\$1,395		
		RGS	LF			\$0		
		Trenching	LF			\$0		
		Boring/Jacking	LF			\$0		
		Risers	EA					
	F. Junction E	ox - Type 1	EA	2.0	\$535.00	\$1,070		
	G. Relocate l	uminaire	EA			\$0		
	H. Relocate E	Bracket Arm	EA			\$0		
	I. Relocate I	uminaire & Bracket Arm	EA			\$0		
	J. Service Er	closure	EA			\$0		
	K. Service Pe	destal	EA			\$0		
	L. Post Top,	include pole	EA			\$0		
Comme	ents:						\$14	
5	BASE & SURFA	CING	LS			\$0	Ψ I T	
A12		gr. Type 2	TN			\$0		
	B. Concrete I		SY			\$0		
	C. Concrete I	Pavement	SY			\$0		
	D. Asphalt Cl	ass - HMA <50 Tons	TN			\$0		
		ass - WMA <50 Tone	TN			\$0		
	F. Concrete	Valk, <500 SY	SY			\$0		
	G. Curbs, <10	000 LF	LF			\$0		
	H. Curb & Gu	ter	LF			\$0		
	I. Curb Ram		EA			\$0		
	J. Concrete I		SY			\$0		
	K. CW Thicke	ened Edge	LF			\$0		
Comme	ents:			,,l				

Stevens, Troy

From:	Marsten, Vicki
Sent:	Friday, January 6, 2023 2:52 PM
То:	Stevens, Troy
Cc:	Kidd, Brennan; Kammerzell, Jennifer
Subject:	RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 -
	Multicare Health Systems
Attachments:	Street Vacation 124.1426 - Multicare - L St.pdf

Happy New Year Troy!

I have attached the asset estimate that will be turned over to Multicare with the requested street vacation. Please let me know if you have any questions.

Sincerely, Vicki

Vicki Marsten City of Tacoma, Public Works Traffic Engineering & Safety <u>vmarsten@cityoftacoma.org</u> 253-591-5556

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Thursday, December 29, 2022 4:05 PM
To: Marsten, Vicki <vmarsten@cityoftacoma.org>
Cc: Kidd, Brennan <bkidd@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>
Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Thank you!

Troy Stevens, MSML Real Property Services City of Tacoma, Public Works (253) 591-5535 tstevens@ci.tacoma.wa.us

From: Marsten, Vicki <<u>vmarsten@cityoftacoma.org</u>>
Sent: Thursday, December 29, 2022 3:55 PM
To: Stevens, Troy <<u>tstevens@cityoftacoma.org</u>>
Cc: Kidd, Brennan <<u>bkidd@cityoftacoma.org</u>>; Kammerzell, Jennifer <<u>JKammerzell@cityoftacoma.org</u>>
Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Good afternoon Troy,

I will get the value to you next week.

Have a Happy New Year holiday!!

Víckí x253-591-5556

From: Stevens, Troy <<u>tstevens@cityoftacoma.org</u>>
Sent: Thursday, December 29, 2022 3:28 PM
To: Marsten, Vicki <<u>vmarsten@cityoftacoma.org</u>>
Cc: Kidd, Brennan <<u>bkidd@cityoftacoma.org</u>>; Kammerzell, Jennifer <<u>JKammerzell@cityoftacoma.org</u>>
Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems
Importance: High

Vicki,

Thinking ahead to the hearing, do we know how much the infrastructure is worth?

Multicare will be required to pay fair market value; but, that doesn't include Traffic's value. Please provide that as soon as possible.

Troy Stevens, MSML Real Property Services City of Tacoma, Public Works (253) 591-5535 tstevens@ci.tacoma.wa.us

From: Marsten, Vicki <<u>vmarsten@cityoftacoma.org</u>>
Sent: Friday, September 9, 2022 11:36 AM
To: Stevens, Troy <<u>tstevens@cityoftacoma.org</u>>
Cc: Kidd, Brennan <<u>bkidd@cityoftacoma.org</u>>; Kammerzell, Jennifer <<u>JKammerzell@cityoftacoma.org</u>>
Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Good Morning Troy,

I am sorry that I forgot to send this to you on Wednesday like I said.

Sincerely, Vicki Marsten

City of Tacoma, Public Works Traffic Engineering & Safety 747 Market Street Tacoma, WA 98402 <u>vmarsten@cityoftacoma.org</u> 253-591-5556

Office hours: 7:30am – 4:30pm. M, W-F Telework hours: 7am-4pm T

From: Stevens, Troy <<u>tstevens@cityoftacoma.org</u>>
Sent: Thursday, August 11, 2022 11:09 AM
To: Barnett, Elliott <<u>EBarnett@cityoftacoma.org</u>>; Bishop, Jeffrey <<u>JBishop@cityoftacoma.org</u>>; Boudet, Brian
<<u>BBoudet@cityoftacoma.org</u>>; Bremer, Kandice <<u>KBremer@cityoftacoma.org</u>>; Avila, Britany
<<u>BAvila@cityoftacoma.org</u>>; CenturyLink <<u>nre.easement@centurylink.com</u>>; Erickson, Ryan
<<u>RErickso@cityoftacoma.org</u>>; Hauenstein, Lyle <<u>Ihauenstein@cityoftacoma.org</u>>; Himes, Gail

<<u>cjohnso2@cityoftacoma.org</u>>; Huseby, Eric <<u>ehuseby@cityoftacoma.org</u>>; Johnson, Christopher <<u>cjohnso2@cityoftacoma.org</u>>; Kammerzell, Jennifer <<u>JKammerzell@cityoftacoma.org</u>>; Kidd, Brennan <<u>bkidd@cityoftacoma.org</u>>; Larson, Chris <<u>CLARSON@cityoftacoma.org</u>>; Marsten, Vicki <<u>vmarsten@cityoftacoma.org</u>>; Matt Cruzan <<u>matthew_cruzan@comcast.com</u>>; Megan Tuche <<u>Megan.Tuche@pse.com</u>>; Muller, Gregory <<u>GMuller@cityoftacoma.org</u>>; Newton, Corey <<u>cnewton@cityoftacoma.org</u>>; Beard, Patricia <<u>PBeard@cityoftacoma.org</u>>; Zoning <<u>Zoning@cityoftacoma.org</u>>; Rob.Bair@centurylink.com; Rogers, Susie <<u>srogers@cityoftacoma.org</u>>; Rossi, Rod <<u>RRossi@cityoftacoma.org</u>>; Seaman, Chris <<u>cseaman@cityoftacoma.org</u>>; Site Development <<u>SiteDevelopment@cityoftacoma.org</u>>; Stringer, Shawn <<u>SStringe@cityoftacoma.org</u>>; Tina Vaslet (<u>tvaslet@piercetransit.org</u>) <<u>tvaslet@piercetransit.org</u>>; Torres, Andrew <<u>ATORRES@cityoftacoma.org</u>> **Cc:** Stevens, Troy <<u>tstevens@cityoftacoma.org</u>>

Subject: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Agency Reviewer,

Please review the attached updated request for proposed Street Vacation Petition 124.1426, as requested by Multicare Health Systems, and provide comment for your respective utility/agency <u>on or before September 2, 2022</u>. Responses received later than September 2, 2022 risk NOT being incorporated into the vacation action.

Please email me with any questions you may have.

Please note: In the event that conditions do not comport to <u>RCW 35.79.030, which limits conditions of the vacation to</u> <u>the bounds of the proposed vacate area</u>, a representative from your respective utility will be required to attend the public hearing to present the perceived merits of your conditions. Failure to attend may result in the automatic dismissal of any such condition that does not comport to statute.

Thank you,

Troy Stevens, MSML City of Tacoma, Public Works Sr. Real Estate Specialist (253) 591-5535 tstevens@ci.tacoma.wa.us

EXHIBIT C-8

RECEIMED

Stevens, Troy

From: Sent: To:	Muller, Gregory Tuesday, September 6, 2022 9:26 AM Stevens, Troy	JANUARY 11, 2023 HEARING EXAMINER
Subject:	RE: Street Vacation 124.1426 - Updated - Comments DUE Septem Multicare Health Systems	nber 2, 2022 -
Attachments:	RE: Street Vacation 124.1426 - Comments DUE June 21, 2021 - M	ulticare Health Systems

Good morning, Troy.

Please see revised comments in response to the updated street vacation request:

Tacoma Power:

Tacoma Power will require an easement reservation over the east 20ft, together with the south 20 feet, of South L Street as proposed for vacation.

This easement will protect existing and future underground power lines and above ground pad mounted equipment to serve multiple parcels on the east side of South L St.

Although Tacoma Power HFC will not require a separate easement reservation, they wish to bring to petitioner/developer's attention customer-owned conduit that crosses under South L Street – please see attached response with map.

Tacoma Water:

Easements are needed for all water facilities in South 4th Street and South L St. Easement requirements are:

Southerly 50' of proposed South L St to be vacated as well as the easterly 40' of proposed South L St to be vacated.

Southerly 20' of the proposed South 4th Street to be vacated.

The easement in South 4th will not be required if customer chooses to abandon the water main prior to street vacation.

Greg Muller, Real Estate Officer Tacoma Public Utilities 253.337.3164

From: Stevens, Troy <tstevens@cityoftacoma.org>

Sent: Thursday, August 11, 2022 11:09 AM

To: Barnett, Elliott <EBarnett@cityoftacoma.org>; Bishop, Jeffrey <JBishop@cityoftacoma.org>; Boudet, Brian <BBoudet@cityoftacoma.org>; Bremer, Kandice <KBremer@cityoftacoma.org>; Avila, Britany <BAvila@cityoftacoma.org>; CenturyLink <nre.easement@centurylink.com>; Erickson, Ryan <RErickso@cityoftacoma.org>; Hauenstein, Lyle <lhauenstein@cityoftacoma.org>; Himes, Gail <ghimes@cityoftacoma.org>; Huseby, Eric <ehuseby@cityoftacoma.org>; Johnson, Christopher <cjohnso2@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kidd, Brennan <bkidd@cityoftacoma.org>; Larson, Chris <CLARSON@cityoftacoma.org>; Marsten, Vicki <vmarsten@cityoftacoma.org>;



Matt Cruzan <matthew_cruzan@comcast.com>; Megan Tuche <Megan.Tuche@pse.com>; Muller, Gregory <GMuller@cityoftacoma.org>; Newton, Corey <cnewton@cityoftacoma.org>; Beard, Patricia <PBeard@cityoftacoma.org>; Zoning <Zoning@cityoftacoma.org>; Rob.Bair@centurylink.com; Rogers, Susie <srogers@cityoftacoma.org>; Rossi, Rod <RRossi@cityoftacoma.org>; Seaman, Chris <cseaman@cityoftacoma.org>; Site Development <SiteDevelopment@cityoftacoma.org>; Stringer, Shawn <SStringe@cityoftacoma.org>; Tina Vaslet (tvaslet@piercetransit.org) <tvaslet@piercetransit.org>; Torres, Andrew <ATORRES@cityoftacoma.org> **Cc:** Stevens, Troy <tstevens@cityoftacoma.org>

Subject: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Agency Reviewer,

Please review the attached updated request for proposed Street Vacation Petition 124.1426, as requested by Multicare Health Systems, and provide comment for your respective utility/agency <u>on or before September 2, 2022</u>. Responses received later than September 2, 2022 risk NOT being incorporated into the vacation action.

Please email me with any questions you may have.

Please note: In the event that conditions do not comport to <u>RCW 35.79.030, which limits conditions of the vacation to</u> <u>the bounds of the proposed vacate area</u>, a representative from your respective utility will be required to attend the public hearing to present the perceived merits of your conditions. Failure to attend may result in the automatic dismissal of any such condition that does not comport to statute.

Thank you,

Troy Stevens, MSML City of Tacoma, Public Works Sr. Real Estate Specialist (253) 591-5535 tstevens@ci.tacoma.wa.us

Stevens, Troy

From:	Netcher, Greg
Sent:	Tuesday, June 8, 2021 8:29 AM
То:	Muller, Gregory
Subject:	RE: Street Vacation 124.1426 - Comments DUE June 21, 2021 - Multicare Health Systems
Attachments:	Street Vacation 124.1426 - Tacoma Fiber Response.pdf; Street Vacation 124.1426 -
	Tacoma Fiber Response.doc

Hi Greg,

I'm fairly certain Tacoma Power Fiber won't be impacted by this work, but just in case, I'm including mapping information.

We have a structure next to the building which should be out of the way.

There is a conduit that crosses under L Street, but we have a note that it is a customer owned conduit (Multicare). While this is not part of our infrastructure, I thought I'd at least bring it to attention.

Thanks

Greg Netcher HFC Engineering | Transmission & Distribution Cell: 253-370-4415 gnetcher@cityoftacoma.org



From: Muller, Gregory
Sent: Wednesday, June 02, 2021 4:23 PM
To: Glassy, Thad; Netcher, Greg; Collier, Regina; Goodman, James; Croston, Heather; Reed, Daniel; Hilotin, John
Cc: Martinson, John; Angel, Jesse; Shaffer, Shelly; Quinones, Kimberly
Subject: FW: Street Vacation 124.1426 - Comments DUE June 21, 2021 - Multicare Health Systems

Good afternoon.

A street vacation request has been submitted for review. Please see attached, including the legal description of the area requested to be vacated that can be used to help you determine any conflicts or need for easement reservation.

Please respond by Friday, June 18th, and let me know if you have any questions in the interim.

Thanks!

Greg Muller, Real Estate Officer Tacoma Public Utilities 253.606.4688

From: Stevens, Troy <tstevens@cityoftacoma.org> Sent: Wednesday, June 2, 2021 12:55 PM To: Barnett, Elliott <EBarnett@cityoftacoma.org>; Boudet, Brian <BBoudet@cityoftacoma.org>; Cantrel, Aaron <Aaron Cantrel@cable.comcast.com>; CenturyLink <nre.easement@centurylink.com>; PDS Land Use and Zoning <pdszoning@cityoftacoma.org>; Erickson, Ryan <RErickso@cityoftacoma.org>; Hauenstein, Lyle <megan.holt@pse.com>; Huseby, Eric <ehuseby@cityoftacoma.org>; Johnson, Christopher <cjohnso2@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kidd, Brennan

 Muller, Gregory <GMuller@cityoftacoma.org>; Newton, Corey <cnewton@cityoftacoma.org>; Beard, Patricia <PBeard@cityoftacoma.org>; Rob.Bair@centurylink.com; Rossi, Rod <RRossi@cityoftacoma.org>; Russell, Lee <LRussell@cityoftacoma.org>; Seaman, Chris <cseaman@cityoftacoma.org>; Site Development <SiteDevelopment@cityoftacoma.org>; Stringer, Shawn <SStringe@cityoftacoma.org>; Tina Vaslet <tvaslet@piercetransit.org>; Torres, Andrew <ATORRES@cityoftacoma.org> Cc: Stevens, Troy <tstevens@cityoftacoma.org> Subject: Street Vacation 124.1426 - Comments DUE June 21, 2021 - Multicare Health Systems

Agency Reviewer,

Please review the attached memo and map exhibits for proposed Street Vacation Petition 124.1426, as requested by Multicare Health Systems, and provide comment for your respective utility/agency <u>on or before June 21, 2021</u>. Responses received later than June 21, 2021 risk NOT being incorporated into the vacation action.

Please email me with any questions you may have.

Please note: In the event that conditions do not comport to <u>RCW 35.79.030, which limits conditions of the vacation to</u> <u>the bounds of the proposed vacate area</u>, a representative from your respective utility will be required to attend the public hearing to present the perceived merits of your conditions. Failure to attend may result in the automatic dismissal of any such condition that does not comport to statute.

Thank you,

Troy Stevens, MSML City of Tacoma, Public Works Sr. Real Estate Specialist (253) 591-5535 tstevens@ci.tacoma.wa.us





Date: 6/8/21

To: Greg Muller

RE: Street Vacation 124.1426

Response Letter

Thank you for the notice of potential construction work. Tacoma Power Fiber/Data has reviewed the area in question and confirms there is underground facilities that may be impacted.

Please see the accompanying map for specifics, and please contact me at 253-370-4415 for any future pre-construction meetings. If I am not available, please contact Kim Quinones at 253-502-8131.

Thank you,

Greg Netcher Tacoma Power Planning & Design Technician

EXHIBIT C-9

RECEIVED

Stevens, Troy

From: Sent:	Rossi, Rod Thursday, August 11, 2022 12:16 PM	JANUARY 11, 2023 HEARING EXAMINER		
To:	Stevens, Troy			
Subject:	RE: Street Vacation 124.1426 - Updated - Comments DUE Septe	RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 -		
	Multicare Health Systems			
Attachments: SV 124.1426 - Updated - Agency Comments(Mulitcare) 8_11		022.doc; Vacation 124		
	1426.docx			

Hey Troy,

ES response attached

Rod Rossi, PMP City of Tacoma, Environmental Services Science & Engineering Division 326 East D Street Tacoma, WA 98421 253.502.2127

From: Stevens, Troy <tstevens@cityoftacoma.org>

Sent: Thursday, August 11, 2022 11:09 AM

To: Barnett, Elliott <EBarnett@cityoftacoma.org>; Bishop, Jeffrey <JBishop@cityoftacoma.org>; Boudet, Brian <BBoudet@cityoftacoma.org>; Bremer, Kandice <KBremer@cityoftacoma.org>; Avila, Britany <BAvila@cityoftacoma.org>; CenturyLink <nre.easement@centurylink.com>; Erickson, Ryan <RErickso@cityoftacoma.org>; Hauenstein, Lyle <lhauenstein@cityoftacoma.org>; Himes, Gail <ghimes@cityoftacoma.org>; Huseby, Eric <ehuseby@cityoftacoma.org>; Johnson, Christopher <cjohnso2@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kidd, Brennan <bkidd@cityoftacoma.org>; Larson, Chris <CLARSON@cityoftacoma.org>; Marsten, Vicki <vmarsten@cityoftacoma.org>; Matt Cruzan <matthew_cruzan@comcast.com>; Megan Tuche <Megan.Tuche@pse.com>; Muller, Gregory <GMuller@cityoftacoma.org>; Zoning@cityoftacoma.org>; Rob.Bair@centurylink.com; Rogers, Susie <srogers@cityoftacoma.org>; Rossi, Rod <RRossi@cityoftacoma.org>; Seaman, Chris <cseaman@cityoftacoma.org>; Site Development <SiteDevelopment@cityoftacoma.org>; Stringer, Shawn <Stringe@cityoftacoma.org>; Tina Vaslet (tvaslet@piercetransit.org) <tork /> tvaslet@piercetransit.org>; Torres, Andrew <ATORRES@cityoftacoma.org>

Subject: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Agency Reviewer,

Please review the attached updated request for proposed Street Vacation Petition 124.1426, as requested by Multicare Health Systems, and provide comment for your respective utility/agency <u>on or before September 2, 2022</u>. Responses received later than September 2, 2022 risk NOT being incorporated into the vacation action.

Please email me with any questions you may have.

Please note: In the event that conditions do not comport to <u>RCW 35.79.030, which limits conditions of the vacation to</u> the bounds of the proposed vacate area, a representative from your respective utility will be required to attend the public hearing to present the perceived merits of your conditions. Failure to attend may result in the automatic dismissal of any such condition that does not comport to statute.

Thank you,

Troy Stevens, MSML City of Tacoma, Public Works Sr. Real Estate Specialist (253) 591-5535 tstevens@ci.tacoma.wa.us

1

.



Memorandum

TO: ALL CONCERNED AGENCIES & DEPARTMENTS

FROM: TROY STEVENS PUBLIC WORKS /REAL PROPERTY SERVICES

SUBJECT: STREET VACATION REQUEST NO. 124.1426

DATE: August 11, 2022

Real Property Services is processing a petition to vacate a portion of South L Street north of South 5th Street, and a portion of South 4th Street, lying westerly of South L Street to facilitate a Multicare Health Systems redevelopment project as shown on the attached vicinity maps and described in the attached memo.

In order to be considered, your comments must be received by **Real Property Services**, **TMB**, **Room 737**, by <u>September 2, 2022</u>. If your comments are not received by that date, it will be understood that the office you represent has no interest in this matter.

Attachment(s)		
AT&T Broadband	RESPONSE	
Pierce Transit		
Puget Sound Energy	No Objections	
Qwest Communications		
Fire Department	X Comments Attached	
Police Department		
TPU/Power/T&D		
TPU/Water/LID	8/11/22	Date
PW/Director (3)		
PW/BLUS (2)	Rod Rossi	Signature
PW/Construction		
PW/Engineering	<u> </u>	Department
PW/Engineering/LID		
PW/Engineering/Traffic		
PW/Environmental Services		
PW/Solid Waste		
PW/Street & Grounds		
Tacoma Economic Development		
Click! Network		

RE: Street Vacation Request # 124.1426

ŝ

Environmental Services has no objections to the vacation with the understanding that utility easements will need to be established prior to the vacation.

Environmental Services has asset (SAP #6263833) within the proposed vacation. The surface water segment is a 10-inch line. If utility easements are established for the maintenance and/or repair of the assets within the proposed area we will agree with the vacation.

Stevens, Troy

From: Sent: To: Subject: Tuche, Megan < Megan.Tuche@pse.com>JANUARY 11, 2023Friday, September 2, 2022 3:35 PMHEARING EXAMINERStevens, TroyRE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 -Multicare Health SystemsJanuary 11, 2023

Hi Troy,

PSE maintains 4 inch intermediate pressure gas mains within both proposed vacate areas of S. 4^{th} St. and S. L St.

Please let me know if you need additional information and when I should send over a draft gas easement.

Thank you and enjoy the long weekend.

Megan Tuche SR/WA Sr. Real Estate Representative Puget Sound Energy, Inc. 253-495-1427

From: Stevens, Troy <tstevens@cityoftacoma.org> Sent: Thursday, August 11, 2022 11:09 AM

To: Barnett, Elliott <EBarnett@cityoftacoma.org>; Bishop, Jeffrey <JBishop@cityoftacoma.org>; Boudet, Brian <BBoudet@cityoftacoma.org>; Bremer, Kandice <KBremer@cityoftacoma.org>; Avila, Britany <BAvila@cityoftacoma.org>; CenturyLink <nre.easement@centurylink.com>; Erickson, Ryan <RErickso@cityoftacoma.org>; Hauenstein, Lyle <lhauenstein@cityoftacoma.org>; Himes, Gail <ghimes@cityoftacoma.org>; Huseby, Eric <ehuseby@cityoftacoma.org>; Johnson, Christopher <cjohnso2@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kidd, Brennan <bkidd@cityoftacoma.org>; Larson, Chris <CLARSON@cityoftacoma.org>; Marsten, Vicki <vmarsten@cityoftacoma.org>; Matt Cruzan <matthew_cruzan@comcast.com>; Tuche, Megan <Megan.Tuche@pse.com>; Muller, Gregory <GMuller@cityoftacoma.org>; Zoning@cityoftacoma.org>; Rob.Bair@centurylink.com; Rogers, Susie <srogers@cityoftacoma.org>; Rossi, Rod <RRossi@cityoftacoma.org>; Seaman, Chris <cseaman@cityoftacoma.org>; Site Development <SiteDevelopment@cityoftacoma.org>; Stringer, Shawn <SStringe@cityoftacoma.org>; Tina Vaslet (tvaslet@piercetransit.org) <tvaslet@piercetransit.org>; Torres, Andrew <ATORRES@cityoftacoma.org> Cc: Stevens, Troy <tstevens@cityoftacoma.org>

Subject: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

CAUTION - EXTERNAL EMAIL Phishing? Click the PhishAlarm "Report Phish" button.

Agency Reviewer,

Exhibit C-10

EXHIBIT C-10

RECEIVED

Please review the attached updated request for proposed Street Vacation Petition 124.1426, as requested by Multicare Health Systems, and provide comment for your respective utility/agency <u>on or before September 2, 2022</u>. Responses received later than September 2, 2022 risk NOT being incorporated into the vacation action.

Please email me with any questions you may have.

Please note: In the event that conditions do not comport to <u>RCW 35.79.030, which limits conditions of the vacation to</u> <u>the bounds of the proposed vacate area</u>, a representative from your respective utility will be required to attend the public hearing to present the perceived merits of your conditions. Failure to attend may result in the automatic dismissal of any such condition that does not comport to statute.

Thank you,

Troy Stevens, MSML City of Tacoma, Public Works Sr. Real Estate Specialist (253) 591-5535 tstevens@ci.tacoma.wa.us

Stevens, Troy		RECEIVED	
From:	Bair, Rob <rob.bair@lumen.com></rob.bair@lumen.com>	JANUARY 11, 2023	
Sent:	Tuesday, September 13, 2022 8:59 AM	HEARING EXAMINER	
То:	Stevens, Troy		
Cc:	Conley, Trey		
Subject:	FW: P842858 /Street Vacation 124.1426 - Updated - Comments - Multicare Health Systems	DUE September 2, 2022	
Attachments:	SV124.1426_Multicare_Legal Description & Exhibit 5_21_2021.pd _Multicare_Project Memo 5_21_2021.pdf; SV 124.1426 - Map Fra 6_2_2021.pdf; SV 124.1426 - Map Frame(Mulitcare) - Map 1 6_2 MBCH_Revised StreetVacation_ParcelsAndOwnershipExhibit_202 20220729_12_MBCH CUP TIA.pdf; 20220721 Ltr (Resub-Tacoma	ame(Mulitcare) - Map 2 2_2021.pdf; 220628.pdf; Resub_	
	CUP Free Consent Form signed.pdf; MBCH Street Vacation Resub Transmittal.pdf; SV		
	124.1426 - Updated - Agency Comments(Mulitcare) 8_11_2022.	doc	

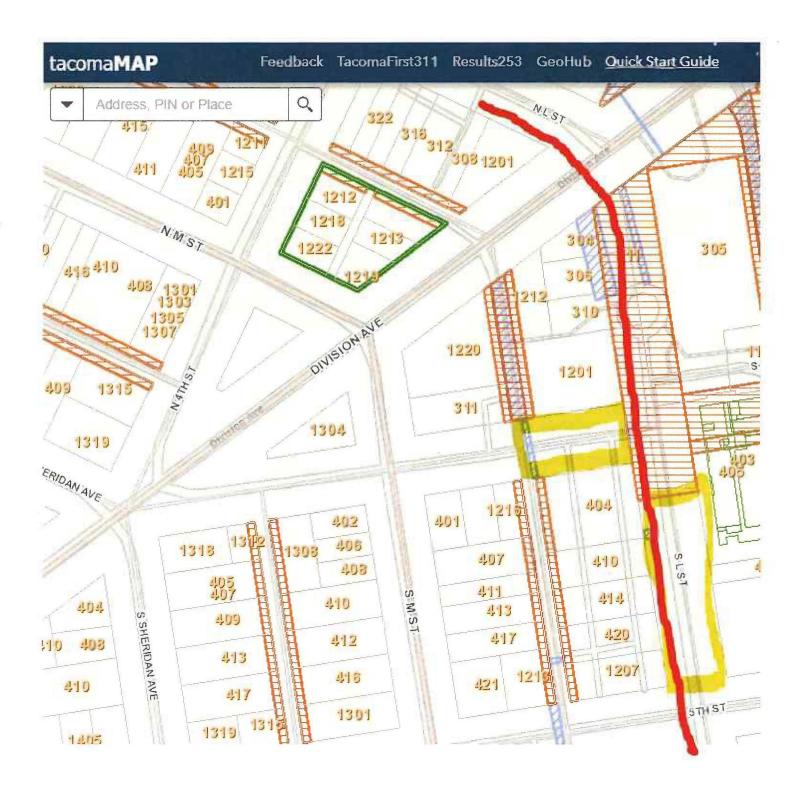
Hello Troy,

My apologies that I missed a follow up with you earlier to discuss the vacate prior to handing back to Trey. I have been working with Robin Fry at WSP and MBCH for almost a year however he did reach out to me about two months ago to relay that there was design changes that would allow for Lumen to maintain our existing conduit system along S L Street as it continues north into a Utilidor structure in one of their buildings (#311). The conduits pass through the basement level of the building and connect into vaults on the Division Ave ROW. I have not been able to reconnect with him in the past month but will continue to follow other leads.

Lumen is okay with the vacate area on S 4th St as the conduits are owned by MBCH and our cable only serves their property and will be revamped in this remodel effort. It's the S L Street vacate that will require easements for our existing MH vaults and conduit systems. Below is a rough sketch on your map of how our conduit path is routing along S L Street as it passes north to Division. If needed I can forward more detailed plans from MBCH that note our structure locations. In the map I turned on existing vacates which I assume must already account for our conduit structures when MBCH had originally routed our cables into their Utilidor.

Thanks,

EXHIBIT C-11





Robert Bair

Network Implementation Engineer II 7850B S Trafton St Bldg B Tacoma,WA 98409 tel: 253-393-5384 | cell: 253-831-2059 rob.bair@lumen.com From: Conley, Trey <Trey.Conley@lumen.com> Sent: Tuesday, September 13, 2022 5:22 AM To: Bair, Rob <Rob.Bair@lumen.com> Subject: Fw: P842858 /Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Good Morning Rob,

I received this email from the city of Tacoma. You and I had a call about this project on 8/24 and according to my notes you were going to reach out to Troy. Please give me your thoughts.

Thanks!

From: Stevens, Troy <<u>tstevens@cityoftacoma.org</u>> Sent: Monday, September 12, 2022 5:48 PM To: reese, matthew <<u>Matthew.Reese@lumen.com</u>> Cc: Conley, Trey <<u>Trey.Conley@lumen.com</u>> Subject: FW: P842858 /Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Matt,

I'm about to send comments out to the petitioner. Do you guys have anything for me?

Thank you,

Troy Stevens, MSML Real Property Services City of Tacoma, Public Works (253) 591-5535 tstevens@ci.tacoma.wa.us

From: Easement, Nre <<u>Nre.Easement@lumen.com</u>>
Sent: Friday, August 12, 2022 9:09 AM
To: Stevens, Troy <<u>tstevens@cityoftacoma.org</u>>
Cc: Conley, Trey <<u>Trey.Conley@lumen.com</u>>
Subject: P842858 /Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Good morning. We have received your request for a Vacate - Abandonment and have set up a Lumen project accordingly. Your project number is P842858 and it should be referenced in all emails sent in for review.

Please do not reply to this email. Your project owner is Trey Conley and they can be reached by email at <u>Trey.Conley@lumen.com</u> with any questions that you may have regarding this project.

Requests are addressed in the order received; Lumen will endeavor to respond within 30 days.

Have a great day!

Best Regards,

Gara Fluitt

Faulk & Foster 1811 Auburn Ave, Monroe, LA 71201

FaullSFoster LUMEN'

From: Stevens, Troy <tstevens@cityoftacoma.org>

Sent: Thursday, August 11, 2022 1:09 PM

To: Barnett, Elliott <<u>EBarnett@cityoftacoma.org</u>>; Bishop, Jeffrey <<u>JBishop@cityoftacoma.org</u>>; Boudet, Brian <<u>BBoudet@cityoftacoma.org</u>>; Bremer, Kandice <<u>KBremer@cityoftacoma.org</u>>; Avila, Britany <<u>BAvila@cityoftacoma.org</u>>; Easement, Nre <<u>Nre.Easement@lumen.com</u>>; Erickson, Ryan <<u>RErickso@cityoftacoma.org</u>>; Hauenstein, Lyle <<u>Ihauenstein@cityoftacoma.org</u>>; Himes, Gail <<u>ghimes@cityoftacoma.org</u>>; Huseby, Eric <<u>ehuseby@cityoftacoma.org</u>>; Johnson, Christopher <<u>ciohnso2@cityoftacoma.org</u>>; Kammerzell, Jennifer <<u>JKammerzell@cityoftacoma.org</u>>; Kidd, Brennan <<u>bkidd@cityoftacoma.org</u>>; Larson, Chris <<u>CLARSON@cityoftacoma.org</u>>; Marsten, Vicki <<u>vmarsten@cityoftacoma.org</u>>; Matt Cruzan <<u>matthew_cruzan@comcast.com</u>>; Megan Tuche <<u>Megan.Tuche@pse.com</u>>; Muller, Gregory <<u>GMuller@cityoftacoma.org</u>>; Zoning <<u>Zoning@cityoftacoma.org</u>>; Bair, Rob <<u>Rob.Bair@lumen.com</u>>; Rogers, Susie <<u>srogers@cityoftacoma.org</u>>; Rossi, Rod <<u>RRossi@cityoftacoma.org</u>>; Seaman, Chris <<u>cseaman@cityoftacoma.org</u>>; Site Development <<u>SiteDevelopment@cityoftacoma.org</u>>; Torres, Andrew <<u>ATORRES@cityoftacoma.org</u>>; Tina Vaslet (<u>tvaslet@piercetransit.org</u>) <<u>tvaslet@piercetransit.org</u>>; Torres, Andrew <<u>ATORRES@cityoftacoma.org</u>>

Subject: P842858 /Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Agency Reviewer,

Please review the attached updated request for proposed Street Vacation Petition 124.1426, as requested by Multicare Health Systems, and provide comment for your respective utility/agency <u>on or before September 2, 2022</u>. Responses received later than September 2, 2022 risk NOT being incorporated into the vacation action.

Please email me with any questions you may have.

Please note: In the event that conditions do not comport to <u>RCW 35.79.030, which limits conditions of the vacation to</u> <u>the bounds of the proposed vacate area</u>, a representative from your respective utility will be required to attend the public hearing to present the perceived merits of your conditions. Failure to attend may result in the automatic dismissal of any such condition that does not comport to statute.

Thank you,

Troy Stevens, MSML City of Tacoma, Public Works Sr. Real Estate Specialist (253) 591-5535 tstevens@ci.tacoma.wa.us

This communication is the property of Lumen Technologies and may contain confidential or privileged information. Unauthorized use of this communication is strictly prohibited and may be unlawful. If you have received this communication in error, please immediately notify the sender by reply e-mail and destroy all copies of the communication and any attachments.

. .

This communication is the property of Lumen Technologies and may contain confidential or privileged information. Unauthorized use of this communication is strictly prohibited and may be unlawful. If you have received this communication in error, please immediately notify the sender by reply e-mail and destroy all copies of the communication and any attachments.

EXHIBIT C-12

RECEIVED

JANUARY 11, 2023

Stevens, Troy

From: Sent: To: Subject: Avila, Britany Friday, December 30, 2022 8:42 AM Stevens, Troy RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 -Multicare Health Systems

Good morning Troy!

Portion of S 4th **Street-** This parcel is subject to an in Lieu Sewer Assessment per TMC 12.08B.230. The amount due is \$1,514.40.

Portion of S L Street- This parcel is subject to an in Lieu Sewer Assessment per TMC 12.08B.230. The amount due is \$1,566.21.

Britany Avila Senior Real Estate Specialist City of Tacoma Public Works Department | Facilities Management Division | Real Property Services 747 Market ST, Tacoma, WA 98402 Desk: 253.591.5277 Email: bavila@cityoftacoma.org Website: www.cityoftacoma.org



From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Thursday, December 29, 2022 3:22 PM
To: Avila, Britany <BAvila@cityoftacoma.org>
Cc: Stevens, Troy <tstevens@cityoftacoma.org>
Subject: FW: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Hi,

I think I still in In-Lieu from you on this one.

Thank you,

Troy Stevens, MSML Real Property Services City of Tacoma, Public Works (253) 591-5535 tstevens@ci.tacoma.wa.us From: Stevens, Troy <tstevens@cityoftacoma.org> Sent: Thursday, August 11, 2022 11:09 AM To: Barnett, Elliott <EBarnett@cityoftacoma.org>; Bishop, Jeffrey <JBishop@cityoftacoma.org>; Boudet, Brian <BBoudet@cityoftacoma.org>; Bremer, Kandice <KBremer@cityoftacoma.org>; Avila, Britany <BAvila@citvoftacoma.org>; CenturyLink <nre.easement@centurylink.com>; Erickson, Ryan <RErickso@cityoftacoma.org>; Hauenstein, Lyle <lhauenstein@cityoftacoma.org>; Himes, Gail <ghimes@cityoftacoma.org>; Huseby, Eric <ehuseby@cityoftacoma.org>; Johnson, Christopher <ciohnso2@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kidd, Brennan

 Matt Cruzan <matthew cruzan@comcast.com>; Megan Tuche <Megan.Tuche@pse.com>; Muller, Gregory <GMuller@cityoftacoma.org>; Newton, Corey <cnewton@cityoftacoma.org>; Beard, Patricia <PBeard@cityoftacoma.org>; Zoning <Zoning@cityoftacoma.org>; Rob.Bair@centurylink.com; Rogers, Susie <srogers@cityoftacoma.org>; Rossi, Rod <RRossi@cityoftacoma.org>; Seaman, Chris <cseaman@cityoftacoma.org>; Site Development <SiteDevelopment@cityoftacoma.org>; Stringer, Shawn <SStringe@cityoftacoma.org>; Tina Vaslet (tvaslet@piercetransit.org) <tvaslet@piercetransit.org>; Torres, Andrew <ATORRES@cityoftacoma.org> Cc: Stevens, Troy <tstevens@cityoftacoma.org>

Subject: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Agency Reviewer,

Please review the attached updated request for proposed Street Vacation Petition 124.1426, as requested by Multicare Health Systems, and provide comment for your respective utility/agency <u>on or before September 2, 2022</u>. Responses received later than September 2, 2022 risk NOT being incorporated into the vacation action.

Please email me with any questions you may have.

Please note: In the event that conditions do not comport to <u>RCW 35.79.030, which limits conditions of the vacation to</u> <u>the bounds of the proposed vacate area</u>, a representative from your respective utility will be required to attend the public hearing to present the perceived merits of your conditions. Failure to attend may result in the automatic dismissal of any such condition that does not comport to statute.

Thank you,

Troy Stevens, MSML City of Tacoma, Public Works Sr. Real Estate Specialist (253) 591-5535 tstevens@ci.tacoma.wa.us

RECEIVED

Stevens, Troy

From:Kammerzell, JenniferJANUARY 11, 2023Sent:Friday, January 6, 2023 5:08 PMHEARING EXAMINERTo:Stevens, Troy; Marsten, VickiHEARING EXAMINERCc:Kidd, BrennanKidd, BrennanSubject:RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 -
Multicare Health SystemsAttachments:Traffic Memo SV124.1426 Multicare.doc

I know I'm so late..sorry!

Jennifer Kammerzell

Assistant Transportation Division Manager City of Tacoma - Public Works Dept. (253) 591-5511 jkammerzell@cityoftacoma.org Pronouns: she/her

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Friday, January 6, 2023 2:58 PM
To: Marsten, Vicki <vmarsten@cityoftacoma.org>
Cc: Kidd, Brennan <bkidd@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>
Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Happy New Year, Vicki!

Troy Stevens, MSML Real Property Services City of Tacoma, Public Works (253) 591-5535 tstevens@ci.tacoma.wa.us

From: Marsten, Vicki <<u>vmarsten@cityoftacoma.org</u>>
Sent: Friday, January 6, 2023 2:52 PM
To: Stevens, Troy <<u>tstevens@cityoftacoma.org</u>>
Cc: Kidd, Brennan <<u>bkidd@cityoftacoma.org</u>>; Kammerzell, Jennifer <<u>JKammerzell@cityoftacoma.org</u>>
Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Happy New Year Troy!

I have attached the asset estimate that will be turned over to Multicare with the requested street vacation. Please let me know if you have any questions.

Sincerely, Vicki

Vicki Marsten City of Tacoma, Public Works Traffic Engineering & Safety vmarsten@cityoftacoma.org

Exhibit C-13

253-591-5556

From: Stevens, Troy <<u>tstevens@cityoftacoma.org</u>>
Sent: Thursday, December 29, 2022 4:05 PM
To: Marsten, Vicki <<u>vmarsten@cityoftacoma.org</u>>
Cc: Kidd, Brennan <<u>bkidd@cityoftacoma.org</u>>; Kammerzell, Jennifer <<u>JKammerzell@cityoftacoma.org</u>>
Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Thank you!

Troy Stevens, MSML Real Property Services City of Tacoma, Public Works (253) 591-5535 tstevens@ci.tacoma.wa.us

From: Marsten, Vicki <<u>vmarsten@cityoftacoma.org</u>>
Sent: Thursday, December 29, 2022 3:55 PM
To: Stevens, Troy <<u>tstevens@cityoftacoma.org</u>>
Cc: Kidd, Brennan <<u>bkidd@cityoftacoma.org</u>>; Kammerzell, Jennifer <<u>JKammerzell@cityoftacoma.org</u>>
Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Good afternoon Troy,

I will get the value to you next week.

Have a Happy New Year holiday!!

Víckí x253-591-5556

From: Stevens, Troy <<u>tstevens@cityoftacoma.org</u>>
Sent: Thursday, December 29, 2022 3:28 PM
To: Marsten, Vicki <<u>vmarsten@cityoftacoma.org</u>>
Cc: Kidd, Brennan <<u>bkidd@cityoftacoma.org</u>>; Kammerzell, Jennifer <<u>JKammerzell@cityoftacoma.org</u>>
Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems
Importance: High

Vicki,

Thinking ahead to the hearing, do we know how much the infrastructure is worth?

Multicare will be required to pay fair market value; but, that doesn't include Traffic's value. Please provide that as soon as possible.

Troy Stevens, MSML Real Property Services City of Tacoma, Public Works (253) 591-5535 tstevens@ci.tacoma.wa.us From: Marsten, Vicki <<u>vmarsten@cityoftacoma.org</u>>
Sent: Friday, September 9, 2022 11:36 AM
To: Stevens, Troy <<u>tstevens@cityoftacoma.org</u>>
Cc: Kidd, Brennan <<u>bkidd@cityoftacoma.org</u>>; Kammerzell, Jennifer <<u>JKammerzell@cityoftacoma.org</u>>
Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Good Morning Troy,

I am sorry that I forgot to send this to you on Wednesday like I said.

Sincerely, Vicki Marsten

City of Tacoma, Public Works Traffic Engineering & Safety 747 Market Street Tacoma, WA 98402 <u>vmarsten@cityoftacoma.org</u> 253-591-5556

Office hours: 7:30am – 4:30pm. M, W-F Telework hours: 7am-4pm T

From: Stevens, Troy <<u>tstevens@cityoftacoma.org</u>>

Sent: Thursday, August 11, 2022 11:09 AM

To: Barnett, Elliott <<u>EBarnett@cityoftacoma.org</u>>; Bishop, Jeffrey <<u>JBishop@cityoftacoma.org</u>>; Boudet, Brian <<u>BBoudet@cityoftacoma.org</u>>; Bremer, Kandice <<u>KBremer@cityoftacoma.org</u>>; Avila, Britany <<u>BAvila@cityoftacoma.org</u>>; CenturyLink <<u>nre.easement@centurylink.com</u>>; Erickson, Ryan <<u>RErickso@cityoftacoma.org</u>>; Hauenstein, Lyle <<u>Ihauenstein@cityoftacoma.org</u>>; Himes, Gail <<u>ghimes@cityoftacoma.org</u>>; Huseby, Eric <<u>ehuseby@cityoftacoma.org</u>>; Johnson, Christopher <<u>cjohnso2@cityoftacoma.org</u>>; Kammerzell, Jennifer <<u>JKammerzell@cityoftacoma.org</u>>; Kidd, Brennan <<u>bkidd@cityoftacoma.org</u>>; Larson, Chris <<u>CLARSON@cityoftacoma.org</u>>; Marsten, Vicki <<u>vmarsten@cityoftacoma.org</u>>; Matt Cruzan <<u>matthew_cruzan@comcast.com</u>>; Megan Tuche <<u>Megan.Tuche@pse.com</u>>; Muller, Gregory <<u>GMuller@cityoftacoma.org</u>>; Zoning@cityoftacoma.org>; Rob.Bair@centurylink.com; Rogers, Susie <<u>srogers@cityoftacoma.org</u>>; Rossi, Rod <<u>RRossi@cityoftacoma.org</u>>; Seaman, Chris <<u>cseaman@cityoftacoma.org</u>>; Site Development <<u>SiteDevelopment@cityoftacoma.org</u>>; Torres, Andrew <<u>ATORRES@cityoftacoma.org</u>>; Tina Vaslet (<u>tvaslet@piercetransit.org</u>) <<u>tvaslet@piercetransit.org</u>>; Torres, Andrew <<u>ATORRES@cityoftacoma.org</u>>

Subject: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Agency Reviewer,

Please review the attached updated request for proposed Street Vacation Petition 124.1426, as requested by Multicare Health Systems, and provide comment for your respective utility/agency <u>on or before September 2, 2022</u>. Responses received later than September 2, 2022 risk NOT being incorporated into the vacation action.

Please email me with any questions you may have.

Please note: In the event that conditions do not comport to <u>RCW 35.79.030, which limits conditions of the vacation to</u> <u>the bounds of the proposed vacate area</u>, a representative from your respective utility will be required to attend the public hearing to present the perceived merits of your conditions. Failure to attend may result in the automatic dismissal of any such condition that does not comport to statute. Thank you,

Memorandum



To: Troy Stevens

FROM: Jennifer Kammerzell

SUBJECT: SV 124.1426 Multicare Health Systems

DATE: January 6, 2023

The City Transportation Division has reviewed the applicant's request to vacate portions of South 4th Street and South L Street. Both streets are considered residential streets.

The Transportation Division is concerned with restricting vehicular and active transportation access to and through the site; however, off-site and on-site improvements are proposed on the land use and work order site plan. The following comments are advisory and would be imposed at the time of development.

- 1. A through-block connection between the sidewalk along South 4th Street to Martin Luther King Jr. Way is required per TMC 13.06. The pathway shall be free of obstructions, meet accessibility standards, and remain open at all times (24 hrs day/7 days week).
- 2. A turnaround that supports vehicular and truck access, if necessary, is required at the dead end of South 4th Street. The alley west of the vacated L Street was not designed to accommodate through traffic typical of a residential street.

If you have any questions, please contact me at (253) 591-5511 or jkammerzell@cityoftacoma.org.

RECEIVED

Stevens, Troy

From: Sent: To: Subject: Hauenstein, Lyle Monday, August 15, 2022 2:19 PM Stevens, Troy RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 -Multicare Health Systems

Troy,

Solid waste is ok with this vacation. Our only requirement is we need to be able to make a left turn out of the compactor area on L street to exit heading Southbound. The compactor for Multicare Baker Center sits between 4th & 5th on the East side of L Street in the middle of the block. Thanks,

Lyle S. Hauenstein City of Tacoma Collections Supervisor Solid Waste Management (253)594-7843

City of Tacoma | Environmental Services | Solid Waste Management | 3510 South Mullen Street, Tacoma, WA 98409-2200



Notice of public disclosure: This e-mail account is public domain. Any correspondence <u>from or to</u> this e-mail account is a public record. Accordingly, this e-mail, in whole or in part, may be subject to disclosure pursuant to RCW 42.56, regardless of any claim of confidentiality or privilege asserted by an external party.

From: Stevens, Troy <tstevens@cityoftacoma.org>

Sent: Thursday, August 11, 2022 11:09 AM

To: Barnett, Elliott <EBarnett@cityoftacoma.org>; Bishop, Jeffrey <JBishop@cityoftacoma.org>; Boudet, Brian <BBoudet@cityoftacoma.org>; Bremer, Kandice <KBremer@cityoftacoma.org>; Avila, Britany <BAvila@cityoftacoma.org>; CenturyLink <nre.easement@centurylink.com>; Erickson, Ryan <RErickso@cityoftacoma.org>; Hauenstein, Lyle <lhauenstein@cityoftacoma.org>; Himes, Gail <ghimes@cityoftacoma.org>; Huseby, Eric <ehuseby@cityoftacoma.org>; Johnson, Christopher <cjohnso2@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kidd, Brennan <bkidd@cityoftacoma.org>; Larson, Chris <CLARSON@cityoftacoma.org>; Marsten, Vicki <vmarsten@cityoftacoma.org>; Matt Cruzan <matthew_cruzan@comcast.com>; Megan Tuche <Megan.Tuche@pse.com>; Muller, Gregory <GMuller@cityoftacoma.org>; Zoning@cityoftacoma.org>; Rob.Bair@centurylink.com; Rogers, Susie <srogers@cityoftacoma.org>; Rossi, Rod <RRossi@cityoftacoma.org>; Seaman, Chris <cseaman@cityoftacoma.org>; Site Development <SiteDevelopment@cityoftacoma.org>; Stringer, Shawn <SStringe@cityoftacoma.org>; Tina Vaslet (tvaslet@piercetransit.org) <tvaslet@piercetransit.org>; Torres, Andrew <ATORRES@cityoftacoma.org> Cc: Stevens, Troy <tstevens@cityoftacoma.org>

Subject: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems



1

Agency Reviewer,

Please review the attached updated request for proposed Street Vacation Petition 124.1426, as requested by Multicare Health Systems, and provide comment for your respective utility/agency <u>on or before September 2, 2022</u>. Responses received later than September 2, 2022 risk NOT being incorporated into the vacation action.

Please email me with any questions you may have.

Please note: In the event that conditions do not comport to <u>RCW 35.79.030, which limits conditions of the vacation to</u> <u>the bounds of the proposed vacate area</u>, a representative from your respective utility will be required to attend the public hearing to present the perceived merits of your conditions. Failure to attend may result in the automatic dismissal of any such condition that does not comport to statute.

Thank you,

RECEIV

JANUARY 11, 2023

Stevens, Troy

From: Sent: To: Subject: Seaman, Chris Thursday, August 11, 2022 12:37 PM Stevens, Troy RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 -Multicare Health Systems

Troy,

Fire apparatus access must be maintained in an approve manner. Changes to the existing roads will be reviewed and approved as part of the building permit process.

Regards,

CHRIS SEAMAN, P.E. (He/Him) Engineer / Plan Review Tacoma Fire Department | Prevention Division 901 Fawcett Avenue | Tacoma, WA 98402 253.591.5503 | cseaman@cityoftacoma.org



From: Stevens, Troy <tstevens@cityoftacoma.org> Sent: Thursday, August 11, 2022 11:09 AM

To: Barnett, Elliott <EBarnett@cityoftacoma.org>; Bishop, Jeffrey <JBishop@cityoftacoma.org>; Boudet, Brian <Boudet@cityoftacoma.org>; Bremer, Kandice <KBremer@cityoftacoma.org>; Avila, Britany <BAvila@cityoftacoma.org>; CenturyLink <nre.easement@centurylink.com>; Erickson, Ryan <RErickso@cityoftacoma.org>; Hauenstein, Lyle <Ihauenstein@cityoftacoma.org>; Himes, Gail <ghimes@cityoftacoma.org>; Huseby, Eric <ehuseby@cityoftacoma.org>; Johnson, Christopher <cjohnso2@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kidd, Brennan <bkidd@cityoftacoma.org>; Larson, Chris <CLARSON@cityoftacoma.org>; Marsten, Vicki <vmarsten@cityoftacoma.org>; Matt Cruzan <matthew_cruzan@comcast.com>; Megan Tuche <Megan.Tuche@pse.com>; Muller, Gregory <GMuller@cityoftacoma.org>; Zoning@cityoftacoma.org>; Rob.Bair@centurylink.com; Rogers, Susie <srogers@cityoftacoma.org>; Rossi, Rod <RRossi@cityoftacoma.org>; Seaman, Chris <cseaman@cityoftacoma.org>; Site Development <SiteDevelopment@cityoftacoma.org>; Stringer, Shawn <SStringe@cityoftacoma.org>; Tina Vaslet (tvaslet@piercetransit.org) <tvaslet@piercetransit.org>; Torres, Andrew <ATORRES@cityoftacoma.org> Cc: Stevens, Troy <tstevens@cityoftacoma.org>

Subject: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Agency Reviewer,

Please review the attached updated request for proposed Street Vacation Petition 124.1426, as requested by Multicare Health Systems, and provide comment for your respective utility/agency <u>on or before September 2, 2022</u>. Responses received later than September 2, 2022 risk NOT being incorporated into the vacation action.

Please email me with any questions you may have.

Please note: In the event that conditions do not comport to <u>RCW 35.79.030, which limits conditions of the vacation to</u> <u>the bounds of the proposed vacate area</u>, a representative from your respective utility will be required to attend the public hearing to present the perceived merits of your conditions. Failure to attend may result in the automatic dismissal of any such condition that does not comport to statute.

Thank you,

RECEIVED

JANUARY 11, 2023

Stevens, Troy

From: Sent: To: Cc: Subject: Harala, Larry Tuesday, September 27, 2022 3:37 PM Stevens, Troy; Zoning Frantz, Shanta; Rogers, Susie Re: IMPORTANT RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Troy,

Sorry for the lag, I have no comments other than, the applicant has two pending Conditional Use Permit applications: LU21-0192 - application for a heliport and LU22-0153 application for a staff garage. If you have any related comments from the vacation please let me know.

If you have any questions or concerns please let me know.

Thank you,

Larry Harala Principal Planner, MPA/MHA City of Tacoma – Planning & Development Services 747 Market Street, Room 345, Tacoma, WA 98402 (253) 318-5626 Iharala@cityoftacoma.org

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Tuesday, September 27, 2022 3:17 PM
To: Zoning <Zoning@cityoftacoma.org>; Harala, Larry <LHarala@cityoftacoma.org>
Cc: Frantz, Shanta <sfrantz@cityoftacoma.org>; Rogers, Susie <srogers@cityoftacoma.org>; Stevens, Troy
<tstevens@cityoftacoma.org>
Subject: IMPORTANT RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health
Systems

Hi all,

I'm going to let the petitioner know your comments are outstanding, and that I will forward then to me ASAP.

Thank you,

Troy Stevens, MSML Real Property Services City of Tacoma, Public Works (253) 591-5535 tstevens@ci.tacoma.wa.us

From: Stevens, Troy <tstevens@cityoftacoma.org> Sent: Monday, September 12, 2022 3:46 PM

Exhibit C-16

To: Zoning <Zoning@cityoftacoma.org>; Harala, Larry <LHarala@cityoftacoma.org>
 Cc: Stevens, Troy <tstevens@cityoftacoma.org>; Frantz, Shanta <sfrantz@cityoftacoma.org>
 Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Hi all,

I'm about to send comments out to the petitioner. Do you have any comments for me?

Thank you,

Troy Stevens, MSML Real Property Services City of Tacoma, Public Works (253) 591-5535 tstevens@ci.tacoma.wa.us

From: Zoning <Zoning@cityoftacoma.org>
Sent: Thursday, August 11, 2022 3:07 PM
To: Harala, Larry <LHarala@cityoftacoma.org>
Cc: Stevens, Troy <tstevens@cityoftacoma.org>; Zoning <Zoning@cityoftacoma.org>
Subject: FW: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Hi Larry,

This vacation application is associated with the MBCH CUP/Variance master planning you're working on.....

Sincerely,

Shanta Frantz, AICP Land Use and Zoning Planning and Development Services (253) 591-5388 – Desk Line (253) 260-0769 – Work Cell sfrantz@cityoftacoma.org | www.tacomapermits.org

We work with the community to plan and permit a safe, sustainable, livable city. Please take our Customer Survey: <u>https://www.surveymonkey.com/r JVK8QYC</u>

From: Stevens, Troy <<u>tstevens@cityoftacoma.org</u>>

Sent: Thursday, August 11, 2022 11:09 AM

To: Barnett, Elliott <<u>EBarnett@cityoftacoma.org</u>>; Bishop, Jeffrey <<u>JBishop@cityoftacoma.org</u>>; Boudet, Brian <<u>BBoudet@cityoftacoma.org</u>>; Bremer, Kandice <<u>KBremer@cityoftacoma.org</u>>; Avila, Britany <<u>BAvila@cityoftacoma.org</u>>; CenturyLink <<u>nre.easement@centurylink.com</u>>; Erickson, Ryan <<u>RErickso@cityoftacoma.org</u>>; Hauenstein, Lyle <<u>lhauenstein@cityoftacoma.org</u>>; Himes, Gail <<u>ghimes@cityoftacoma.org</u>>; Huseby, Eric <<u>ehuseby@cityoftacoma.org</u>>; Johnson, Christopher <<u>ciohnso2@cityoftacoma.org</u>>; Kammerzell, Jennifer <<u>JKammerzell@cityoftacoma.org</u>>; Kidd, Brennan <<u>bkidd@cityoftacoma.org</u>>; Larson, Chris <<u>CLARSON@cityoftacoma.org</u>>; Marsten, Vicki <<u>vmarsten@cityoftacoma.org</u>>; Matt Cruzan <<u>matthew_cruzan@comcast.com</u>>; Megan Tuche <<u>Megan.Tuche@pse.com</u>>; Muller, Gregory <<u>GMuller@cityoftacoma.org</u>>; Zoning <<u>Zoning@cityoftacoma.org</u>>; Rob.Bair@centurylink.com; Rogers, Susie <<u>srogers@cityoftacoma.org</u>>; Rossi, Rod <<u>RRossi@cityoftacoma.org</u>>; Seaman, Chris <<u>cseaman@cityoftacoma.org</u>>; Site Development <<u>SiteDevelopment@cityoftacoma.org</u>>; Stringer, Shawn <<u>SStringe@cityoftacoma.org</u>>; Tina Vaslet (tvaslet@piercetransit.org) <tvaslet@piercetransit.org>; Torres, Andrew <ATORRES@cityoftacoma.org>

Cc: Stevens, Troy <<u>tstevens@cityoftacoma.org</u>>

Subject: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Agency Reviewer,

Please review the attached updated request for proposed Street Vacation Petition 124.1426, as requested by Multicare Health Systems, and provide comment for your respective utility/agency <u>on or before September 2, 2022</u>. Responses received later than September 2, 2022 risk NOT being incorporated into the vacation action.

Please email me with any questions you may have.

Please note: In the event that conditions do not comport to <u>RCW 35.79.030, which limits conditions of the vacation to</u> <u>the bounds of the proposed vacate area</u>, a representative from your respective utility will be required to attend the public hearing to present the perceived merits of your conditions. Failure to attend may result in the automatic dismissal of any such condition that does not comport to statute.

Thank you,

RECEIVED

Stevens, Troy

JANUARY 11, 2023 From: Beard, Patricia **HEARING EXAMINER** Sent: Friday, August 12, 2022 9:38 AM Stevens, Troy Subject: Re: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 -Multicare Health Systems **Attachments:** SV 124.1426 - Updated - Agency Comments(Mulitcare) 8_11_2022 (1).doc

Hi Troy - Happy Friday. This is the fanciest vacation submittal you ever sent me. They were really thorough!

My no objections comment is attached.

Have a great weekend,

Pat

To:

From: Stevens, Troy <tstevens@cityoftacoma.org>

Sent: Thursday, August 11, 2022 11:09 AM

To: Barnett, Elliott <EBarnett@cityoftacoma.org>; Bishop, Jeffrey <JBishop@cityoftacoma.org>; Boudet, Brian <BBoudet@cityoftacoma.org>; Bremer, Kandice <KBremer@cityoftacoma.org>; Avila, Britany <BAvila@cityoftacoma.org>; CenturyLink <nre.easement@centurylink.com>; Erickson, Ryan <RErickso@cityoftacoma.org>; Hauenstein, Lyle <lhauenstein@cityoftacoma.org>; Himes, Gail <ghimes@cityoftacoma.org>; Huseby, Eric <ehuseby@cityoftacoma.org>; Johnson, Christopher <cjohnso2@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kidd, Brennan

 Matt Cruzan <matthew_cruzan@comcast.com>; Megan Tuche <Megan.Tuche@pse.com>; Muller, Gregory <GMuller@cityoftacoma.org>; Newton, Corey <cnewton@cityoftacoma.org>; Beard, Patricia <PBeard@cityoftacoma.org>; Zoning <Zoning@cityoftacoma.org>; Rob.Bair@centurylink.com <Rob.Bair@centurylink.com>; Rogers, Susie <srogers@cityoftacoma.org>; Rossi, Rod <RRossi@cityoftacoma.org>; Seaman, Chris <cseaman@cityoftacoma.org>; Site Development <SiteDevelopment@cityoftacoma.org>; Stringer, Shawn <SStringe@cityoftacoma.org>; Tina Vaslet (tvaslet@piercetransit.org) <tvaslet@piercetransit.org>; Torres, Andrew <ATORRES@cityoftacoma.org>

Cc: Stevens, Troy <tstevens@cityoftacoma.org>

Subject: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Agency Reviewer,

Please review the attached updated request for proposed Street Vacation Petition 124.1426, as requested by Multicare Health Systems, and provide comment for your respective utility/agency on or before September 2, 2022. Responses received later than September 2, 2022 risk NOT being incorporated into the vacation action.

Please email me with any questions you may have.

Please note: In the event that conditions do not comport to RCW 35.79.030, which limits conditions of the vacation to the bounds of the proposed vacate area, a representative from your respective utility will be required to attend the public hearing to present the perceived merits of your conditions. Failure to attend may result in the automatic dismissal of any such condition that does not comport to statute.

Thank you,



Troy Stevens, MSML City of Tacoma, Public Works Sr. Real Estate Specialist (253) 591-5535 tstevens@ci.tacoma.wa.us

.



Memorandum

TO: ALL CONCERNED AGENCIES & DEPARTMENTS

FROM: TROY STEVENS PUBLIC WORKS /REAL PROPERTY SERVICES

SUBJECT: STREET VACATION REQUEST NO. 124.1426

DATE: August 11, 2022

Real Property Services is processing a petition to vacate a portion of South L Street north of South 5th Street, and a portion of South 4th Street, lying westerly of South L Street to facilitate a Multicare Health Systems redevelopment project as shown on the attached vicinity maps and described in the attached memo.

In order to be considered, your comments must be received by **Real Property Services**, **TMB**, **Room 737**, by <u>September 2, 2022</u>. If your comments are not received by that date, it will be understood that the office you represent has no interest in this matter.

Attachment(s)		
AT&T Broadband	RESPONSE	
Pierce Transit		
Puget Sound Energy	X No Objections	
Qwest Communications		
Fire Department	Comments Attached	
Police Department		
TPU/Power/T&D		
TPU/Water/LID	August 12, 2022	Date
PW/Director (3)		
PW/BLUS (2)	Patrícía W Beard	Signature
PW/Construction		
PW/Engineering	CEDD	Department
PW/Engineering/LID		
PW/Engineering/Traffic		
PW/Environmental Services		
PW/Solid Waste		
PW/Street & Grounds		
Tacoma Economic Development		
Click! Network		

Meyers, Aundrea

From:	Stevens, Troy
Sent:	Thursday, January 19, 2023 11:51 AM
To:	Hearing Examiner
Cc:	Marsten, Vicki; Kammerzell, Jennifer; Stevens, Troy
Subject: Importance:	FW: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems High

HEX staff,

Traffic Engineering has let me know the following:

We are planning on them paying for the lights and underground infrastructure. We will disconnect from our system and the can figure out how to repower them if they want.

Troy Stevens, MSML

Real Property Services City of Tacoma, Public Works (253) 591-5535 <u>tstevens@ci.tacoma.wa.us</u>

From: Stevens, Troy
Sent: Thursday, January 19, 2023 9:56 AM
To: Marsten, Vicki <vmarsten@cityoftacoma.org>
Cc: Kidd, Brennan <bkidd@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Hearing Examiner <hexcal@cityoftacoma.org>
Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Vicki,

Thanks for all the work you've done on this project! At the hearing today, the HEX ("cc" here) had one question for us:

- 1. Will PW do the work to disconnect our infrastructure and bill the petitioner; or
- 2. Will they pay us for the value of our infrastructure and pay their own crews to disconnect?

Thank you,

Troy Stevens, MSML Real Property Services City of Tacoma, Public Works (253) 591-5535 tstevens@ci.tacoma.wa.us

From: Marsten, Vicki <<u>vmarsten@cityoftacoma.org</u>> Sent: Friday, January 6, 2023 2:52 PM To: Stevens, Troy <<u>tstevens@cityoftacoma.org</u>> Cc: Kidd, Brennan <<u>bkidd@cityoftacoma.org</u>>; Kammerzell, Jennifer <<u>JKammerzell@cityoftacoma.org</u>> Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Happy New Year Troy!

I have attached the asset estimate that will be turned over to Multicare with the requested street vacation. Please let me know if you have any questions.

Sincerely, Vicki

Vicki Marsten City of Tacoma, Public Works Traffic Engineering & Safety <u>vmarsten@cityoftacoma.org</u> 253-591-5556

From: Stevens, Troy <<u>tstevens@cityoftacoma.org</u>>
Sent: Thursday, December 29, 2022 4:05 PM
To: Marsten, Vicki <<u>vmarsten@cityoftacoma.org</u>>
Cc: Kidd, Brennan <<u>bkidd@cityoftacoma.org</u>>; Kammerzell, Jennifer <<u>JKammerzell@cityoftacoma.org</u>>
Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Thank you!

Troy Stevens, MSML Real Property Services City of Tacoma, Public Works (253) 591-5535 tstevens@ci.tacoma.wa.us

From: Marsten, Vicki <<u>vmarsten@cityoftacoma.org</u>>
Sent: Thursday, December 29, 2022 3:55 PM
To: Stevens, Troy <<u>tstevens@cityoftacoma.org</u>>
Cc: Kidd, Brennan <<u>bkidd@cityoftacoma.org</u>>; Kammerzell, Jennifer <<u>JKammerzell@cityoftacoma.org</u>>
Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Good afternoon Troy,

I will get the value to you next week.

Have a *Happy New Year* holiday!!

Víckí x253-591-5556

From: Stevens, Troy <<u>tstevens@cityoftacoma.org</u>>
Sent: Thursday, December 29, 2022 3:28 PM
To: Marsten, Vicki <<u>vmarsten@cityoftacoma.org</u>>
Cc: Kidd, Brennan <<u>bkidd@cityoftacoma.org</u>>; Kammerzell, Jennifer <<u>JKammerzell@cityoftacoma.org</u>>
Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems
Importance: High

Vicki,

Thinking ahead to the hearing, do we know how much the infrastructure is worth?

Multicare will be required to pay fair market value; but, that doesn't include Traffic's value. Please provide that as soon as possible.

Troy Stevens, MSML Real Property Services City of Tacoma, Public Works (253) 591-5535 tstevens@ci.tacoma.wa.us

From: Marsten, Vicki <<u>vmarsten@cityoftacoma.org</u>>
Sent: Friday, September 9, 2022 11:36 AM
To: Stevens, Troy <<u>tstevens@cityoftacoma.org</u>>
Cc: Kidd, Brennan <<u>bkidd@cityoftacoma.org</u>>; Kammerzell, Jennifer <<u>JKammerzell@cityoftacoma.org</u>>
Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Good Morning Troy,

I am sorry that I forgot to send this to you on Wednesday like I said.

Sincerely, Vicki Marsten

City of Tacoma, Public Works Traffic Engineering & Safety 747 Market Street Tacoma, WA 98402 <u>vmarsten@cityoftacoma.org</u> 253-591-5556

Office hours: 7:30am – 4:30pm. M, W-F Telework hours: 7am-4pm T

From: Stevens, Troy <<u>tstevens@cityoftacoma.org</u>>

Sent: Thursday, August 11, 2022 11:09 AM

To: Barnett, Elliott <<u>EBarnett@cityoftacoma.org</u>>; Bishop, Jeffrey <<u>JBishop@cityoftacoma.org</u>>; Boudet, Brian <<u>BBoudet@cityoftacoma.org</u>>; Bremer, Kandice <<u>KBremer@cityoftacoma.org</u>>; Avila, Britany <<u>BAvila@cityoftacoma.org</u>>; CenturyLink <<u>nre.easement@centurylink.com</u>>; Erickson, Ryan <<u>RErickso@cityoftacoma.org</u>>; Hauenstein, Lyle <<u>Ihauenstein@cityoftacoma.org</u>>; Himes, Gail <<u>ghimes@cityoftacoma.org</u>>; Huseby, Eric <<u>ehuseby@cityoftacoma.org</u>>; Johnson, Christopher <<u>cjohnso2@cityoftacoma.org</u>>; Kammerzell, Jennifer <<u>JKammerzell@cityoftacoma.org</u>>; Kidd, Brennan <<u>bkidd@cityoftacoma.org</u>>; Larson, Chris <<u>CLARSON@cityoftacoma.org</u>>; Marsten, Vicki <<u>vmarsten@cityoftacoma.org</u>>; Matt Cruzan <<u>matthew_cruzan@comcast.com</u>>; Megan Tuche <<u>Megan.Tuche@pse.com</u>>; Muller, Gregory <<u>GMuller@cityoftacoma.org</u>>; Newton, Corey <<u>cnewton@cityoftacoma.org</u>>; Beard, Patricia <<u>PBeard@cityoftacoma.org</u>>; Rossi, Rod <<u>RRossi@cityoftacoma.org</u>>; Seaman, Chris <<u>cseaman@cityoftacoma.org</u>>; Site Development <<u>SiteDevelopment@cityoftacoma.org</u>>; Stringer, Shawn <<u>SStringe@cityoftacoma.org</u>>; Tina Vaslet (<u>tvaslet@piercetransit.org</u>) <<u>tvaslet@piercetransit.org</u>>; Torres, Andrew <<u>ATORRES@cityoftacoma.org</u>> Cc: Stevens, Troy <<u>tstevens@cityoftacoma.org</u>>

Subject: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Agency Reviewer,

Please review the attached updated request for proposed Street Vacation Petition 124.1426, as requested by Multicare Health Systems, and provide comment for your respective utility/agency <u>on or before September 2, 2022</u>. Responses received later than September 2, 2022 risk NOT being incorporated into the vacation action.

Please email me with any questions you may have.

Please note: In the event that conditions do not comport to <u>RCW 35.79.030, which limits conditions of the vacation to</u> <u>the bounds of the proposed vacate area</u>, a representative from your respective utility will be required to attend the public hearing to present the perceived merits of your conditions. Failure to attend may result in the automatic dismissal of any such condition that does not comport to statute.

Thank you,